

**urbanrenewal - Newcastle Urban Renewal Strategy.**

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**To:** <urbanrenewal@planning.nsw.gov.au>  
**Date:** 3/17/2013 2:34 PM  
**Subject:** Newcastle Urban Renewal Strategy.

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The Manager,

Department of Planning and Infrastructure,

GPO Box 39,

Sydney. N.S.W. 2001.

[urbanrenewal@planning.nsw.gov.au](mailto:urbanrenewal@planning.nsw.gov.au)

Dear Sir,

As an inner city Newcastle, landowner and land tax paying resident, I implore you to listen to residents of Newcastle and The Hunter's views in relation to The Retention of and Improvement to The Newcastle City Rail Line.

Opponents of the rail argue that it is adding to traffic gridlock, when it is in fact the solution to further gridlock.

The problem is previous bad planning decisions.

Instead of constructing an over or under pass at Hannell Street, the cheap option was chosen.

By installing a level crossing, this created a 'funnelled nightmare', crossing Honeysuckle Drive, rail line as well as Hunter and King Streets in an unco-ordinated manner.

With co-ordination, when a passing closes rail gates, all traffic lights on north/south directions, should also be red.

When no trains passing, all could be green.

When the re-alignment of Hannell Street occurred a longer left turning lane should have been included, taking all southerly travelling traffic, turning east into Honeysuckle Drive. This could still occur as sufficient land is available and indeed the road remains.

Pedestrian interconnectivity could be easily achieved with crossings at Worth Place, Steel and Perkins Streets, allowing workers and tourists access to buses travelling along Hunter Street.

Indeed the latest Renewal Plans there are eight crossings identified.

For the life of me I cannot see why a Rail Line needs to be pulled up, so some extra crossings can be installed.

One only needs to take the train to Dungog to view bad planning.

Whilst there is a platform at Mindarriba, with no houses, there was no platform/train stop placed as part of the opening of large Greenfield Housing Estates at Aberglassyn, thus turning each household into a 2, 3 or 4 car household, as reported in the Newcastle Herald, which is also occurring at Thornton.

Presently a 30 minute train trip from Maitland to Newcastle compares to a 45 minute car trip (on a good, accident free day).

Few Maitland or Central Coast commuters will change this 30 minute trip into one of increased travel time, if one has to change onto a bus at Broadmeadow, Hamilton or Wickham, or wherever the final truncation is to occur?

Once, on this bus the commuter then needs to endure 10 or more sets of traffic light to reach their final destination.

Imagine thousands more cars descending on Hexham in peak times when these commuters decide to abandon the train in favour of their cars.

When one views Hunter Rail average daily interchange numbers of 19,000, including 3100 at Newcastle, 1700 at Civic and 350 at Wickham, one appreciates that rail is indeed the solution to inner and inter city gridlock.

As a non car owning resident I and many other residents value greatly the convenience of directly boarding a train at Newcastle Station.

With my bicycle I can connect directly to my city, region, state and country, as well as internationally via international airports.

The Newcastle Renewal Strategy suggests building a Transport Interchange West of Stewart, at an enormous cost.

We already have a perfectly well functioning Transport Interchange adjacent to Newcastle Station.

Within a short distance one can catch ferries to Stockton, which connect to Newcastle Airport, or buses to other connections in Newcastle.

In recent years, with the demise of inner city commercial property, I am attempting to convert my property from Commercial to Residential.

As the most likely tenants will be studying at Newcastle University, I know they will greatly appreciate a direct, fast and efficient rail service from Newcastle Station to Warrabrook (University).

The recently announced expansion of the university campus is further proof for the need of efficient connections between existing and proposed campuses.

With the recent increase of inner city unit construction, and more to come, this vital piece of transport infrastructure is essential to efficiently move our most recent arrivals, to our beautiful beach and harbour areas.

The recently completed Newcastle Museum at Civic Station serves as a direct link for school and other groups.

The proximity of Newcastle Station to beaches and harbour provides a safe means of transporting, at times thousands of beach and harbour festive goers, to many inner city venues.

I trust after considering my points of view you will decide to IMPROVE NOT REMOVE, this vital piece of TAX PAYER, STATE SIGNIFICANT transport Infrastructure.

ONLY THOSE WHO DON'T USE THE RAIL WANT IT REMOVED.

Kind Regards,  
Tony Lawler.  
P.O. Box, 59.  
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