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Dear Howard

**Sydney Harbour HighLine**

Joan and I are very grateful for the time you provided for us on 1<sup>st</sup> December to discuss the status of the Sydney Harbour HighLine (SHHL) project.

Despite the disruptions over the last two years the SHHL continued to undertake several positive steps to take the project forward.

In July 2020 the State Government called for entries for a public space ideas competition. The entry submitted by the SHHL Association envisaged a walkway from Harbourview Crescent through the southern end of Wendys Secret Garden (WSG) to the southern end of the proposed HighLine, incorporating a platform for Transport Heritage and an upgrade to the waterfront boardwalk. The plan is to extend WSG into this area; the end result being the linking of the gardens on the eastern side of the tunnel with those on the western side and onwards to Berrys Bay. This plan was predicated upon the cessation of Sydney Trains use of the corridor allowing the HighLine project to continue from WSG to the Luna Park boundary. Entry attached in Appendix A.

Although this competition entry was not successful it engendered a large amount of community interest and further support for the HighLine.

As Sydney recovers from the economic effects of the Covid lockdowns one of the more important triggers for that recovery will be tourism. Sydney has long-standing and successful tourism attractions like the Opera House, Harbour Bridge and Bridge Climb, Taronga Zoo, Sydney Aquarium and Wildlife Sydney, harbour cruises and the Sydney Tower. However, to remain competitive, Sydney needs to invest in new attractions to target new markets and to offer a new experience to returning visitors. The HighLine is such an attraction.

The SHHL Association has been working with The Heritage Fleet to support it with its efforts to relocate part of its operations to Berrys Bay, utilising the waterfront location for its Museum and berths for some of its fleet. The timing of this relocation depends on completion of the civil works for the new harbour tunnel.

The Heritage Fleet is interested in utilising a wharf in Lavender Bay as one of several shuttle points for its vessels based in Berrys Bay. The establishment of such marine facilities for heritage vessels will complement Transport Heritage and other features of the SHHL and provide the western 'bookend' of the project.

When the SHHL Association prepared and presented its report to the Premier's Committee in March 2018 it sought design and prices for the hardware required to present an ongoing visual presentation within the existing tunnel. Over the last two years meetings have been held with consultants with a view to expanding the use of the tunnel for a range of visual displays. Although the computer hardware placement in the tunnel will be based on the ongoing use of the rail corridor, the ideal situation will be after 2023 when Sydney Trains cease use of the line for operational purposes and existing constraints/restrictions on equipment and pedestrian movements will be lifted.

As a participant in the Premier's HighLine Committee the SHHL Association engaged various consultants in 2017/18 to design and provide cost inputs for the project and engaged a Quantity Surveyor to produce a cost plan. Unfortunately Sydney Trains did not release detailed work and costs for its component which limited production of full costings. We have received during 2021 an updated overview of our initial cost plan however re-engagement with Sydney Trains personnel will assist.

Prior to appointment of the SHHL Committee in 2017, the State Government and Sydney Trains agreed that the SHHL may be designed, constructed and operated in conjunction with the ongoing operations of Sydney Trains and its use of this spur line for daily train storage.

In order however for this project to now be reactivated the following major issues need to be resolved:

1. Will Sydney Trains cease operational use of the corridor, as previously envisaged, in late 2023?
2. If Sydney Trains require use of the corridor after that date are they aware of when their use will cease?
3. Prior to the end of 2023 or at the later date will Transport Heritage require use of the line on an irregular basis?
4. If Transport Heritage does require use will they need a new platform at the Luna Park end of the line?

The answers to the above will then determine a number of design, cost and construction issues.

If Transport Heritage continue to use the corridor on a limited basis then landscaping of the full width of the corridor and the lack of need for a security fence will produce a far more attractive and pedestrian friendly corridor. At times when Transport Heritage trains are in operation then pedestrian access to the corridor may cease or be controlled.

The assistance we now kindly request from you is:

- i) An introduction to Matt Longland, the new Chief Executive of Sydney Trains. Attached is a summary of the HighLine project to date which provides for the new Chief Executive a full overview of the project to date.
- ii) Please update Rob Mason, Chairman, Board of Transport Heritage on the SHHL project as a preliminary to us discussing with him how best to incorporate Transport Heritage's needs in the SHHL project.
- iii) Introduction to the appropriate senior personnel at Waterways who will assist with the Heritage Fleet and support their transition plans for Berrys Bay.

We fully appreciate your continued interest and support for the HighLine project and recognise that without your ongoing involvement success for this project will be diminished. Our ability to liaise with you from time to time will be essential to expedite the matters that arise.

Yours sincerely



David Bowman  
**Vice President**  
**Sydney Harbour HighLine Association**



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