

Greetings!

After attending the public forum at the Newcastle City Hall reviewed the notes I had made.

In no strict order I wonder what the responses would be to the following:

Cities and areas in cities go through cycles. As has been noted it is time for Newcastle CBD to be revitalised. Newcastle's CBD decline or rather lack of vibrancy can be attributed to a number of factors BUT this is in fact being turn around at this time.

People are what bring a city, an area alive. More and more apartments and other infrastructure is in planning therefore more people will be in the city. There will a knock on effect.

I liked the outline of the major "higher-rise" development to the west of the city and understand why. Keeping the integrity of the historic and cultural aspects of the city intact plus maintaining the beautiful and distinctive quality of the topology of Newcastle is a must. Visitors to all major cities look to the "historical hearts" of these places.

The idealised pictures presented at the meeting are meant to and do seduce people.

The "opening up", "linking" Hunter street to the harbour is very attractive in theory but what happens to the narrow areas between each of the crossings? Some of these are quite narrow. No one addressed this. Which brings up the further issues of how would the larger spaces that would be become available be used to link Scott/Hunter streets and the harbour side. This was not addressed at the meeting.

Coming into a city/ a place should present its best face. Arriving in Newcastle at present, provides a vista of the harbour, the river, the beautiful Customs House and out to Nobby's - all so close that it entices a person and creates positive feelings immediately. This is what a city should always provide both its local citizens and visitors.

People want as seamless a transport system as possible. At present the current infrastructure provides this. The railway is an asset. A forward thinking and public minded plan works to enhance current assets, develop its strengths and be lateral in thinking to provide the very best for the future of Newcastle. As a society and a community we should be working towards providing public transport that delivers maximum numbers for the least inconvenience.

How many and how many times did delegates, involved with planning (including Mr Hazzard) travel to Newcastle by train?

A point that indicated to me that greater knowledge of the particular needs and requirements for Newcastle was demonstrated when a transport delegate was surprised to be informed that Newcastle citizens do not have 'zone travel 10" type tickets for the buses but rather "timed tickets". How many other seemingly "insignificant" points about Newcastle are the planners ignorant of?

I am looking forward to a renewed Newcastle burgeoning in the coming years.

However, I beg that regret about the wilful destruction of public assets, present and future do not tinge Newcastle's splendid future as an enviable place to live in and visit.

Yours sincerely,

Susan Hannigan