

urbanrenewal - Re: Request

From: Nucopia <nucopia@yahoo.com.au>
To: "urbanrenewal@planning.nsw.gov.au" <urbanrenewal@planning.nsw.gov.au>
Date: 25/02/2013 9:44 AM
Subject: Re: Request

Dear Sir

As a resident of Morisset and a DVA veteran with disabilities , I would like to lodge my protest at the governments intention to halt rail service between Wickham and Newcastle.

The State government and the railways should note that many voters who will be effected by are dissatisfied with this decision.

Please reconsider your error and allow the railways to continue to provide the residents of Newcastle and surrounding suburbs with the rail service we have long enjoyed.

Thank you , sincerely
Bryan Needham

From: [REDACTED]
To: [REDACTED]
Sent: Sunday, 24 February 2013 2:27 AM
Subject: Request

Hi everyone

I am asking if you would be kind enough to send an email to the email address below outlining your objections to the decision to truncate the heavy rail line at Wickham, forcing passenger going into Newcastle to catch a bus from there and return to Wickham. At the moment it only takes 4 minutes for a train to travel from Wickham to Newcastle and vice versa whereas going by bus could take an additional 15 minutes or more for the same journey. Indeed, it may mean that passengers may be required to catch an earlier train to work, requiring a much earlier departure from home. In many cases, when a train meets a bus passengers may be in excess of the legal capacity of the bus and would have to wait a further time for the next bus. Prior to the decision, Premier O'Farrell clearly stated the decision would be made by the people of Newcastle. We now find the decision was made with no input from the people, however there has been much input from developers and our Lord Mayor (a developer).

The Newcastle Urban Renewal Strategy 2012 clearly outlines the entire strategy can be implemented with the rail in place, however the anti-rail advocates are trying to claim that it cannot with the line in place. They are also trying to convince us that the line will remain in place (for future use) and would not be built on. That however is akin to believing that politicians do not lie. The projected cost so far for this strategy, with

no detailed costing done as yet, indeed the government are unable to provide any detail at all, is in excess of \$650 million. All to replace trains with buses yet leave the corridor in place.

There are many far more worthwhile projects that are needed NOW, yet we have a government who is prepared to lumber the taxpayer with this cost when only developers will derive any benefit, and that will be massive profits. When questions have been asked of the anti-rail faction, they cannot provide answers and generally resort to derision. This is an indication of the tenuous nature of their claims.

I appreciate if you can do this for us as it means a lot to the disabled, elderly, commuters, welfare recipients and indeed the population in general.

Garry

Your submission should be marked to the attention of:

Manager, Centres and Urban Renewal:

Department of Planning & Infrastructure

GPO Box 39, SYDNEY NSW 2001

- or emailed to: urbanrenewal@planning.nsw.gov.au
- or faxed to: (02) 9228 6555