



PCU042551

C/O 29 Wolfe Street ,
Maitland, N.S.W. 2320.
13/03/2013.

Newcastle Urban Renewal Strategy,
P.O. Box 39,
G.P.O., Sydney.
N.S.W. 2001.

Dear Sirs,

I wish this submission to be entered as an objection to the strategy and a hold on any withdrawal, removal or change of infrastructure until a thorough costing and evaluation is done, including changes in transport, times, destinations and connections to the rail transport to Sydney, Central coast, Maitland, also North and North western lines.

Also costing (reliable) for removal of Rail and infrastructure and diagrams with measurements of the the remaining "Corridor" that is supposed to remain publicly owned right into Newcastle, should be made and exhibited for the use and discussion of all users.

This needs to be done in case of possible later legal, unconstitutional, and conflict of interest, claims being instituted.

I, like the majority of travelers, who were NOT consulted, agree that "Something" needs to be done to Newcastle but, not at the expense of a perfectly good piece of infrastructure when other alternatives are available that will help rebuild and make the city better and more modern and in line with other major cities. This would benefit everyone, Not just a select few!!

Yours sincerely

Dallas Edwards



P.S. Enclosed letter copy also.

C/O 29 Wolfe Street ,
Maitland,
N.S.W., 2320.
11/03/2013.

Ms Gladys Berejiklian, M.P.,
Level 35 Governor Macquarie Tower,
1 Farrer Place,
Sydney.
N.S.W. 2000.

Dear Gladys,

I am a pensioner, over 80 years old, who has and still does use our rail line right into Newcastle station. When I was younger I worked in Newcastle and now still travel down there on business and pleasure. However if they still go ahead with terminating the line at Wickham, I will not be using that means of getting into town again as it will be a lot more effort, changing and waiting for a bus, when I could have stopped on the train for another three or four minutes, and got off on a nice level platform, practically right at my destination. THEN, if I wish, I could catch a bus or cab to any part of town.

As for Tim Owens M.P. and his spiel that the change from train to bus would be smooth and seamless, "like a ribbon". All B.S.! and he would know this. It would be far easier and quicker to stay on the train.

For the benefit of all it would be far better to modernize and include the line in the renewal of that part of the city by one of many ways, eg., trenching, raising, lowering or building over, as is done in many other cities. But, NO, they want OUR rail and land for other uses!!

Imagine the outcry if Sydney people were told, The rail will stop at Strathfield and everyone has to catch the bus the rest of the way. Politicians would say this is no argument, however when one looks at how Newcastle has grown, mainly in the suburbs, and the transition from the steel era of 60 years ago to now, there is a very good argument for very careful planning---including keeping the rail, whether trenched and/or built over---to maximize economic people movement and minimise road and traffic congestion as well as complimenting and helping with the design and planning of the city rebuilding.

If I had the money and knowledge I would challenge the legality of the rushed decision to terminate the rail at Wickham. They claim they have consulted all stakeholders. But what about all the people who use the train, from the country to the city? In my opinion they are bigger stakeholders than a few developers and entrepreneurs as they actually use the train, not use public property to increase their wealth or power.

The were given the chance to see how the change would go if they stopped the trains and ran buses for two to four weeks and costed the whole exercise. But they refused because they knew if they did, it would show that closing the line is a very bad idea and/or investment!!

sincerely

Dallas Edwards

p.s.have enclosed some papers to give some idea of how people are against closing the line. I am afraid the powers who want the line out are putting out a lot of propaganda.

Letter Copy

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