

## urbanrenewal - Destruction of the Newcastle Rail

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**From:** Edwin and June Hipwell <ejhipwell@hotmail.com>  
**To:** <office@premier.nsw.gov.au>  
**Date:** 12/14/2012 11:47 PM  
**Subject:** Destruction of the Newcastle Rail  
**CC:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
<urbanrenewal@planning.nsw.gov.au>

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Mr Barry O'Farrell

Premier of NSW

Dear Sir,

It was with surprise, while on the train from Hamilton to Thornton that I picked up and read a leaflet warning train commuters, that you intend to close off the rail at Wickham!!

I am sure this is not in the interests of the train travellers, that need to travel into Newcastle. To break journey at Hamilton or Wickham, makes travel longer, as well as being inconvenient, to travel (walk) to the alternative transport, then be conveyed to the desired destination.

I heard on the radio ABC 1233, this morning that the government representative Planning Minister Brad Hazzard, made an announcement that the rail was to be closed off at Wickham.

During the broad cast in the program, it was continually stated, by the host [DJ ?] , that the rail was to be terminated West of Wickham . If this statement is true, then the trains will not get near the city, being terminated at Hamilton!!!

So inconvenient for the commuters.

And designed to make millions for the developers ????

Concerned citizen.

Edwin Hipwell

**From:** Edwin and June Hipwell <ejhipwell@hotmail.com>  
**To:** Brad Hazzard <urbanrenewal@planning.nsw.gov.au>  
**Date:** 12/17/2012 11:02 PM  
**Subject:** RE: Newcastle Urban Renewal Strategy  
**Attachments:** ATT00001

Dear [REDACTED],

Thanks for that information, even though it looks like the end of the Newcastle rail link, with which I do not agree. With all of this, that perhaps I have still not absorbed, what is planned for the turning of the trains around, or at least getting them on the correct line for the return trip, especially when there are the two lines to service, i.e. the Central Coast, and the Hunter lines?

"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", hardly smooth compared to the one train trip ALL the way into the city, since there is to be disruption in changing mode of transport!!!!

This brings to mind another point, perhaps not unrelated: The change over time for connections when travelling from Sydney etc. to Maitland etc.

These take time for the transition, so it can make the trips into Newcastle, at least 7 minutes longer. I have noticed, when attempting to plan a trip [rail] from Thornton, to the central coast and more, that there were relatively large time gaps between one train arriving, and the next departing.

Some time ago, there was a good transition time for rail passengers travelling from Maitland etc. to link with the service to Sydney, having a few minutes for the change, in both directions. AND if say the Sydney train was late, the Maitland [bound] train would wait, so that the passengers, if any, could cross over and get the train connection. This seems to have been lost, with around 7 to 10 minutes difference in the change over, (more on some connections).

The "revitalising Newcastle" video clip has many buildings in it compared to what is now there. So the real reason for this change is so as to sell off this land for the commercial sector.

Is all of this going to be able to attract business to the Newcastle city, from the super markets around the districts???

at the same time slowing the access of individuals in getting into Newcastle.

Edwin Hipwell

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