

**urbanrenewal - Submission on Newcastle Urban Renewal Strategy**

---

**From:** David Masters <masters.david@gmail.com>  
**To:** <urbanrenewal@planning.nsw.gov.au>  
**Date:** 3/12/2013 11:36 AM  
**Subject:** Submission on Newcastle Urban Renewal Strategy

---

Dear Sir,

Having travelled extensively in Europe I am surprised that cutting the rail is required or desirable to deliver many of the other benefits listed in your plan.

Allowing taller buildings in Newcastle West, and maintaining the mall seem sensible, however the 8 additional crossings allowed for by the rail removal will be perpendicular to the flow of traffic to the mall and will delay both buses (even in corridors) and cars from getting to the mall and beaches. The number of extra buses for the trains could be a problem. I assume you have models for this?

Similar issues are raised with allowing the use of the green corridor (the rail line) as a commuter bike lane if the rail is removed. There will be no desire to use this corridor for commuting to the beaches because there will be dangerous crossings at the 8 extra crossing points identified. Bikes would be better served on the road, with some separation.

I have no affiliations with any groups who have business or recreation reasons for responding, just a desire to see a long term plan for Newcastle that works long term.

There are huge opportunities for beautification of the rail corridor without removing it, and I have seen this done in so many cities that I am disappointed that the report does not refer to this as an option. There are plenty of well reasoned responses in the Newcastle Herald to this issue.

Yours Sincerely,  
David Masters.  
Resident.