

**Carolyn McNamara**

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**From:** IslingtonVillage CommunityGroup <islingtonvillagecg@hotmail.com>  
**Sent:** Wednesday, 12 December 2012 10:46 AM  
**To:** NCC OfficialMail; Michael Osborne; NCCcouncillorW1 StephaniePosniak; Lisa Tierney; Therese Doyle; Tim Crakanthorp; Brad Luke; Nuatalia Nelmes; Sharon Waterhouse; Andrea Rufo; David Compton; Jason Dunn; Allan Robinson  
**Cc:** govtNSW Tim Owen; Public Parker's Office Email; Public Berejiklian's Office Email; Premier's Office; Public Gallacher's Office Email  
**Subject:** Newcastle Rail Line - future

Dear Lord Mayor and fellow Councillors,

Islington Village Community Group would like to re-affirm our voice for the growing concerns over the possible truncation of the rail line into the CBD. I read recently the email from Doug Lithgow to the Lord Mayor and Councillors and can't help but agree that the future development of this great city is intrinsically linked and bound by the retention of this major transport infrastructure link.

Council's Strategic Plan for the city in 1988 and the 1981 Foreshore scheme called for a scenic landscaped rail entrance to the city. With all the rhetoric about the future of the rail line this has caused a social and economic hiatus in Newcastle that has prevented many practical and attractive improvements being made and the truncation issue should be put to bed rather than resurrected. Future talk should be stopped immediately to prevent future stagnation.

The Harbour Foreshore Scheme commenced under the leadership of former Lord Mayor Joy Cummings and her Council who had sponsored Newcastle's Foreshore Landscape and Urban Design Competition of 1981. The competition was adjudicated by a distinguished jury of architects lead by the celebrated American Landscape and Urban designer Lawrence Halprin. The winning design was widely supported and together with the Council's official Strategic Plan should have guided the Honeysuckle Development Scheme.

The scheme chosen by the then Cabinet had its beginnings in the 1988 Hurst Plan and is still theoretically the HDC Approved Scheme under the Section 15 of the Growth Centres (Development Corporations) Act, despite the fact that every development at Central Honeysuckle over the past 20 years bears little relationship to the Section 15 Scheme. The HDC Scheme has never been revised, as required, to reflect the needs of the Growth Centre which now includes every local government area in the whole Hunter Region.

Mr. Nick Greiner's recent comments at a recent Business Chamber Meeting to "Get rid of the line" is just more of the unhelpful negative rhetoric that is not supported by modern town planning theory that emphasises the importance of Transit Orientated Development and Infrastructure Improvements. This is also well proved under the current State Government by the commencement of the projects neglected by the former Labor State government, including the North West Rail link from Epping to The Hills District of North West Sydney, the acceleration of the South West rail link for completion, the addition of extra freight lines from Strathfield to Hornsby and Gosford to Newcastle to improve and cater for expanded growth in freight projected over the next 20 years and addition of lanes to the M2 and M5 motorways.

Newcastle needs to stay ahead with development and commit to strategies that will not be condemned by future generations. Look at the wonderful decision made in the 1960's to remove Sydney's tram network. We do not want a similar comparison with the removal of the Newcastle CDB rail network.

Thank you,

Terry McCauley

Coordinator,  
Islington Community Village Group

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