

17 December 2014



Director  
Infrastructure Projects Branch  
NSW Department of Planning and Infrastructure  
GPO Box 39  
Sydney NSW 2001

Dear Sir / Madam

### **CBD and South East Light Rail Project (SSI-6042) – Modification No.1**

The University of NSW (UNSW) strongly supports the CBD and South East Light Rail (CSELR) Project. UNSW has engaged JBA Planning to undertake an extensive review of the Modification to the State Significant Infrastructure Approval (SSI-6042) prepared by TfNSW which has been on public exhibition over the past two weeks.

The key issues for UNSW arising from the proposed light rail modifications are:

- Insufficient information provided and the lack of consideration of the impacts arising from the modification to the length of Light Rail Vehicles (LVRs) and platforms on the UNSW stops;
- Insufficient information provided and the lack of consideration of the UNSW stop safety and capacity arising from the reduction in the frequency of service;
- Increased risk of noise, vibration, electromagnetic interference (EMI) and radio frequency interference (RFI) impact upon sensitive teaching, research and other University environments during construction and operation of the light rail as a result of the proposed amendments;
- Visual impact of the light rail associated with the proposed modifications;
- Impact on UNSW operations during construction and operation of the light rail as a result of the proposed amendments in terms of traffic, access and bus services; and
- Lack of a consultation process between TfNSW and UNSW.

UNSW is the largest single customer destination for the CSELR project and the two stops at the University are forecast to be among the top five busiest along the entire route. In the additional information provided in June 2014, as part of the current Infrastructure Approval (p. 18), TfNSW stated:

"... it is always better to err on the side of caution with respect to design forecasts to ensure safety is not compromised."

On behalf its 50,000 staff and students, UNSW strongly agrees with this statement.

Despite UNSW covering the safety and capacity issues in detail in its previous EIS submissions and raising these issues at the meeting with TfNSW on 17 November 2014 this still has not been addressed by TfNSW in the Modification Report.

In the additional information to the Infrastructure Approval (p. 12) in June 2014 TfNSW stated:

"TfNSW is currently considering the option to provide two side platforms for the High Street stop (rather than an island platform), which would be compatible with future pedestrianisation of High Street."

In the absence of any communication from TfNSW regarding the pedestrianisation, which is a requirement under part B43 of the Infrastructure Approval, UNSW has proactively prepared a new design for the High Street stop with side platforms that seeks to address the key issues raised by the University, in particular the stop safety and capacity.

Based on its own analysis and in the absence of evidence to the contrary UNSW is concerned that some of these key issues could be fundamental to the safe and effective operation of both the Light Rail system and the University's teaching and research activities. If this is the case they cannot be addressed in the detailed design phase of the project.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'F. G. Hilmer', with a stylized flourish at the end.

Professor Frederick G Hilmer AO  
President and Vice Chancellor