

Mr Matt Longland
Chief Executive
Sydney Trains
231 Elizabeth Street, Sydney NSW 2000
By email: matt.longland@transport.nsw.gov.au

20th June 2022

Dear Matt

Sydney Harbour HighLine

I refer to our meeting on 23rd May. Since that meeting Joan Street has sent to you a letter with attachments confirming North Sydney Council's support for the project. The Premier's Committee on which Joan and I were community representatives also had representation from North Sydney Council. Howard was also a member of this Committee. The Premier's Committee unanimously supported the project and endorsed the final report which confirmed the viability of joint use of the rail corridor by the Sydney Harbour HighLine (SHHL) and Sydney Trains while also providing for irregular use by Transport Heritage.

Since our meeting Ian Mutton who is the President of the SHHL Association and a North Sydney Councillor has met with the new Council Mayor, Zoe Baker, who has reiterated her personal support for the project.

As agreed at our meeting, Ian Mutton will contact Howard and you in the near future to investigate and coordinate with you the options for the legal and operational structure of the project whilst Sydney Trains is operating in the corridor and after cessation of Sydney Trains use of the corridor.

I have contacted David Bennett from Transport Heritage with whom the Association has worked in the past on two feature heritage rides along this corridor. I will now brief David in writing on the current situation and seek his offices' feedback on their requirements for future use of the corridor.

My letter to you now is to brief you on the background of costings for the project that were produced by Sydney Trains and by the SHHL Association. To do so I attach correspondence, primarily that between Sydney Trains' representative Rino Matarazzo and myself. Rino also attended the Premier's Committee and following the final report we had unresolved discussions on Sydney Trains' costings and various other matters relating to the project.

The SHHL Association was endeavouring to confirm:

1. What cost items (if any) were duplicated within the two parties' schedules.
2. Which items within the Sydney Trains schedule were repairs and maintenance items.
3. What items within the Sydney Train schedule were capital items for upgrading.

In addition to the above, any capital works completed by Sydney Trains since Sydney Trains did their cost plan.

As we discussed with you the project has not progressed with Sydney Trains due to Covid. However, during this period the Association continued various activities including:

- engaged consultants to address a future pedestrian ramp design at the eastern end of the HighLine and entered the designs into a State Government competition.
- commissioned a review/update of the costings as best we knew them.
- conducted meetings with several groups about the future use and presentation of the Tunnel – hardware and software for lighting projections. As the team we are using are involved in the current Vivid event this design work will resume in the next few weeks.

The Association believes the most important immediate matter will now be your appointment of the Sydney Trains representative with whom we may work closely to upgrade and update a project budget and timeline.

The Associations' view is that once the project issues above are addressed then a full and accurate proposal may be submitted to various Government Departments for funding.

Regards



David Bowman
Vice President
Sydney Harbour High Line Association

Cc: Howard Collins, Chief Operations Officer, Transport for New South Wales