

**Submission  
No 26**

**INQUIRY INTO PLANNING PROCESS IN NEWCASTLE  
AND THE BROADER HUNTER REGION**

**Name:** Mr Victor Carroll

**Date received:** 7/10/2014

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3 October 2014

The Director  
Select Committee on the Planning Process in Newcastle and the Broader Hunter Region  
Parliament House  
Macquarie St  
Sydney NSW 2000

Dear Sir,

I originally prepared this submission for Jodi McKay back in June 2009 in response to her request for input regarding the proposed light rail and I believe that it is probably more relevant now than it was then.

You will note that some issues, such as Wickham land acquisition costs and the Gordon Avenue terminal have received scant attention from Government and the media.

Many Newcastle residents believe that it's past time to review the proposed termination of the heavy rail at Wickham and have another look at the Hamilton/Woodville Junction site, which is a more politically acceptable and more cost effective option for the Government.

Rather than termination at Wickham, provision of a proper, more central transport interchange at Hamilton/Woodville Junction will better serve the long term interests of our community rather than a short term political agenda.

The original Hunter Development Corporation Newcastle City centre Renewal Report to the NSW Government stated in their "Assessment of transport options" that....

*"The option of terminating the rail line at Broadmeadow/Woodville Junction was also assessed..... The removal of the rail line back to Broadmeadow/Woodville Junction **potentially offered the greatest operational cost savings to government.....** "*

**Termination at Hamilton/Woodville Junction would result in significant cost savings for NSW taxpayers by way of...**

- Utilising a huge area of Government owned centrally located railway wasteland.
- No land acquisition costs.
- Sufficient land for a new world class transport (train, bus, coach and light rail) interchange, which would be directly adjacent to the main Sydney/Northern heavy rail loop.
- Light **rail** from the Woodville Transport Interchange to Newcastle Station (and beyond ) would help mollify the "Save our **Rail**" proponents.
- Relocation of the Gordon Avenue bus depot to the Woodville transport interchange with sale of the high value Hamilton South site for residential development would also generate substantial funding.
- Easy access to main roads as removing the NE and SE heavy rail links to the CBD via Hamilton Station would allow easy vehicle entry from the main Donald Street and Maitland Road corridors to the Woodville interchange.
- Broadmeadow train station could become redundant, in the longer term, thus creating more Government savings.
- The heavy rail loop from Broadmeadow to Wickham would be redundant and would eliminate ongoing maintenance costs for unsightly overhead rail wires and heavy rail lines to Wickham.
- The Islington overhead road bridge would be redundant and could eventually be demolished.
- Elimination of the 19<sup>th</sup> century Beaumont Street and Railway Street level crossings.

- Re-connecting many of the inner suburbs (Islington, Hamilton, Mayfield, Tighes Hill etc), not just Honeysuckle/CBD, currently split by the heavy rail line.
- The sale or lease of large areas of existing waste land to developers for....
  - Interstate coach terminal.
  - Commercial long term and day parking stations.
  - Accommodation buildings.
  - Light industrial development.
  - Private enterprise rail and coach maintenance.
  - Commercial (Food, travel, car rental, McDonalds etc.)
  - Etc. etc.

*The proceeds of Woodville land sales or leases could then be directed to fund further extensions of the more environmentally friendly light rail link from Woodville alongside the northern heavy rail line, to Newcastle University servicing the proposed new Newcastle CBD campus and the new law courts building. In time further light rail links could extend from the more central Woodville Junction interchange to many other suburbs.*

Motorists could be attracted by cheap all day parking at Woodville compared to expensive alternatives in the CBD.

***By contrast...***

Termination at Wickham would necessitate significant NSW taxpayer expenditure for...

- Substantial land acquisition costs in a relatively high cost city fringe area, for a new multi-platform train station and additional rail lines at Wickham.
- Land acquisition costs for new coach and bus terminals (hopefully more adequate than the existing.)
- Continued maintenance of at least two level crossings and the heavy rail and overhead wiring from Broadmeadow to Wickham.
- Maintenance of the Islington overhead road bridge.
- Continued expenditure on Gordon Avenue bus depot and the existing bus services into the city.

together with the lack of opportunity for revenue producing sales of Government assets such as the Gordon Avenue bus depot and the Woodville waste land.

Terminating at Wickham would still leave the voters with the appalling, 19<sup>th</sup> century level crossings at..

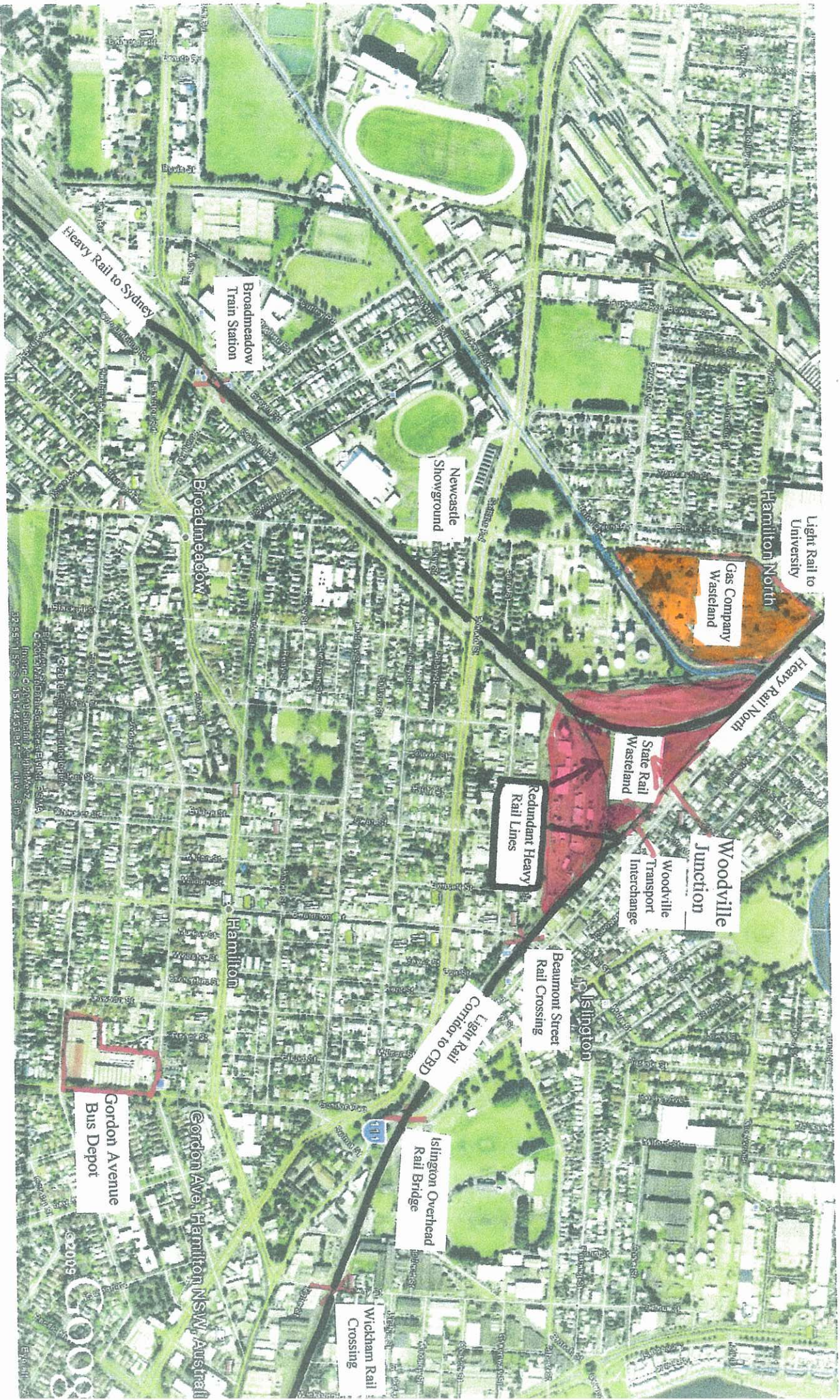
- Railway Street Wickham (proposed to be permanently closed).
- Beaumont Street Hamilton

and produce...

- The likelihood of some rail commuters being forced to change at Broadmeadow as all heavy rail trains will not be able to proceed to Wickham.
- Little reduction (perhaps an increase) in the volume of private vehicles and buses into the Newcastle CBD with the resultant traffic gridlock and parking fiasco.
- Encouragement for some current train commuters to drive rather than change to light rail at Wickham for a journey of less than a couple of kilometres.

Yours sincerely,

V A Carroll



Heavy Rail to Sydney

Broadmeadow Train Station

Newcastle Showground

Gas Company Wasteland

Light Rail to University

Heavy Rail North

State Rail Wasteland

Redundant Heavy Rail Lines

Woodville Junction Transport Interchange

Woodville Junction

Beaumont Street Rail Crossing

Light Rail Corridor to CBD

Islington Overhead Rail Bridge

Gordon Avenue Bus Depot

Gordon Ave, Hamilton NSW, Australia

Wicham Rail Crossing

GOOGLE