

**Submission  
No 72**

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

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Business cases and cost / benefit analyses are not and have not been made public, as the seminal and foundational point, to give context to the submission.

### Loss of Trains

Though there have been reports calling for Newcastle, a hub, of three rail corridors, Sydney; Brisbane; and Maitland and the valley through to the New England, ("the Hunter Line" currently given a high satisfaction rating by people), to lose its trains, there has never been public consultation on the issue, and the decision for Newcastle to lose its trains was without consultation. Today, it is hard to point to a city with a direct rail connection, of a competitive rail distance / trip, with a metropolis CBD, losing any part of its sole rail corridor reach to any extent.

In the event trains were discontinued almost 73 per cent of those polled wanted the corridor used for transport and not the already clogged roads.

No reason given for ignoring this view, and that Hunter Street will be used, though in its Australian antiquity, may cause even more dislocation than it already will, from normal construction of light rail, because of centuries of hidden intensive use lying beneath, no reasons for ignoring, other than: "We have listened and we have heard", without any explanation of otherwise unexplained, inexplicable decisions, simply coming from left field.

### The Heritage Area

The heritage area of Newcastle's "The Rocks" had its deeply considered, established legal framework simply changed by law, despite the three precincts concept, "little Manhattan" west end; cultural, Civic; and east end, heritage, all served by highly efficient and functional stations. Imagine the southern shore of Sydney Harbour, of the Sydney Harbour Bridge, if it now had high rise. Yet unlike Sydney's "The Rocks", Newcastle's heritage area has a train connection right to it, with the jaded lucrative Sydney market, wanting a carefree, hands free one and two day get-away to a destination that already has so much and does not depend on a car for enjoying so much, a the economic driver par excellence. This has never been promoted.

All of a sudden high rise is to be built followed by a swift slight reduction in height, of the first proposal, slipshodness of conduct.

For both subjects, trains and heritage east end, no reason is given for the still unexplained , inexplicable decisions, which otherwise do not make sense.