

urbanrenewal - Newcastle Urban Renewal Strategy Submission

From: Alan Todd <a_todd537@bigpond.com>
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Date: 3/16/2013 12:59 PM
Subject: Newcastle Urban Renewal Strategy Submission

To,
 Manager, Centres and Urban Renewal:
 Department of Planning & Infrastructure
 GPO Box 39, SYDNEY NSW 2001

From: Alan Todd, 171 McFarlanes Road, Berry Park, NSW 2321

Subject: **Submission on The Newcastle Urban Renewal Strategy**

Introduction

My submission takes the form of a comparison to a fantastic urban renewal that has taken place in the English city of Manchester.

My brief points and comments will be illustrated by photographs.

I lived and worked in Manchester for a long time over 30 years ago.

The city centre was "tired" .

It had busy vehicle traffic through all the main streets.

The railway stations terminated in the city centre (see photo (1.) of one - Victoria Street station - built in the Victorian era and still a main feature in the city centre today)

The buildings were mainly old with a number of heritage ones.

Manchester, England

Last year was my first visit to Manchester city centre in some time and the change is phenomenal.

Vehicles are no longer in the main street (Market Street) but a light rail system is (at the top end - see photograph (2.))

The heavy rail lines have not been ripped up, but the light rail complements it. There is even a proposal is for a second light rail system (see photograph).

The main streets are now a mixture of new shopping centres alongside the heritage ones (see photograph - vehicle free).

One of the main heritage buildings (Central Library) is being restored and extended (see photograph)

Manchester City centre has to compete with one of the biggest shopping malls in Europe on its outskirts (The Trafford Centre)

The result today is sensational and there are so many similarities that the same should be done to Newcastle.

Newcastle Urban Renewal to be modelled on the Manchester Urban Renewal

Encourage public transport so that vehicles do not clog up the city centre. This should be done by **KEEPING** the rail line through to Newcastle station.

If the heavy rail "barrier" is really an issue, then convert the track to light rail from Hamilton when funding is released.

DO NOT terminate the line at Wickham as this will cause a major bottleneck at the narrow entrance to the city peninsula.

Develop a modern undercover shopping centre using existing heritage buildings in combination with new ones.

Restore heritage public buildings and reuse them for public use (eg ,library, art gallery, post

office/shops). Build in an extension if necessary.

Keep the main streets traffic free, thus encouraging participation in public transport.

Extend the light rail over time to connect to other centres in the Newcastle area (beaches, Kotara etc).

Australia is supposed to be in a much better financial state than England, so if Manchester (London's second class cousin) can afford all their projects, then so should Newcastle (Sydney's second class cousin)

Summary

Take a look at the successful urban renewal of an industrial city similar to Newcastle and learn from it.

Photographs

1. Victoria Street Station, Manchester


The station is in heart of the city centre and part of the successful urban renewal




2. Manchester light rail at the top end of what was once Manchester's busiest vehicle traffic shopping street (Market Street)



3. Notice outlining new (second) light rail system for Manchester


 Transport for Greater Manchester


 MANCHESTER CITY COUNCIL

Next
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Metrolink Second City Crossing

Transport for Greater Manchester is promoting a second Metrolink route across the city centre

 Artist's impression of how the Exchange Square area will look

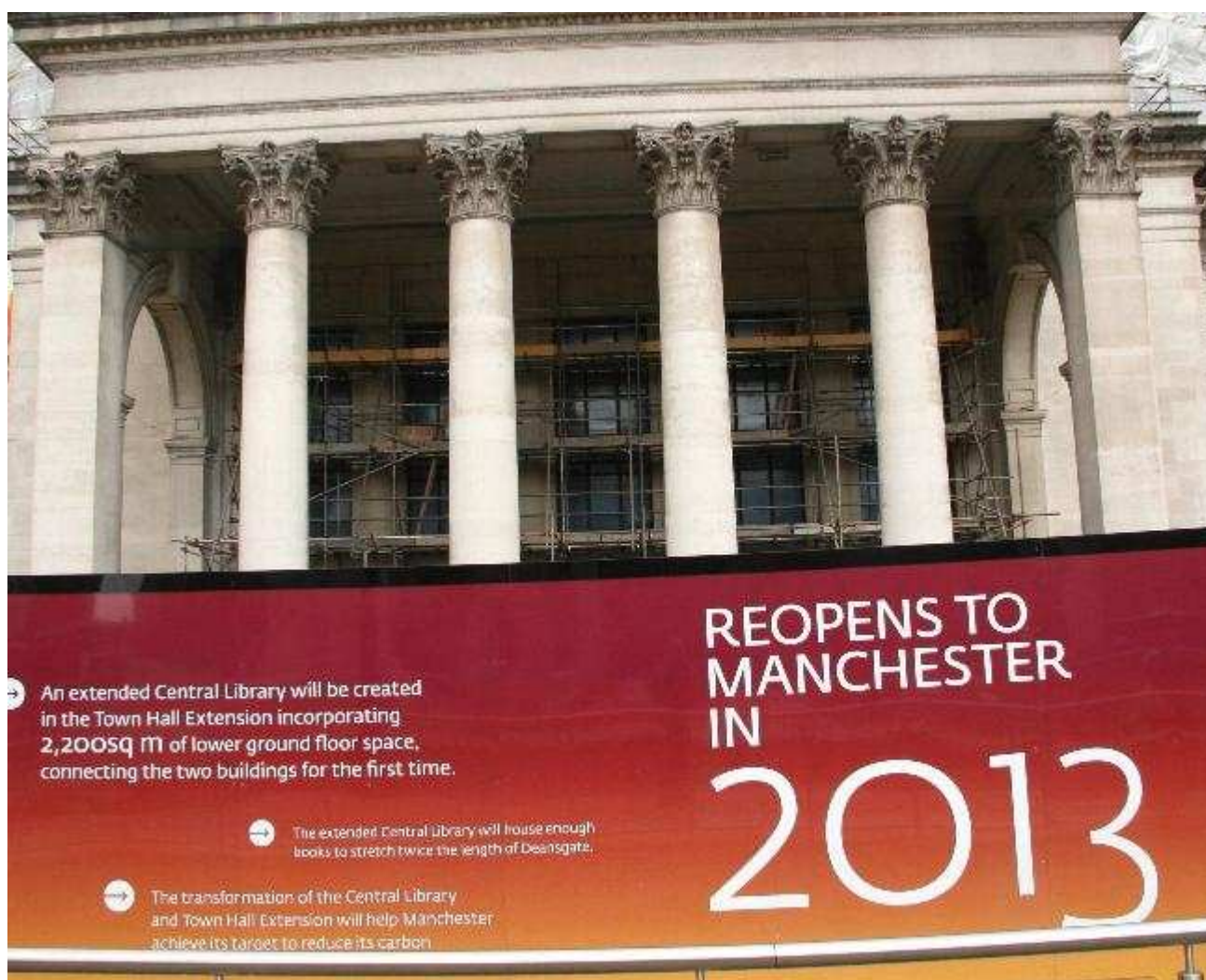


www.tfgm.com

- 4.. Market Street, Manchester showing pedestrian only with new and heritage buildings



5. Central Library building, Manchester being restored & extended



I hope the above submission helps you plan for a successful Urban Renewal Strategy

Alan

Alan Todd
16th March 2013

cc Robyn Parker, Member for Maitland