

Submission
No 166

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

Name: Name suppressed

Date received: 23/10/2014

Partially Confidential

To the select Committee on the planning process in the Newcastle and broader Hunter region.

Putting the arguments about keeping the rail line aside, the way in which this decision was made should be looked at. The recent ICAC inquiry has raised more questions than it has answered about spheres of influence and deals between politicians and developers.

None of the so called public consultation in the last four years have offered people the option of keeping the existing rail line. Any approach we have made to the NSW government has been stonewalled;

Gladys Berejiklian stated publicly that she had “consulted far and wide”. No one at Transport for NSW or Urbangrowth has been able to tell us what this consultation consisted of or when it was. When writing to Gladys Berejiklian the reply is that this is not a transport issue.

Tim Owen stated repeatedly that he door-knocked most of Newcastle and was told that people wanted the line cut. I have not met anyone who was door-knocked by him so don't believe this to be true.

The traveling public have been repeatedly ignored and told to use buses over trains by people who don't use public transport.

As a resident of Newcastle I take issue with being lied to by dubiously elected politicians who are using public office to further their business interests.

Spending half a billion dollars to take out existing public infrastructure to give us slower transport links and lower rates of usage when we are about to establish a university faculty in the city centre is a scandal.

This city deserves better and this project should not be rushed through before the next election.