

**Submission
No 67**

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

Name: Mrs Pat Staker

Date received: 16/10/2014

PAT & JOHN STAKER

17th November, 2010

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

Dear Sir,

Newcastle Rail

In regards to the terminating of the heavy rail into the Newcastle City Centre, is the expense really necessary for both or either –

- an ICAC Investigation into corruption issues regarding development of the use of the only land not undermined being that of the rail corridor
- or for a class action into discrimination by all those physically or financially adversely affected or will commonsense come to the fore?.

You have already received many letters, submissions, and partitions clearly outlining valid reasons of how those with disabilities and those in regional and outlying areas will be adversely affected by the difficulties and delays involved in changing transport.

You have been requested to experience physically negotiating changing transport in a wheelchair, with prams, luggage, walking frames, surfboards, shopping trolleys etc., or to visit medical centres such as the eye hospital etc.etc.

You know that driving into the city centre will become the preferred option resulting in traffic and parking problems.

You must be aware that the much needed revitalization of the city can be achieved through good design **incorporating the rail system as an asset**, which can be built over, or featured as a historic tourist attraction.

You know that most countries and cities around the world work towards improving their transport infrastructure through rail systems, rather than dismantling them. Would Sydney direct their trains away from the Quay?

You realize that the struggles of the retail sector is caused by the opening of shopping complexes such as Charlestown – not because of the rail line. Closing the rail line will actually deter shopping in the city centre causing the demise of existing businesses.

Newcastle's foreshores are its main attraction and asset. To restrict access is retrograde. To cease the trains by 26th December 2014 before the planned light rail is completed is ludicrous and will clearly be a hardship for all those from outer Newcastle wishing to visit the beaches by public transport.

Relying on the truncation of the rail-line to "*reconnect the city with its waterfront*" is impossible unless that land is designated as parkland. However, it is obvious that building development is to play a large part in this so called "revitalization", but if used otherwise investigation should result.

This Government will be known for the demise of Newcastle and its surrounding regional areas. Withdrawing the rail-line will be the nail in Newcastle's coffin. In years to come, when all who believe this action will enable

easier access to the foreshore, or improve their view, look out at deteriorating high rise buildings - they will also **NOT** thank you.

To ignore all of the above facts will be suspicious, to say the least. However, we do trust that honesty and logic will prevail in your decision.

Yours faithfully,

Pat Staker (Mrs.)