

urbanrenewal - Newcastle Urban Renewal Strategy Submission

From: Allan George <allan.george@bigpond.com>
To: <urbanrenewal@planning.nsw.gov.au>
Date: 3/16/2013 11:40 AM
Subject: Newcastle Urban Renewal Strategy Submission

Dear Sir/Madam,

Newcastle Urban Renewal Tranport Proposals Not Acceptable

Under the Government's new vision for Newcastle, I raise objections and do not agree with the following proposals for Transport in the future development of Newcastle CBD:

- Rail services separating the city centre and the waterfront will be replaced by bus services from Wickham, linked to the rail timetable
- A new bus/rail interchange will be built at Wickham, west of Stewart Avenue. Bus services from the new interchange will ensure smoother journeys to the city centre and to other areas within Newcastle for professional, commercial, educational and social purposes
- New north-south links will be created over the superseded rail corridor, connecting the city centre to the waterfront

Objections are on following grounds:

- Future development includes provision for high density and high rise residential growth and buses and cars will not be an efficient, economic or environmentally acceptable alternative to an inner city rail link for growing city residents, visitors and workers.
- New Courts under construction and proposed University Campus in Central Newcastle will need good public transport access and buses only will not be at all satisfactory for very large numbers requiring transport to these developments and further business developments.
- Already with present residents and visitors lack of parking and road congestion is a serious problem at times.
- The proposed Bus/Rail interchange at Wickham will seriously increase traffic congestion at the major traffic flow intersections of Hunter St, Stewart Ave and Wharf Road.
- The need to change from train to bus transport will be seriously inconvenient to many Seniors, Families with Children, and Disabled, and youth going to Newcastle beaches as well as an unnecessary waste of travelling time for all travellers. It will add significant time to all journeys even if buses are coordinated with trains and can carry all passengers at all times.
- Additional north south crossings could be readily constructed for pedestrians and traffic over rail corridor at a fraction of cost of alternatives proposed.
- Developers would no doubt end up building on rail corridor if closed, in the future, as it is only strip of land not undermined, no matter what the Government says.
- Removal of the rail transport to East End and CBD of Newcastle is against town planning principles world wide where railways are an integral part of efficient public transport planning for the future.

I submit this letter as a lifetime resident of the Lower Hunter and former worker in Newcastle and

trust consideration will be given to all submissions on the transport side of the Urban Renewal Proposal,
so Newcastle will go forward with public transport into the future, and not backwards as presently proposed with buses only in the area.

Regards,

Allan George