



Memo to: Louisa Dear

From: David Bowman

Cc: Howard Collins & Matt Longland

Re: SYDNEY HARBOUR HIGHLINE

Date: 4th December 2022

Dear Louisa

After consultation with Howard Collins and the Transport Minister in March 2017 the Chief of Staff confirmed their agreement to joint use of the Lavender Bay rail corridor by Sydney Trains (ST) and the HighLine walkway.

The SHHL Association (SHHL) was incorporated and membership support was provided by a wide range of individuals and families together with local businesses. It has been the ongoing financial support from the membership base that has permitted the SHHL to produce marketing and development input for the project.

At the time SHHL commenced its submissions for joint use of the corridor ST intended to use the rail corridor for shunting and daily train storage purposes until the Metro was completed. Minimal driver training also took place along this corridor.

SHHL is now aware that there will be ongoing use by ST for possibly a further 10 years although the opening of the Metro might bring about a

review. This advice from Howard & Matt is therefore in line with the final report and recommendations of the Premiers Committee which is based on joint use.

There are 4 distinct groups that benefit from the project.

1. The community will utilise this pathway linking the parklands of Lavender Bay to those in Berrys Bay.
2. It will provide a major tourist attraction for Sydney featuring the unique Tunnel experience with its potential for a range of visual presentations and the onward paths to the Coal Loader and the Heritage Fleet in Berrys Bay.
3. Continued use of the corridor for ST.
4. Future more regular use of the line with a new platform at Lavender Bay for Transport Heritage (TH).

I sent you on October 2022 the Final Committee Report (FCR). The assumptions, design and costings within that report form the basis of the review we are now undertaking.

It may assist your pricing of the works if I provided for you some background to the assumptions the SHHL made and the design arrived at in 2017/8 for stage 1 of the HighLine.

Joint use of the corridor determined that:

- a) There was a need for a fence to separate pedestrians from train operations. The setback required from the centre line of the tracks to the security fence is 3.5 meters.
- b) The project would be carried out in two stages. This was required as ST needed the 6 lines in Lavender Bay.
 - Stage 1 being from the lower section of Wendys Secret Garden (WSG) to Union Street. After cessation of use of the corridor by ST,
 - Stage 2 would include the areas from Luna Park to WSG.
- c) If you refer to the FCR the SHHL design incorporated small parks/gardens (i) immediately west of the Tunnel – page 43, (ii) at

d) Dumbarton St- where there is another pedestrian access point – page 28 and (iii) at the Union St access point – page 23.

While now reassessing the design of the project and re-costing that design it is advisable to consider some of the parameters we worked within that either are now not needed to be considered or may be varied.

The setback of the security fence referred to in 'a' above is based on operational standards on major lines where trains are passing each other at speed. In the case of this shunting line there are no passing trains and the trains are operating at a very low speed. Would you please investigate whether the setback of 3.5 meters may be reduced. If so this will permit the widening of the pedestrian walkway.

If the walkway is widened, as a result of the setback reduction, then it may be feasible to leave the stanchions (some or all) in the walkway and, if possible, 'make safe' the stanchions for the public. I recall Howard made mention of this possibility.

If you refer to the aerial photos of the line the boundaries of the Railcorp ownership are shown by blue lines. Looking at the northern boundary there are opportunities in the Queen St (pages 36 & 38) and Union St (page 42) sections for the walkway to be widened within the envelope of the existing rail land.

TH supports fully the available use of this corridor while ST continues operations on the line. After cessation of use by ST, TH intends to continue with use of the line.

However, whilst the Community supports TH use what the SHHL believes is the major attraction both for local, intrastate, interstate and international visitors to Sydney will be the Tunnel. In our meetings with ST we have only touched briefly on this matter however we have carried out a number of investigations into how to present this facility.

Page 34 of the FCR shows various tunnel lighting features completed by Philips who provided for the SHHL design and costing for the corridor lighting.

SHHL has received initial costs for the hardware required to operate visual presentations and has met with several groups that have worked on Sydney Vivid. SHHL is currently raising funds for further design concepts.

I would appreciate the opportunity for a brief conversation on the above and I will phone you this week.

Best regards

A handwritten signature in cursive script that reads "David".

David Bowman

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