

## urbanrenewal - Fw: Newcastle Urban Renewal Strategy

---

**From:** "G. Mullane" <harefieldgm@bigpond.com>  
**To:** <urbanrenewal@planning.nsw.gov.au>  
**Date:** 4/15/2013 11:29 AM  
**Subject:** Fw: Newcastle Urban Renewal Strategy  
**Attachments:** NewcastleRailwayCorridor-01.jpg

---

I am writing to make a submission regarding these proposals.

1. As a long term resident of Newcastle and frequent user of the rail service from Newcastle to Sydney I am strongly opposed to the closure of the rail line at Wickham. However, I am writing this submission on the issue as to what should be done if the decision of the NSW Government to close the line from Wickham is implemented.
2. My submission concerns the area described in the discussion paper as "Newcastle East", particularly from near the intersection of Brown Street and Hunter Street to Watt Street.
3. My proposals will not be understood without reference to the attached plan.
4. Those seeking closure of the railway say it is a barrier between the city and the foreshore/ Harbour. They say closure of the line will "open up the city to the harbour".
5. But their proposals are more about motor vehicle use and vehicle access rather than access for people. There are some too who see the closure of the railway corridor as an opportunity for commercial development on the corridor.
6. Wharf Road between the public car park on its south side about level with Brown Street through to Watt Street is also a barrier between the city and the Harbour and Foreshore Park. Also the Foreshore Park is of very limited area and no park at all from the car park on the east of Queen's Wharf to Scratchleys Restaurant.
7. I propose that the Foreshore Park be expanded by including:
  - 7.1 that section of Wharf Road;
  - 7.2 that section of the closed railway corridor;
  - 7.3 the public parking areas at the east and west ends of Queen's Wharf;
  - 7.4 the public parking area on the south side of Wharf Road, roughly level with the intersection of Brown Street and Hunter Street; and
  - 7.5 the bus and coach interchange on the north side of Newcastle Station ( if the Station is to be used for that purpose).
8. Wharf Road from the Merewether Street Roundabout to the Foreshore Park would be one way (West to East) and where it reaches the Park would be connected by a short single lane one way road across what is presently a car park and the rail corridor to Hunter Street. It appears would not be a cross intersection to Brown Street and would be better if it provided left turn only into Scott Street.
9. There is an existing serious shortage of parking in that section of Wharf Road that would be one way. The Crown Plaza Hotel, for example, does not have adequate parking space for guests arriving by motor vehicle. If the road is made one way, that should provide additional road space to facilitate additional parking by angle parking.
10. From the western end of that section of the Foreshore Park to Watt Street there would be a 2 way

cycleway separate to the present promenade and with connections to Scott Street. This would address the present problems walkers and cyclists have sharing the promenade and provide a genuine transport alternative.

11. There would be the option of using part of the north side of that section of the railway corridor to provide angle parking along Scott Street. The angle parking would be much used by people enjoying the Park or shopping in the city.

12. If the Newcastle Station is to be used as a bus and/or coach interchange then there could be a single lane entry for buses and coaches from Scott Street, thereby avoiding the difficult left turn for long vehicles from Scott Street into Watt Street. If the Station is not so used then a single bus lane could be constructed from Scott Street through the park to the present bus and coach interchange. That interchange would then need only an exit, presumably onto the roundabout at the bottom of Watt Street. However, I consider the continuing operation of the present bus and coach interchange is a much less desirable outcome because the substantial area it occupies would be of much more value to the City as part of the Foreshore Park.

13. It can be seen from the attached diagram that these proposals will provide worthwhile park in the City and better connect the City to the Harbour. Of Course it will not compare to the inner city parks and gardens of Sydney, Melbourne, Perth, Adelaide and Brisbane, nor even to the riverside park created in Bilbao Spain. But it will be a much better result for the city than the present situation and changes proposed that use much of this section of the Rail corridor for roadways to the foreshore, feeding more vehicles into that section of the City, or more commercial development separating the City from the Park and the harbour. Sydney's Hyde Park and Botanic Gardens are priceless assets of the City. This proposal will see Newcastle with a modest imitation.

Graham Mullane  
418 Hunter Street  
Newcastle NSW 2300  
(PO Box 881  
Newcastle NSW 2300)