



PCU042199

MANAGER CENTRES
AND URBAN RENOVATION
DEPARTMENT OF PLANNING
AND INFRASTRUCTURE.

Department of Planning
Received
6 MAR 2013
Scanning Room

62 IAN ST.
CHREBANA. 2282.
P.H. 02 49467930.
MOB 0499104824
-3-13.

DEAR, MANAGER,

I AM MAKING A SUBMISSION TO
YOU REGARDING THE PLAN TO CLOSE THE INNER CITY RAIL
LINE INTO NEWCASTLE.

THE DECISION WILL BRING ONE BENEFIT. IN THAT IT
WILL GIVE ACCESS TO THE HARBOUR FROM BETWEEN THE
BUILDINGS BACKING ON TO THE LINE FROM EITHER SIDE AT
ABOUT SIX EXTRA CROSSINGS, FROM HUNTER ST.

PLANS TO NARROW HUNTER ST FROM FOUR LANE,
TO TWO AND CLOSE THE LINE WILL BRING THE EXPECTED
GRIDLOCK TO THE CITY EVEN FORWARD.

CUTTING THE LINE WITH 12,000 NEW RESIDENTS
PLUS 10,000 EXTRA WORKERS IN THE CITY AND
MOVE THEM AROUND ON A FEW EXTRA BUSES
IS NO ANSWER LOOK AT SYDNEY'S GRIDLOCK.

NEWCASTLE NEEDS MORE INFRASTRUCTURE NOT LIES.

CRUISE SHIPS NOW HAVE NEWCASTLE AS A PORT
OF CALL. THEY HAVE TO DOCK AT AN OLD COAL WHARF
AND PASSENGERS ARE TRANSPORTED TO THE CITY BY
BOAT FOR TRANSPORT OPTIONS.

THE ENTRANCE TO BROADMEADOW STATION WAS
REMOVED IN 1960 BECAUSE OF GRIDLOCK BY BUSES.
ON TOP OF THE OVERPASS.

STEWART AVE IS ALMOST GRIDLOCKED WITH TRAFFIC CONTROL LIGHTS AT PARRY, KING ST HUNTER ST AND HENRY SOCKLE DRIVE INTERSECTION TO PUT A STATION ENTRANCE IN STEWART AVE WOULD BE A DISASTER.

GOLD COAST. QUEENSLAND'S SECOND CITY NOW HAS HEAVY RAIL TO IT FROM BRISBANE AND BUILDING LIGHT RAIL

IF NEWCASTLE HAD A STRAIGHTENED WHARF AT THROSBY NO 1 TO LEE WHARF NO 5 AT WICKHAM, WITH OVERPASS TO IT FROM HEAVY RAIL LINE FROM HAMILTON AND LIGHT RAIL TO NEWCASTLE DOWN THE CORRIDOR SIMILAR TO EDDY AVE SYDNEY. THE CITY COULD BE OPEN TO THE HARBOUR.

BUSINESS AND TOURISM WOULD BE FURTHER ADVANCED IF A SINGLE TRAM LINE RAN FROM NEWCASTLE STATION TO NOBBY'S BRACH, FORT SCRATCHLEY, NEWCASTLE BRACH, AND DOWN HUNTER ST. MALL TO REJOIN THE MAIN LINE AROUND CROWN ST.

YOURS FAITHFULLY
MICHAEL CARLIN.
M. Carlin

