



**Newcastle Voice
Community Survey
- Appendices -**

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Appendix A - Survey

Revitalising Newcastle survey

Earlier this year, Council signed a Memorandum of Understanding (MOU) with UrbanGrowth NSW that acknowledges Council's role in the urban renewal process and defines how the two parties will work together to implement and deliver the NSW Government's Newcastle Urban Transformation and Transport Program.



The MOU acknowledges that whilst they have differing views, **Council and UrbanGrowth will work together to deliver high quality urban transformation projects for Newcastle.** This will include various projects and infrastructure initiatives designed to stimulate activity, jobs, development and investment in the city centre.

In the spirit of the MOU, Council is working with UrbanGrowth to ensure that **as many people as possible get to have a say in revitalisation of Newcastle's city centre.** To achieve this, we are running this survey (designed by UrbanGrowth) with Newcastle Voice members. All responses will be collated in a report that will be provided to UrbanGrowth and made available on Council's website.

We thank you in advance for your participation in this important survey. **You will need to reference the Information Pack booklet to complete the survey.** Please return your completed survey by **18 September 2015.**

Q1 In which of the following local government (i.e. council) areas do you live?

- Newcastle
- Port Stephens
- Lake Macquarie
- Cessnock
- Maitland
- Other  _____

Q1a If you live in or own property in the Newcastle Council area, please write in your suburb:

 _____

Q2 What is your age range?

- Under 18 years
- 18-24 years
- 25-44 years
- 45-64 years
- 65+ years
- Rather not say

Q3 What is your gender?

- Male
- Female
- Transgender/Intersex/Other
- Rather not say

Q4 To start things off, how often have you come into Newcastle city centre during the past 6 months?

- Never *Please go to Q6*
- Once
- Twice
- Three times
- Four or more times
- At least once a week
- Unsure

Q5 Which of the following activities you have undertaken in the city centre in the past six months? (Please tick all that apply).

- Lived in the city centre
- Studied at a city centre-based education institution
- Visited the city centre for shopping
- Visited the city centre for leisure activities such as the cinema or dining
- Worked at a city centre-based company or business
- Visited the city centre for meetings relating to my work
- Run a business in the city centre
- Visited the city centre beaches
- Visited the city centre parks
- Visited the city centre to study (such as at the city centre library)
- Other  _____

Q6 Thinking about the future of Newcastle, is there anything you would personally like to see change in the future to make the Newcastle city centre a better place to live, work or visit? (Please tick all that apply, or add as other)

- More jobs in the city centre
- More educational opportunities in the city centre
- Improved roads and traffic flow
- More green/open space
- More community facilities (schools, health care, aged care etc.)
- More dining/entertainment/retail options
- More housing
- Less housing
- Better walking and cycling connections between the city centre and surrounding suburbs, and between the city centre and the harbour front
- Improved public transport
- More local events and celebrations
- Additional cultural facilities
- Additional sporting facilities
- Other  _____

Q7 If you were talking to someone new to Newcastle, what would you tell them are the best things about the city centre as it is now? (Please tick all that apply, or add as other)

- Community feel/spirit
- Existing open/green space
- Community facilities (education, health etc.)
- Type of housing
- Public transport access
- Diversity of the community (cultural/socio-economic etc.)
- Affordable housing
- Local beaches/beach culture
- Surrounding natural assets/beauty
- Close to everything
- Retail and entertainment options
- Local events and celebrations
- Other  _____

Q9 Prior to this survey, had you heard about the State Government's plans for urban renewal of the city centre, including the areas around Wickham, Civic and Newcastle Stations?

- Yes
- No
- Don't know

The booklet also includes information about three potential outcomes as a result of urban transformation. These are the:

- creation of a Civic Link (page 9),
- revitalisation of Hunter Street (page 10), and
- creation of an Entertainment Precinct in the city's East End (page 11).

We would like you to now think about these and tell us your views on each potential outcome.



Please refer to page 9 of your booklet

Q15 Which of the following best describes your opinion regarding UrbanGrowth NSW's idea of a Civic Link from the Civic Precinct to the harbour?

- Strongly opposed
- Somewhat opposed
- Neutral
- Somewhat supportive
- Strongly supportive

Q16 Briefly, why do you feel this?

 _____

Q17 And do you have any other ideas on future uses for this site?

 _____

 Please refer to page 10 of your booklet

Q18 Which of the following best describes your opinion regarding UrbanGrowth NSW's idea to revitalise Hunter Street?

- Strongly opposed
- Somewhat opposed
- Neutral
- Somewhat supportive
- Strongly supportive

Q19 Briefly, why do you feel this?

 _____

Q20 And do you have any other ideas on future uses for this site?

 _____

 Please refer to page 11 of your booklet

Q21 Which of the following best describes your opinion regarding UrbanGrowth NSW's idea of an Entertainment Precinct in the city's East End?

- Strongly opposed
- Somewhat opposed
- Neutral
- Somewhat supportive
- Strongly supportive

Q22 And briefly, why do you feel this?

 _____

Q23 And do you have any other ideas on future uses for this site?

 _____

Before we finish, just a few demographic questions.

Q26 What is the main language spoken in your home?

- English
- Other (please say what) ✍ _____

Q27 Which of the following best describes your household?

- I live with family members
- I live with others who are not related to me
- I live on my own
- Other (please say what) ✍ _____

Q28 What type of home do you live in?

- Separate (i.e. detached) house
- Semi-detached house, terrace, villa or townhouse
- Apartment / unit
- Prefer not to say
- Other (please say what) ✍ _____

Q29 Do you have any children under the age of 18 living in your home?

- Yes
- No
- Prefer not to say

Q30 Do you belong to any local groups in the community?

- Parents and Friends Group
- Local sports club or surf club
- Probus, Rotary or similar
- Community interest group (please specify) ✍ _____
- Business group, Chamber of Commerce or other
- Other ✍ _____

Thank you - Newcastle City Council and UrbanGrowth NSW greatly appreciates your time and feedback.

 **Please return your completed survey in the reply paid envelope provided by 18 September 2015.**
There is no need to return the Information Pack booklet.

Appendix B - Information presented to respondents

(Please note: those who opted to receive a hardcopy version of the survey were mailed the information booklet along with the survey. For the online version of the survey, the relevant information was embedded on the same screen as the relevant survey question).



10 Aug – 18 Sept

**revitalising
newcastle**

**Newcastle Urban
Transformation and
Transport Program
Information Pack**

AUGUST–SEPTEMBER 2015

The Newcastle Urban Transformation and Transport Program

The Newcastle Urban Transformation and Transport Program has been established to deliver the NSW Government's \$460 million commitment to revitalise the city. The Program aims to bring people back to the city centre by strengthening connections between the city and the waterfront, creating employment opportunities, providing more public space and amenity, and delivering better transport.

The NSW Government has made a number of announcements relating to the transformation of Newcastle, including:

- A new multi-modal transport interchange at Wickham
- Light rail between the Wickham interchange and Pacific Park
- The activation of Hunter and Scott Streets linked to the delivery of light rail
- The revitalisation of land in the heavy rail corridor, the delivery of housing, and the delivery of improved public domain, including parks, entertainment precincts and public spaces.



About UrbanGrowth NSW

UrbanGrowth NSW is the NSW Government's urban transformation delivery organisation. UrbanGrowth NSW's ambition is to transform city living so that it is more vibrant, connected, and healthy for all, for now and for many years to come.

UrbanGrowth NSW is coordinating the Program, working closely with NSW Planning and Environment, Transport for NSW, Hunter Development Corporation and Newcastle City Council.

Program Vision and Objectives

Our vision for the revitalisation of the city centre has been informed by feedback from the community, Newcastle City Council, government agencies and city renewal experts.

Our vision is an activated city centre and waterfront that attracts people, new enterprises and tourism. Over time, we see great opportunities to build on the strengths of the city centre to encourage innovative and enterprising industries to thrive. In the longer term, we see an opportunity to strengthen Newcastle's position on the regional, national and international stage, with a view to stronger ties with the Asia Pacific.

Our thinking is underpinned by five objectives which we believe will drive success for urban transformation.



BRING PEOPLE BACK TO THE CITY CENTRE

Reimagine the city centre as an enhanced destination, supported by new employment, educational and housing opportunities and public domain, that will attract people.



CONNECT THE CITY TO ITS WATERFRONT

Unite the city centre and the harbour to improve the experience of being in and moving around the city.



HELP GROW NEW JOBS IN THE CITY CENTRE

Invest in initiatives that create jobs, with a focus on innovative industries, higher education and initiatives to encourage a range of businesses to the city centre.



CREATE GREAT PLACES LINKED TO NEW TRANSPORT

Integrate urban transformation with new, efficient transport to activate Hunter and Scott Streets and return them to thriving main streets.



CREATING ECONOMICALLY SUSTAINABLE PUBLIC DOMAIN AND COMMUNITY ASSETS

Leave a positive legacy for the people of Newcastle. Ensure that new public domain and community facilities can be maintained to a high standard into the future.

Urban Transformation Opportunities

To realise the program vision and objectives, UrbanGrowth NSW has prepared a series of opportunities for community comment. These opportunities draw on feedback from the community, Council and city renewal experts to date.

Some people expressed the view that the land should be retained as a heavy rail corridor, some people felt it should be mainly green space, while others wanted the area to become an active recreational and cultural hub complete with pop-up stalls, fresh produce outlets and cafes. Some people also expressed a view that some of the land should be used for enterprises that stimulate the economy and attract investment to the city centre.

Generally feedback has supported:

- Hunter Street being reinstated as a thriving main street where people want to shop and enjoy cultural and leisure activities
- More job opportunities in the city centre
- Improved connections between the city centre and the waterfront
- Active recreation areas along the waterfront
- Respectful preservation and repurposing of heritage buildings.



Figure 2: Opportunity 1 – Greenway



THIS OPPORTUNITY COULD DELIVER:

Green open space from Worth Place to Watt Street

Mixed-use development on Hunter Street near Darby Street

1 – GREENWAY

Green space could be established from Worth Place to Watt Street in the heavy rail corridor. This would be predominantly grassland. Also included here is the opportunity for some mixed-use development and an additional pedestrian access to the parkland on the eastern side of Hunter Street near Darby Street. The development could be a mix of retail, commercial and residential to support the anticipated revival of this area through the new University and Law Courts.

The former Newcastle Railway Station would be maintained in its current state.

This meets the Revitalising Newcastle objective of **Creating Great Places Linked to New Transport**.

Figure 3: Opportunity 2 – Harbour West City



THIS OPPORTUNITY COULD DELIVER:

Green open space from Merewether Street to Watt Street

Mixed use development on Hunter Street near Darby Street

+ Civic Link

+ West End mixed-use development

+ Access from the city to the waterfront at Market Street

THE POTENTIAL OUTCOMES AS A RESULT OF THE DELIVERY OF THIS OPPORTUNITY ARE:

The creation of a Civic Link



2 – HARBOUR WEST CITY

Green space could be established along the rail corridor from Merewether Street to Watt Street with a new Civic Link from the city to the waterfront around the current Civic Station site. This link would provide direct access to the harbour from the University, City Hall, Civic Theatre and Law Courts. Market Street could also be extended across the rail corridor to provide access between the city centre and the waterfront.

Included here is some mixed-use development to stimulate economic activity west of Civic. New housing options would support increased activity generated by the new University and Law Court precinct. This would be a mix of retail, commercial and residential.

The former Newcastle Railway Station would be maintained to ensure it doesn't deteriorate.

This meets the Revitalising Newcastle objectives of **Connecting the City to its Waterfront, Helping Grow Jobs in the City Centre** and **Creating Great Places Linked to New Transport**.

Figure 4: Opportunity 3 – Harbour Play City



3 – HARBOUR PLAY CITY

Building on the opportunities outlined in Harbour West City, the Play City would feature a regional playspace, revitalisation of Hunter Street and potentially the relocation of the bus terminal to the West End.

The regional playspace could see land around the former Newcastle Railway Station revitalised with a major playground attraction as well as range of recreational features (a splash park for example). This proposal would require relocation of the bus terminal, possibly to an area between Merewether and Argyle Streets.

To ensure adequate car parking is provided for the anticipated increased activity in this area, Wharf Road could be realigned and additional car parking created.

Harbour Play City proposes revitalisation of Hunter Street by providing opportunities for mixed-use development along the eastern side of Hunter Street between Crown and Perkins Streets. This could provide some accommodation to support the University nearby, as well

as retail and commercial space to generate economic stimulus for the city centre.

Additional access between the city centre and waterfront could be created at Perkins Street and Newcomen Street.

The former Newcastle Railway Station would be partially refurbished to expand the opportunities for its reuse, creating potential for hosting activity and enterprise. The heritage integrity of the Station would be fully respected. Refurbishment would open the Station up for access between Bolton Street and the waterfront.

This meets the Revitalising Newcastle objectives of **Bringing People back to the City Centre, Connecting the City to its Waterfront, Helping Grow Jobs in the City Centre, Creating Great Places Linked to New Transport and Creating Economically Sustainable Public Domain and Community Assets.**



THIS OPPORTUNITY COULD DELIVER:

- Civic Link
- Green open space from Perkins Street to Watt Street
- Mixed-use development on Hunter Street near Darby Street and in the West End
- Access from the city to the waterfront at Market Street
- + Partial restoration of Newcastle Railway Station
- + Regional Playspace
- + Revitalisation of Hunter Street
- + Relocation of the bus terminal to the West End
- + Access from the city to the waterfront at Perkins Street, Newcomen Street and Bolton Street

THE POTENTIAL OUTCOMES AS A RESULT OF THE DELIVERY OF THIS OPPORTUNITY ARE:

- The creation of a Civic Link
- Revitalisation of Hunter Street
- Creation of an entertainment precinct at the East End

Figure 5: Opportunity 4 – Harbour Entertainment City



4 – HARBOUR ENTERTAINMENT CITY

Repurposing the Newcastle Railway Station to a hallmark destination would be the feature of a Harbour Entertainment City. The Station would become the centrepiece of the city’s play and entertainment precinct, and would accommodate enterprises and activities that attract visitors and stimulate the economy. This site has the potential to become a significant tourism destination. The community has suggested a refurbished Station would be ideal to showcase world-renowned Hunter Valley produce. Refurbishment would fully respect the heritage integrity of the Station.

The area around the Station could also become a dedicated entertainment hub that could be programmed for pop-up and permanent entertainment. It could be a thriving hub of arts and culture. Community feedback has supported an area like this where activities ranging from giant games of chess and volleyball to movies, live music and concerts, could be hosted. An enterprise adjacent to the station site is also a possibility.

Potential mixed-use development could be provided on the eastern side of Hunter Street between Perkins and Wolfe Streets to encourage further activity in the city centre.

This meets the Revitalising Newcastle objectives of **Bringing People back to the City Centre, Connecting the City to its Waterfront, Helping Grow Jobs in the City Centre, Creating Great Places Linked to New Transport** and **Creating Economically Sustainable Public Domain Community Assets**.



THIS OPPORTUNITY COULD DELIVER:

Green open space from Perkins Street to Watt Street

Mixed use development on Hunter St near Darby Street and in the West End

Civic Link

Access from the city to the waterfront at Market Street, Perkins Street, Newcomen Street and Bolton Street

Regional Playspace

Revitalisation of Hunter Street

Relocation of the bus terminal to the West End

+ Creation of a dynamic destination at Newcastle Railway Station

+ Entertainment Precinct

THE POTENTIAL OUTCOMES AS A RESULT OF THE DELIVERY OF THIS OPPORTUNITY ARE:

The creation of a Civic Link

Revitalisation of Hunter Street

Creation of an entertainment precinct at East End

Potential Outcomes

Working with feedback from the community, business and industry, Newcastle City Council, city renewal experts, and Government agencies, UrbanGrowth NSW has identified three potential outcomes that could be delivered as a result of the revitalisation of the city centre.

CIVIC LINK

DESCRIPTION OF THE AREA TODAY

This area is the civic heart of Newcastle. It includes Civic Park, City Hall, Civic Theatre and Newcastle Museum. New investment in the area includes the \$94 million future law courts and \$95 million University of Newcastle NeW Space campus.

WHAT COULD HAPPEN HERE

- Create new open space and walking and cycle ways that link Newcastle's civic buildings to the waterfront
- Open up views to the harbour from the civic area
- Create an enhanced civic destination, linked to the new light rail.



Figure 6: Civic Link before and after

HUNTER STREET ACTIVATION

DESCRIPTION OF THE AREA TODAY

Hunter Street features some of Newcastle's best heritage buildings and offers a mix of shops, cafes, restaurants and other local businesses. Once Newcastle's main street, Hunter Street has experienced a decline in recent years.

WHAT COULD HAPPEN HERE

- Reinstate Hunter Street as Newcastle's 'main street' with light rail, shop front improvements and upgrades
- Maintain and celebrate heritage buildings along Hunter Street
- Create linkages from Hunter Street to the harbour
- Attract new investment and create jobs with a lively main street.

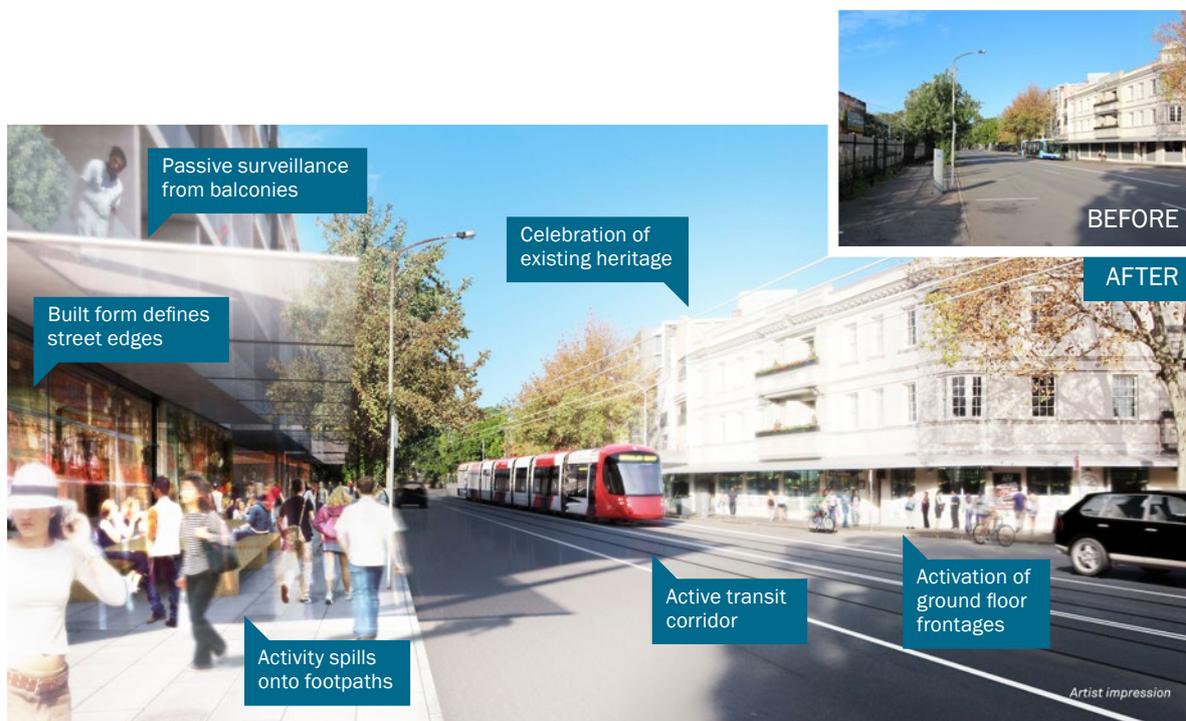


Figure 7: Hunter Street Revitalisation before and after

ENTERTAINMENT PRECINCT

DESCRIPTION OF THE AREA TODAY

The heritage-listed Newcastle Station is a valued part of the city centre. The building and its surrounds could be adaptively reused for a community or commercial use.

WHAT COULD HAPPEN HERE

- Create spaces to play, relax and reconnect with the Harbour, with recreation activities for all ages and abilities
- Create a regional playspace – a regional tourist attraction and local asset close to transport, cafes and the water
- Adaptively reuse Newcastle Station as the precinct’s centrepiece, to ensure its heritage values are maintained and accommodate enterprises and activities to attract visitors and stimulate the economy
- Create a dedicated entertainment hub around Newcastle Station with pop-up and permanent entertainment.



Figure 8: Entertainment Precinct (Newcastle Station) before and after



Figure 9: Entertainment Precinct (regional playspace) before and after



Appendix C - Data weighting

Calculation Summary

Total Unweighted Sample Size:	710
Total Weighted Sample Size:	710.0000
Effective Sample Size:	551.4998
Weighting Efficiency:	77.6760%
Maximum Weight:	2.52010012
Minimum Weight:	0.39521891
% of sample with weight between 0.5 and 2:	77.0423%
% of sample with weight between 0.2 and 5:	100.0000%
% of sample with weight between 0.1 and 10:	100.0000%

Item	Name	Sample	Sample%	Target	Target%	Modified Target%	Actual Target%
1	Ward 1	272	38.3099%	168.6250	23.7500%	23.7500%	23.7500%
2	Ward 2	171	24.0845%	168.6250	23.7500%	23.7500%	23.7500%
3	Ward 3	137	19.2958%	168.6250	23.7500%	23.7500%	23.7500%
4	Ward 4	101	14.2254%	168.6250	23.7500%	23.7500%	23.7500%
5	OOA	29	4.0845%	35.5000	5.0000%	5.0000%	5.0000%

Item	Name	Sample	Sample%	Target	Target%	Modified Target%	Actual Target%
1	18-44yrs	239	33.6620%	355.0000	50.0000%	50.0000%	50.0000%
2	45-64yrs	342	48.1690%	220.1000	31.0000%	31.0000%	31.0000%
3	65+yrs	129	18.1690%	134.9000	19.0000%	19.0000%	19.0000%

Item	Name	Sample	Sample%	Target	Target%	Modified Target%	Actual Target%
1	Male	355	50.0000%	347.9000	49.0000%	49.0000%	49.0000%
2	Female	355	50.0000%	362.1000	51.0000%	51.0000%	51.0000%

Appendix D - Program objectives, verbatim responses.

<p>Q10: Apart from these five objectives, are there any others you think are important for the future of Newcastle?</p>
<p>(1) The history of Newcastle and its valuable BUILT HERITAGE: (2)The scale of the built Newcastle-avoiding creating just another high rise Jungle like Parramatta, Chatswood and many other "modern" towns and cities (3) good public transport to access the suburbs, surrounding regions and Sydney. This has been ignored by the State government in truncating the railway. Newcastle and the region has a high percentage of retirees, aged pensioners, students, unemployed and disability pensioners. Relative to the rest of NSW the percentage of low income people is significantly higher and the percentage dependant upon public transport is higher. Those people are generally not vocal or activists about their transport needs and they have been sorely neglected in the past(eg lack of transport interchange at Broadmeadow, for 50 years, hardly any luggage space on trains to and from Sydney, lack of shelter and seating on many busy bus stops, and the disgraceful failure of governments to provide reasonably fast train services to and from Sydney). The inadequacy of the proposed new "transport interchange" will continue that neglect, by not making proper provision for tourists, local buses, taxis, private cars, airport buses, regional buses, and interstate buses.</p>
<ul style="list-style-type: none"> * Bringing back more social engagements to the city centre * Help for the homeless so they're not camping on streets * Fixing the transport system * Making city centre safer to be out * Make Hunter St a vibrant happy place again
<p>*/I think it is essential to maintain the heritage of the East End and CBD. I'd like to see tourism focus on that much like Fremantle does. I'm strongly opposed to high rise in the eastern part of CBD.</p>
<ul style="list-style-type: none"> *Maintain and enhance the Heritage areas of the City Centre by ensuring that the 2012 LEP height limits are reinstated i.e buildings < 8 stories high. *Improve public transport - light rail on existing rail corridor as per State Government review recommendation. *Enhance city cycling by implementing the 2013 cycling plan for Hunter Street. *implement 2 hour rail service to Sydney.
<p>.</p>
<ol style="list-style-type: none"> 1. Reduce the cost of living for all current residents of both the city centre and its closely surrounding suburbs, and 2. Stop anything which adversely impacts private (and public) vehicle access within the inner city and its immediately surrounding suburbs; eg, putting a light rail line (and its ugly, low overhead clearance) infrastructure on any existing roads.
<ol style="list-style-type: none"> 1. Enhance green pedestrian and bicycle friendly public spaces open to the sun. 2. Encourage Newcastle to remain and improve as a working harbour.
<p>100% Renewable</p>
<p>Electrification of transport options using renewable energy. Incentivised use of electric vehicles, bicycles and non-polluting transport options. Use of solar panels on all appropriate public structures</p>
<p>A balance of all of the above is critical, develop is needed to achieve the above including the installation of Light rail.</p>

A city working towards environmental sustainability, using new alternate energies and creating related business opportunities.
A safe city at all hours with linked up public transport and safe walk ways
a cruise ship terminal/ conference centre / and a casino at lee warth would bring our city out of the 1950/1960s rusted on blue collar workers mentality and bring our city in line with the rest of the world. the potential is enormous, why do we keep going back to our rusted on relics and their negative no progress non salutions to any modernisation of our city.
A light rail down the old rail corridor from Hamilton to Newcastle. Not down the road.
A plan , the rail link is a joke .
A rail line would help all those initiatives BUT it must be below ground. I know it's expensive to achieve but I believe it is the best option.
A range of housing options - not having high rise or a wall of apartments. Keeping the post-industrial, arty feel in the mall.
A safe secure environment 24/7
A transport system which adequately replaces that lost by truncation of the rail line and does not create traffic congestion in Scott and Hunter Streets. I am not convinced that buses and infrequent light rail will constitute an improvement on what has been lost.
A skyline in which the iconic and State heritage-listed Christ Church Cathedral is not overwhelmed by the height and scale of new buildings, detracting from the heritage values of The Hill area.
Address the huge drug addiction problem in Newcastle with more funding going to rehabilitation - offer work program's in your new newcastle ! Make it a bike friendly city. Plenty of green space. Low level buildings.
Addressing and improving the air quality of the Newcastle city locale ie; de-industrialising the land immediately north of the city harbour. I believe air quality will be a paramount consideration to our future populations, when deciding if a city like Newcastle is the place they want to live and invest in.
Affordable and accessible parking - free preferably
Affordable space for community based theatre (there is a heap of space available to visual artists) is decreasing.
Civic Playhouse is very expensive and in high demand.
affordable, sustainable Parking options
affordable,regular transport around the beaches
All 5 objectives of merit this writer believes
All great objectives. Would like to see older buildings with heritage value retained or reused prudently, to accommodate new activities and facilities. Lower rise apartments in city centre with Cathedral view retained. Ferry link expanded to include at least Wickham and preferably Carrington as well - a loop - like river transport in Brisbane. Clear footpath/ cycleway with greenery/good lighting from Wickham interchange to city - preferably along old train lines.
A speedy resolution - we've waited long enough!!
All of the things already mentioned just hoping they all go ahead that would be the best thing for newcastle
although I support medium level density housing, I do not think the 19 story height limit for apartments is appropriate. The old restriction of around eight stories is plenty. Anymore is simply to line developers pockets
Although it will not effect me directly, I would like to see the RAIL line retained. The money saved by NOT proceeding with the unlikely light rail could be invested in overpass/underpass whatever works best. With the new university and more housing etc. what madness to eliminate the best and fastest (existing) public transport service.
An architectural design competition for the wickham transport interchange will promote worlds best practice architecture for the city

An entertainment theatre area suitable for play concerts
As well as improved public transport, having better cycle routes/paths (eg ones that don't cut off halfway down a road) would be good.
At the heart of all the best Urban renewal and revitalisation programs around the world is people scale development. Not motor car focused development.
If you want to bring a whole lot more people into the city, make sure they don't all have to drive to get anywhere; bikes are great for inner city short trips.
New Transport! How much more efficient can you get than bicycles?
Public Domain, allowing people to move around this wonderful new public domain ON BICYCLES!
And with all these new bicycles you'll need heaps more bike mechanics.
Availability of free parking to access these facilities
Avoid high rise buildings
Spend more on parks and open space
Keep rail corridor for rail line or green space
Be a welcoming city to people of all cultures
beauty
Become a world class tourist destination (for backpackers, cruise ships Australian holiday makers). Expand the night life (meaning late night venues like inner Melbourne and Darling harbour in Sydney) and excitement of inner Newcastle to try and entice University Students to stay when they graduate.
Better parking facilities near Beaches, Historical Areas with possible cheap parking for Tourists/Visitors at Perimeter Spots to ease City Parking Problems
BETTER PUBLIC TRANSPORT i.e. We, my wife & I, rely on public buses but as we only have an hourly service it does not encourage us to go to Hunter & Scott Sts area or anywhere else in Newcastle city. We could do with some seats &/or shelter sheds as the buses are usually late & weather conditions do not favour elderly people.
Better, more frequent to the city centre from outlying suburbs
Bicycle paths and bike parking facilities. Wow factor design/architecture. Big fountain with a nightly light show like they have in Europe.
BIG Vision
not about the minor stuff listed in Voice. What about Ash Island - rail etc etc
You people have no mojo and no imagination. That's Newcastle - all talk. I get coal dust on my car. Children get asthma. Do something about it. People in public service jobs are not entrepreneur's so Newcastle is doomed to mediocrity.
Bring back at least one major retailer.
Bring back the rail system so that you can catch a train to the 7th largest city in Australia. So you can take your kids with prams, carry a surf board and it be convenient. Move the celebrations back to the foreshore rather than Honeysuckle where there was more room, places for children to play & run around without no barrier from the harbour.
bring back the train to Newcastle Station
Bring back the Trains
Bring back trains to the city. Can still keep walkways such as Merwether St with gates.
Bring People Back To The City should also include recreational opportunities
Bring the University to Town

Bringing back heavy rail
Decent transport
get rid of parking meters
Replace most of managers in council
Build a 21st century transport hub at Woodville Junction, the Old Newcastle Gasworks and Shell Truck Stop sites and run the light rail down the existing rail corridor all the way to Newcastle Station.
No Government or City Council should give up a transport corridor to commercial development.
Celebrate the diversity of the existing businesses and culture. We should not displace the existing unique and interesting businesses by over developing commercial space.
Be compatible with and enhance the historical features of the city.
Change Newcastle people's attitude to change!!!! Too many are negative to any change.
check out The Intercultural City - Planning for Diversity Advantage (Wood Landry) and how Newcastle might promote and engage with diversity and use it as a key aspect of ongoing planning
Clean up the city centre by legislating that all property owners of rundown/abandoned buildings either demolish and clean up the block of land. Then either rebuild in accordance with zoning or turn the land into a green block that they the owner must maintain. The footpaths should be renewed with new pavers or similar and streets should be made green with potted trees etc. All in all, clean up the city itself.
COMPREHENSIVE TRAFFIC AND TRANSPORT STUDIES.
THESE MUST TAKE INTO ACCOUNT THE CHANGES IN THE WIDER CITY. EG. TRAFFIC NOW COMING INTO THE CBD ON KING STREET WITH NEWCASTLE RD FEEDING SINCE THE OPENING OF THE HUNTER EXPRESSWAY.
-COMPREHENSIVE ANALYSIS OF
Connect the City Centre to its surrounding suburbs with better transport. Transform the culture in Newcastle to leave the car at home and use public transport / walkways and cycleways to travel to the city, just like in other major cities in Australia and around the world. A tram running up and down Hunter Street will not be sufficient to encourage locals to travel to the city centre and parking is already at a crisis levels since the train line was closed - why would a tram fix this since a shuttle bus is probably quicker than a tram anyway?
Connect the light rail to the interstate and country rail interchange at Broadmeadow. Downsize the proposed Wickham interchange.,
Connect the suburbs, Lake Macquarie and Hunter Valley residents to the city centre with seamless public transport and/or easy and affordable parking options.
Connect the waterfront to the city, ferry use could be improved with the addition of ferry wharves, Carrington, Wickham, Lee, Honeysuckle, Customs House steps.
Connecting and meaningful cycleways
connecting city to waterfront BUT ALSO WITHIN CITY -PATHS AND BIKEWAYS
Connecting the city centre with the cities other suburbs.
Providing transport options that are available and open to all people.
connecting the community members of Newcastle and surrounding areas through activities and events.
Connection to suburbs and major facilities outside city centre. Entertainment and cultural facilities
Construction of a cruise ship passenger terminal
Continue to have existing and new industry and community / urban life co-exist as many of the people who live in and around the city have careers in industries.

Continued Promotion as tourist destination.
Creating a Birth on the west end of Honeysuckle for visiting cruise ships so visitors can walk into the city.
create a family friendly environment
Create a hub for artisans
Create a Start - up environment for young creative and IT people, by facilitating/funding entrepreneurship
Create a unique lifestyle, cultural and shopping destination that encompasses the entire CBD to Hunter St West which connects seamlessly to bordering areas.
Create community ownership of decisions affecting infrastructure. More consultative processes which are transparent and allow informed knowledge and opinions
create great places that link our heritage structures with appropriate and human scale development
Create more residential housing in the CBD.
Create oportunities for building design excellence that inspire imagination such as the new uni building. This is essential for a city to regenerate, examples such as Melbourne, Newcastle Upon Tyne, Sydney- Bangaroo etc.
Create places for families and friends to meet - eg or picnics
Creating a safe and user friendly environment.
Creating a safe night time environment.
Creating a vibrant atmosphere where people are safe and can have fun.
Creating an environmental sustainable city - one that leaves a positive legacy for present and future generations.
Creation of more green spaces as they are so focussed on in New York
Critically important to build cultural identity. Majority of locals want big changes so that Newcastle has a city centre that helps cement its unique position within Australian culture.
Cruise Ship Terminal with pedestrian link bridge from Dyke Point. Icon Building like Bilbao
Cultural diversity, affordable housing and greater access to art and cultural facilities
dedicated cycleways that make bike use a viable transport alternative
Definitely maintaining the beautiful heritage buildings which have been lost to so many cities. this make Newcastle beautiful and unique. no high-rise along the beach-fronts.
Add interest and vitality to the City center through events utilizing high-end and local talent.
Definitely need a retail draw-card like a DJ's or Myers.
Need an information centre with large car park which visitors with RVs, etc can use for free. (eg Portland VIC, another harbour town).
Destination for tourist - Tourism hub for Newcastle and the Hunter.
Develop more cultural activities and spaces.
eg. community hubs for cultural activities, public art, concert spaces,spaces for people to play and connect with their interests e.g..community gardens, out door exercise spaces with equipment, bike tracks etc
Develop, promote and support tourism initiatives. Expand the scope of cruise ship visits to Newcastle and what we can offer theses visitors.
Use the current rail corridor for transport and not develop it as has been suggested.
Create viable retail opportunities with a point of difference and provide enticement away from the major suburban shopping centres.
Develope West End as business hub, integrated with proper transport interchange.

Developing a clear understanding of the transport options that are likely to facilitate moving suburban dwellers into the city for work and recreation. In a city the size of Newcastle, taking two trains to get to the city is not reasonable. Revitalising the city centre took a huge backwards step when the rail line was cut at Hamilton. Having to change from one train to another leads to delay, inconvenience and will certainly stop me going into the city.
Differentiate between Newcastle West (with good transport access) from Newcastle East (with poorer transport access).
do not build on the rail corridor....leave it open space
Do Not cut the Rail line
Do not lift the lockout bans on pubs and hotels; the violence has substantially dropped in our neighbourhood in the last 18 months.
Do not put light rail in Hunter St. If we want to revitalise CBD and Hunter St must not have congestion & no parking places
Do not spoil the city with high rise buildings.Keep to the existing height limits. Increase parking times to three hours. Two hours are not sufficient for a visit to the cinema.Keep the Tower Cinema and open another arthouse cinema in the city.
Dont allow anymore high rise buildings on the waterfront - maintain the lovely harbour views, mopre suitable parking for visitors.
Better public transport to beaches and parks.
don't build on the train corridor. Put an underground train line on it & a cycle track over the top
dont just change things for the sake of changing them....for example, what has been done at bar beach to merewether is TERRIBLE.....it was better the way it was....now there is less parking, stupid tables with no shade, useless showers, limited access to get to the beach....the whole thing was poorly designed and poorly consulted and poorly implemented.....and now we are stuck with it....and i bit it cost a lot of \$\$\$ as well.....put the \$\$\$ to things that need fixing.
Don't lose anything we already have in order to achieve these objectives.
Don't put a light rail line down the middle of Hunter Street-what a dumb idea clearly decided on by the developers who are greedy for more land.
Ecourage culture and art to thrive
Effective growth of the city while maintaining its history. Newcastle has grown from its own people, and may right now be ready for investment but not at the cost of the cities character. Newcastle needs to stop being viewed as a whole and broken into smaller suburbs with directives of how each area should develop to capture each areas specific characters that make it special. This type of thinking can be seen in sydney and Melbourne which has allowed there smaller areas to grow rapidly, but within there context and not form a cookie cutter city.
EFFICIENT TRANSPORT IS NOT PROVIDED BY TRAMS WITH A FIFTH OF THE CAPACITY OF A TRAIN. KEEP OR REINSTATE THE TRAINS
Efficient transport to Sydney and Maitland, ie a rail service.
A cycleway network to make cycle transport safe and enjoyable for all.
Empower the community to assist in all changes through community programs like the already successful Renew Newcastle and Make Your Place grants. Support local media like Newcastle Mirage and The Follower Newspaper to assist in the communication the the community and partner with successful events like Olive Tree/Hunt&Gather Markets to continue their development of public domain, rather than competing with local business (as this has previously been the case).
Encourage a range of sporting events that will attract people to Newcastle and make better use of our sporting facilities particularly around National Park as well as further promotion of surfing events
Encourage global businesses to invest and operate in Newcastle

ENCOURAGE MORE ATTRACTIVELY DESIGNED HIGH RISE FOR THE CBD.
HUNTER STREET - THE ROAD SURFACE OF HUNTER ST IN SOME PARTS IS DEPLORABLE. ALONG WITH RENEWING BUILDINGS, THE ROAD SURFACE NEEDS URGENT UPGRADE.
Encouraging community spirit and volunteerism.
Encouraging cultural diversity and ensuring that minority and underprivileged groups feel safe and have a representative voice.
Ecological sustainability.
Enhance existing rail and add light rail to improve reach of rail into suburbs. Enhance access to rail in southern and western regions.
Enhance heritage landscape.
Enhancing the city's heritage with sympathetic development
Maintaining the human scale of the city and its setting within the natural topography.
Ensure that building heights are not increased in the CBD and East End order to retain the feel and beauty of the city
Ensure that the rail corridor becomes public land OR is used for University of Newcastle which also benefits the community. Ensure no property developer is given access to this land ie benefits from the highly contentious removal of the rail corridor.
Ensure the heritage nature of the city centre is retained and enhanced. Be stringent with heritage guidelines. Encourage restoration and renovation. Do not demolish old buildings, bring them back to life.
Ensure the public transport enhances the ability of elderly people to more easily access the city. Don't take away any more buses. It doesn't affect the young as much as the old.
Ensure the rail line from Wickham to the Newcastle is removed.
Ensure parking around the beaches remains free
Improve the health of the hunter - providing open spaces and facilities for exercise such as permanent circuit equipment (in addition to the great work that has already been done improving pathways and reducing traffic around the beaches) + ensure the kiosks in publicly owned buildings are offering affordable and quality healthy food options (and GOOD COFFEE).
environmental sustainability
support art and culture
Environmental/sustainable development measures eg cycle ways, renting bikes - free.
Affordable housing developments.
Environmentally sustainable.
Green housing and commercial buildings.
Plenty of green space for the community to enjoy it.
Space for civic events and celebrations.
Establish a staffed tourist information centre in the mall area.

Ethical, Science based, World's best practice solutions to create awesome livable cities (Awesomeness). Basically less cars, a safe pushbike network. Stop the car culture madness

Awesomeness4Newcastle : Faster travel, happiness and more jobs (A campaign to unite us all)

Aims:

1. Better main roads with higher speed limits (Faster travel)
2. Road solutions that increase business for businesses (more jobs)
3. More people on more frequent public transport (Faster travel)
4. Save gym time by walking and cycling on safer local roads and paths (Faster travel, happiness)
5. Less road rage and sprawling traffic congestion less stress (happiness)
6. Shops, school, work, and recreation places closer to homes (Faster travel)

Extend and develop green recreational spaces, corridors etc

extend the light rail from along the current rail line - not Hunter and Scott Streets and extend the light rail further south to beaches and local suburbs e.g: Bar Beach and Cooks Hill

Extension of the light rail to suburbs, hospital, university, hunter stadium, airport

Integrated transport

fill empty shops in Hunter St. Enhance the Art Deco architecture and make it a showcase. Reduce cost of parking and create my parking spaces. Parking costs are ridiculous with no free parking in places on weekends

Forget the light rail. It's gonna cause transport congestion, inconvenience for commuters, residents and visitors and for the money spent and only commuters down on the road. I for heavy rail finishing at Wickham and have buses (can be mini buses) and parallel Hunter Street, Nobby's Beach all beaches to Merewether Beach either travel by The Junction or Hamilton to Wickham. This one way or two way by Fort Scratchley (where is one way between Nobby's and Newcastle beaches.) . This way it covers those shop, eating out, beach goers and tourists (imagine the coastal views, beaches, Memorial Walk and Newcastle and Merewether Baths - definitely a hit with beach goers (parking a premium) and with visitors. For the light rail going to cost it's not any problems and headaches and frustrations for commuters. It going take to much space on congested the road.

free parking

Free parking for the first 2 hours all around the CBD

Get heritage listing for Newcastle railway station and preserve its identity. DONT

Let it decay like our beautiful post office. Keep our skyline even with no extra tall buildings. I live in Stockton and the addition to the Silk building totally detracts from what was a lovely view of the Cathedral. The tower on the foreshore also blocks the view of the Cathedral. It really serves no purpose. If it can't be removed could it a t least be lower? The cathedral used to look especially good from Stockton at night pre tower and building additions

Get rid of paid parking, but keep timed parking restrictions.

Get rid of the council & install an administrator.

Run the light rail from Broadmeadow

Get rid of the parking meters or at least make them more affordable. \$10 or \$12 for 4 hours is not inviting. It's also alot of change to have with you, and if the meter is faulty you need to add more. It's just not practical.

Getting rid of cars and bogans

Getting rid of the heavy rail line

Good grass-roots things have already been happening over the last couple of years in Hunter St. Newcastle has always had a strong arts culture, lets build on what we have creative people, a beautiful historical centre and amazing beaches. Newcastle has a chance to have a real edge, a unique different place people what to visit. Tourism and hospitality should be our main focus to grow the economy.

Good safe free parking, people won't go where they can't get parking

Good transport to beaches and hospital
Great ideals, but not the correct plan to do it
Greater community input - regular open air markets - more outdoor entertainment - more greening of open spaces
greater safety and crime prevention to support the above
greening of newcastle
Greenspace that includes trees and shaded, protected areas in place of adding to the current concrete areas such as around Honeysuckle.
Rail link that extends beyond cbd to Merewetherthus integrating the greatest asset, coast.
Better parking or other public transport access to areas of wickham,maryville etc. Currently impossible to find parking to Fisherman's coop. Private investments such as cafee, yacht clubs bringing people in to already crowded areas
HEAVY RAIL BACK TO NEWCASTLE STATION
Heritage - do not touch this - it will our major drawcard in the future eg Boston, San Fran, London
Hi Speed Broadband. Support for 'existing' business
Hope on / Hope off bus service connecting all the beaches & foreshore development
Housing needs to be affordable across the board...not just for high income earners. With both house and rental prices soaring, anyone earning less than \$45,000 p.a. is completely priced out of the market.
Hunter pedestrian mall could be like the champ elysees in Paris but needs more interesting shops and better food options. It would be good if the post office could be turned into a first class hotel (as mentioned in the press recently as Chinese buyers want to develop it) as that will bring a regeneration to the sad looking mall.
Hunter Street is a thriving street. I would like better public transport that does not require getting on and off shuttle buses. Buses are not convenient when I am carrying luggage. Changing from bus to train and vice versa is not convenient when I am carrying luggage. Having to change from one type of public transport to another is not convenient and takes longer when travelling from the city centre to other places.
I agree with all objectives. Transport being very important
I agree with these but the vision needs to be wider to include the Lake Macquarie Area.
Public transport does not service major shopping areas adequately such as Kotara, Charlestown and Glendale.
I believe heavy rail is an important part of the LONG term strategy for Newcastle CBD. The geography of the land means that with an increased population, as well as a university campus, law courts and increased retail and entertainment activities in town, traffic congestion will be crazy. I think light rail would be excellent as an additional part of the cities long term plan - linking the hospital, hamilton, university campus etc. I believe in 25 years we are going to look back and wish the heavy rail was still operating. Cycle way are going to be important long term too.
I do not support a light rail down Hunter/Scott St.
I would like to see the city centre as a unique destination, not an area based on another big city with no identity.
I feel a lot of what is outlined above is occurring naturally/organically.
You can.t bring people back to the city or connect with the waterfront without a good transport system and green open space for them to enjoy
when they do come. Height levels need to be low to protect the historic skyline with the Cathedral crowning the city. The Newcastle art Gallery needs expansion and a full time director
I feel that you have it covered.

I find these objectives generalised and non-specific so it's difficult to suggest additional ones. My hope for Newcastle's future include:

1. It is that it is a safe, friendly and supportive environment for families - i grew up in Newcastle and hope to one day return as i have just had a baby, however i am concerned about Newcastle's night life. The streets at night are currently not warm or welcoming and in fact scary. I feel safer walking the streets of Sydney than in Newcastle.

2. that it is supportive of the Arts and cultural diversity - i have been so impressed by the great changes happening in Newcastle over the last couple of years - so many markets and the 'hit the bricks' initiative have been fantastic! i hope these creative initiatives continue.

3. that Newcastle Council becomes an innovative Council that Newcastle can be proud of - I work in sustainability research and have been analysing deliberative democratic processes of other Council's including the City of Sydney. i greatly hope that Newcastle Council can practice Deliberative Democracy in a genuine way - that would be very exciting for the City.

I have lived here all my 41 years besides my time os and the parking meters are the biggest influence in visiting town. Have trials of free weeks or months and see how it goes.

I have watched and listened for 5 years as a reasonably new resident. The last thing Newcastle needs to do is rebirth itself into a mini "Gold Coast". This city needs to be known as a green city and people will want to be there. Large developments won't do that. The urban transport system in newcastle is so bad that people find it easier to drive their cars and that is a huge problem. Newcastle city needs comfortable reliable transport connecting efficiently to the Charlestown & Lake Macquarie areas, Greendale, & Wallsend areas. If people can leave their cars there and not find it a hassle to travel, they will come. This has to be a priority in any planning venture.

I think all public transport should be cheap as possible. & on a constant travel, such as buses every 15 minutes up and down Hunter street, around to Honeysuckle, to invite people into the city transport must be at its main point.

I think the extent of the new transport should go all the way out to mayfield along maitland road. This would connect outer burbs with inner burbs and really allow it to thrive.

I think we are doing well so far but more environmentally friendly measures need to be taken. Make the city centre more involved in legalizing gay marriage and the LGBT community

I would like the train service to Newcastle Station restored, but, if not, I would like the rail corridor to become a cycleway

I would like to see the rail removed ASAP and the light rail installed. I would also like to see a cruise terminal installed on the Foreshore and more commercial activity created around the CBD and west. I also want to see high rise buildings not just 3-4 storey. 21st century cannot afford old style planning.

If the above 5 will be implemented, the objective will be achieved :)

If there is to be a light rail network in Newcastle, then do it properly. Close the rail from Hamilton and build a proper interchange at Woodville junction. Have the light rail from there, extend it to the beach, and also to other areas such as The Junction, Merewether and back to Hamilton.

If we are going to have "new" transport links we need to use the existing train corridor. It is a waste of public money to dig up Hunter Street when we already have a corridor. It would be better to reinstate the rail line and avoid all the waste of money.

I do not think the city scape (as seen from Stockton) should be interfered with by building ugly tower blocks of units. Units can be erected at a reasonable height that will not affect the beauty of the existing skyline.

We need to consider the people who live in the upper Hunter and ask them what they want in the way of transport. I do not think that more buses on the roads are the answer.

If you could achieve these five things, we would live in a perfect city! Id also like to see light rail on the existing corridor, lined with an avenue of trees (that the council would actually look after...) On the same space, a walking path and a separate bike track. I seen this done in Spain and I think it would be magic for our beautiful Newcastle!

If you don't get rid of the parking officers, you'll need people to live in the top of town, because no one will go there.
If you stand on my unit balcony you can see the curb and gutter on the Council roasway, it runs in the wrong direction, due to mine subsidence and if you look closely around Newcastle there is plenty of evidence of old mines and Newcastle has a difficult time with drainage in bad weathr conditions.
The previous Governments and even before Federation (1900) Newcastle has been completely guttered, its foundation has been sold off, shipped out to various parts of the world, the Governments have always taken revenue from the sale of the coal.
To build a building in Newcastle is very difficult because before construction there is no foundation to start the footings, and this is prevalent with the Court House at Civic which has these problems and maybe finishes next year. The Builders who have built on unstable ground like myself have had worries and many a sleepless night. If you are buying a property in Newcastle it has got to go through Mines subsidence Board. If the ground was stable there would be more population.
I'm happy with all that has been suggested
Implementing the light rail should be a priority to help people access the city centre.
Important to do more to connect to Merewether, Bar Beach, Stockton beaches via public transport - include links to the first two in any light rail.
improve , develop and make more accesable the cultural precincts including the art gallery, civic theatre, playhouse and museum
Improve Art Gallery/Library area.
Save the Heritage buildings
Newcastle still needs a large multistory car park - not everyone can use public transport
Improve parking
Improve parking I hate going to newcastle based on the lack of parking and having to pay for parking.
Improve parking. It is the single biggest factor that prevents me and my family from going into the city.
Improve public transport. Better planning for future population growth.
Improve public transport/access by keeping the rail corridor for the light rail and green space
Improved community consultation and planning transparency
Improved inter city transport between Newcastle and Sydney (taking less time than currently or prior to the cutting of the rail line)
Improved Public transport. The transport interchange should be at Woodville Junction were there is more room this would also eliminate Beaumont St level crossing all trains and regional buses could run from the interchange keeping buses out of the City Centre and the only transport into the City would clean environment friendly running on a high frequency shuutle of every 5 minutes.
In planning for the above don't forget the ageing population who may not necessarily need jobs but will create jobs. Currently it seems that the ageing population is destined for a retirement village on the very outskirts of town - which is not an attractive option for many.
Increase open space and do not increase the building height
Increase the quantum and mix of housing
Provide a vibrant entertainment area but one which minimizes adverse impacts on residential areas
Provide developments which complement the suburban villages without excluding them from the strategic development of the city
Increasing the amount of available parking by utilizing the old rail corridor to solve the historical parking shortage

Integrate art in the city- Newcastle has a higher-than-national-average of artists who have made a great contribution to keeping the city alive these last 10 years. It needs to be visibly reflected around the exterior spaces of the city.
Integrate Urban Transport more efficiently with Suburbs. Keep High Rise at a minimum.
Invigorate the existing retail and commercial spaces through targeted attraction strategies, marketing and promotion
Its just a land grab. Replace the existing rail. Retain the rail line. Abolish parking meters on weekends, what a joke.
It's ridiculous that you go along with these statements of insufficiency. Everybody who lives in the CBD knows that there is much more to living here than what the NSW government and UrbanGrowth are bringing to the fore. -- Shame on you to sign the MOU; it won't give you a voice, but their (UrbanGrowth and NSW gov) only intent is to swallow NCC.
Keep housing/apartment building out of the heavy rail corridor, ideally reinstate the rail in conformity to the original Joy Cummings landscape plan. Otherwise use the entire rail corridor for transport by tram, cycle and walking and open space with minor cafe and performance space. Use the New York Highline as an inspiration.
Keep the assets that we do have like (1) the open space across the rail line so that there are no building barriers to the view across to Stockton; (2) the beautiful buildings in the city centre that reflect a special part of Australia's history;(3)that very special friendly Newcastle 'village' atmosphere.
Keep the main streets free and moving by having the light rail run on the old rail corridor.
Keep the old town low rise to preserve it's unique historic assets. This could've a tourist attraction Destruction by mega developers and overpopulation of a small isthmus of land is vandalism and will rob australia of a national treasure which is vastly undervalued. From the fort to the the town hall should be low rise.
keep the place tidy, to much rubbish around the foreshore, I walk around and it is an eyesore,council dont care, should have private companies do this type of work, it is consistently full of rubbish.
Keep the rail corridor as public space with pedestrian and cycling paths.
Develop a decent public transport plan and QUICKLY. I can't understand the madness of cutting the existing rail before proper planning had been done and a replacement was ready to go. I travel into Newcastle less now that the rail is cut.
Keep the rail line and heavy rail to use the money saved to improve public transport and reduce car reliance
keep the railway for people coming to the city the harbour and tee beachers also going to and from Sydney and Maitland I often travel to Sydney by train with a great system in Sydney
keep the railway into Newcastle and provide pedestrian connectivity to the foreshore at many places. There are many architecture firms in Newcastle surely they can come up with ideas for pedestrian connectivity
Keep the transport that previous generations have paid for to sevice the OUR city!
Keeping heritage buildings and other areas of historical significance.
Keeping new buildings to medium-level heights, in sympathy with the architectural heritage of inner city Newcastle
Keeping rail,either light or heavy, in the rail corridor.

Keeping the character of Newcastle
Good public transport
Yes bring people into the city but don't develop the rail corridor so it destroys the character of Newcastle.
Keeping the city compact so walking around to access a variety of services is easy and feasible
Walking and cycling connectivity/friendliness with surrounding suburbs and throughout the city
Ensure green space around city's natural asset eg beaches and waterfront is maintained with space for all users of recreation eg walkers, runners, cycling and recreational sport
Keeping The King Edward Park hill climb, the Council must be able to make the so called improvements without stopping this event
Leave greening spaces where the old train line used to be
Leave the rail line open to green space and not tall buildings
Less people are coming to the city centre(train) . Interchange is useless - an extensive interchange with room for taxis, bicycles, buses, information centre and more.
Let Novocastrians decide on their city. Limit height of building in the city centre so that the cathedral etc take centre stage.
Light rail or dedicated electric buses should run on the existing rail corridor. This does not exclude building above and around modern public transport on the existing corridor. Parking options around the recreational areas of the foreshore and the beaches should be more affordable.
Link Newcastle railway station and Sydney with direct train services. Use underground from Wickham cut and cover or multiple crossings. Encourage markets in the mall. Use the port money for these options and enlarge the art gallery as soon as possible.
Linked cycleways away from traffic.
Livability. Having green spaces in city centre, such as an urban farm or community garden, places where people can participate in beautiful spaces, both artistic and natural, and be 'revived' by those experiences. places for connection are important. also, connection outside of the city center facilitates people getting there and participating. such as really good cycle ways and cycle facilities, thereby limiting congestion and increasing commuters quality of life? what about a circuit loop of light rail that connects The Junction to the city? what about integrated transport options which allow easy access between the city center and southern Newcastle? what about a transport hub at somewhere like broadmeadow instead of wickam, which ties all the different transport options in newcastle together in an effective way?
Loaded question - I don't these are all important for the future of Newcastle. The important ones are new jobs, linking to transport by restoring mass transit heavy rail and keeping the free bus zone and improving safe cycling. Other things I think are important include maintaining the current human scale of the built environment and not destroying the organic revitalisation that has happened over the last 2 years.
Look to the Future by keeping the City to City rail connection and listen to the people instead of using Nazi style tactics to brain wash the people with lies & known corruption.
Maintain and improve historical city centre. If I wanted to live in Sydney or Melbourne type environment I would still be there.
Maintain and increase sports grounds and build a large multi purpose indoor facility on ground bounded by National Park St. Parry St. and Smith St.
Maintain and sustain transport
Maintain existing Rail The ideal mode is City to City I cringe when I see the mums with prams and young kids having to come with the present situation
Maintain heritage buildings wherever possible. Keep pavements, bins, seats etc well-maintained.
maintain heritage precincts

Maintain our heritage buildings and fund them to be repurposed for contemporary use wherever possible.

Create a unique identity for our city centre that recognises our artists and other creatives, our surfer culture, our history and community. We don't need another big bland Westfield or GPT-style shopping centre. Tourists want unique experiences.

Forge our identity as a Smart City that uses digital technology to be more sustainable, inclusive and resilient.

Consult - Continue to involve the community in the design and evolution of the City Centre.

Maintain the current transport corridor for transport.

Maintain the existing civic culture of the city East by restricting building heights.

maintain the heritage residential areas of Newcastle East etc - they are an asset. Need to have fewer cars in this area, ie. keep the main tourist cars to the ring road of Watt, Foreshore and Shortland Esplanade.

Aim high. Think: What would they do in Melbourne?

Make plans for new school site to cater for the increase in residential population as per objective one. Newcastle East primary school will not be able to cater to this increase. this has been previously raised by their school council. Also factor in more childcare locations in the inner city.

Maintain the public ownership of public land and not sell it off to developers. I'm referring to the selling off of railway land. Once this asset is sold it will never again become public land.

Maintain the space occupied by the heavy rail line as green space and finish the rail line at Broadmeadow on the main line and build a transport interchange to suit

Maintaining the historic feel of the city, Restore the older buildings to their former glory. eg. Victoria theatre. Keeping the bulding height limit to 8 stories.

Maintaining a livable and affordable city that is used by all sectors of the community including those travelling from the wider Hunter Valley.

Reducing the pollutants caused by coal production, protect communities - particularly children and to develop a viable future as a result.

Maintaining an inter-city rail service that travels into Newcastle Station; respecting the existing heritage and scale of the built environment, especially in the area between the foreshore and the Christchurch Cathedral; building a light-rail that goes further than a few stops in the centre; more community based cultural events in the centre, welcoming public spaces.

Maintaining historical architecture and encouraging retail, community and entertainment facilities consistent with a village atmosphere.

Maintaining our unique character. The relaxed atmosphere. The heritage buildings and pocket parks. No horrid ghetto forming high rise towers.

Maintaining the heritage buildings and precinct in East Newcastle which form the unique character if the city. No high rise towers in East Newcastle, keep high rise at West Newcastle. No amendments to the 2012 NURS, there is development happening under these planning guidelines.

Keep light rail on the existing rail corridor so roads do not become congested. Invite David Jones to come back into the CBD.

Maintaining the historic centres in central Newcastle. People centred planning to ensure a environmentally sustainable city, with emphasis on infrastructure that is low energy and reliant on renewable energy. Including 'smart city' ideas. Planning for light rail to continue to Charlestown and Lake Macquarie to encourage connectivity.

Maintaining the 'village atmosphere of the suburbs immediate to Newcastle cit centre. Newcastle people tend to live here because of the sense of community , we do not want it to turn into a Sydney-type high rise monstrosity ... that is not progress, that is just developers' greed as shown in the grab of the railway land for high rise buildings which will shut the existing suburbs off from the waterfront. I am not taken in by the ridiculous drawings of proposals. They are designed by people who have no idea about Newcastle and what we desire. Newcastle's heritage must be maintained and fostered to draw in tourists as major and minor European cities have done. One of the great qualities of the inner city is the architectural fabric which reflects newcastle's history
Make Newcastle a cycling city, with safe access from the suburbs for families with dedicated cycle ways.
Make sure people can reach the city in one journey by public transport, not have to change from train to buses as this makes it a very long difficult day particularly for the elderly and young mothers with babies, also for the kids who want to take their boards to the beach
Make sure they happen and it is not JUST TALK.
make sure things like cinemas and the art gallery and museum are actively developed and promoted.
Make the city centre somewhere that suburban Novocastrians and lower Huunter residents will want to visit. Only the last. Two of the above will. Facilitate this.
Making and implementing decisions
Making the city centre a safe and welcoming place at night - at the moment I would not venture there at night for any event, nor would I choose to live there because of the perceived danger at night. I would feel locked into my apartment at night.
more apartments
More attractive eateries, food centres, etc. promoting local produce, seafood and wines.
Improved flexible and feeder public transport linked to improved parking stations.
Remove discriminatory parking fees which discriminate against visitors or tourists wishing to lunch or visit cultural locations.
More creative and cultural events
More cycle paths and separate them from walking areas, play equipment for children and a proper tourist centre, cycling rickshaws, Block off roads and introduce bike/trike hire,park and ride for non residents an inter-suburb light rail. Cars are a menace.No more huge parking centres get a bus! Fine property owners who leave property empty and like a dump.
More cycleways, more public events (outdoor cinemas etc) greater variety of nightlife
more dog friendly beaches and walk ways.
More educational facilities where kids can interact and learn (museums, etc
More effieency in making decisions
More events, and more support for existing events (King Edward Park Hillclimb is one) to attract more people from outter suburbs into town
More FREQUENT public transport!
more parking stations. wickham precinct & honey suckle & i mean 3 to 4 level parking stations
thats if u want people to return to the city. also consider Hunter street one way in & king street one way out.
Most of the above objectives are ALREADY on the way to being met, except "new transport" - light rail should be installed NOW on the heavy-rail tracks and traffic Stop/Go lights would need to be installed but little else so only small cost! The years taken to establish UG's "new transport" along Hunter St. will take some years, killing off retail outlets
NCC to campaign for philanthropic / performing arts based opportunities focussing on corporate / industry investment that is nationally and internationally competitive. The performing arts / fine arts domain is the best reflection for the region and it's tourism industry.
Need plenty of good cheap parking close to Wickham interchange; park and ride concept.

<p>need to get rid of derelict buildings such as the post office that has been defunct since at least 1979 and still looks awful after all these years</p>
<p>New jobs, bring people back to the city</p>
<p>New jobs, new housing, better public access to existing and future cultural and commercial facilities would be best served by the restoration of the heavy rail (I am not part of Save our Rail, just an inner city resident of 40+ years).</p> <p>Where I live, street parking is fully occupied all day by workers and students. ALREADY. I shudder to think what will happen when the law courts and expanded Uni campus are completed. Rail to Civic would be a step in the right direction.</p> <p>More housing and more commercial development to the west of Union St is necessary and inevitable, but by no means should high-rise development be allowed in the historic precincts to the east of Union St. We should aim to improve and enhance the low-rise character of the old CBD with sensitive redevelopment in keeping with the human scale of existing buildings and the inevitable limitations this imposes on access, traffic, parking, etc.</p> <p>Investors in the inner city areas should be aware of these well-understood limitations and set their expectations for profit at an appropriate level.</p>
<p>Newcastle CITY is NOT NEWCASTLE. IT IS THE CENTRE OF THE MUNICIPALITY. NEWCASTLE IS WEST OF NEWCASTLE CENTRAL.</p>
<p>Newcastle Council is killing Newcastle people don't go into Newcastle as there is nothing to see but over priced Parking Fees The Rail Line is closed that did take people into Newcastle the Costs involved in a Light Rail system will never be a reality for the costs involved in relocating Service Water Power Gas etc loss of Income for shop owners will never eventuate in 2017 we shall hear what a great success the bus service is the light rail will not get off the ground it was far cheaper to just leave the existing rail link in place</p>
<p>Newcastle is regarded as a very liveable city now but if we see more high-rise, less green space and create traffic congestion it will be much less liveable ! The new City Centre should be based around Stewart Ave rail terminus, transport interchange and parking stations with flexible transport to beaches, East End, Law Courts and University.</p>
<p>Newcastle needs a contemporary cultural arts space where music, art, performance can thrive. Every other city in Australia seems to have a site like this where festivals are developed and the community and tourists alike can expect to be entertained. The Newcastle train station and part of the corridor is a once in a life time opportunity to create an amazing site that can operate 7 days a week with happenings on all day. The cultural economy is a real one and Newcastle is perfectly primed to take it on. Even NSW trade and investment brought a speaker out from the States to spruik the positives of cultural tourism.</p>
<p>Newcastle needs a decent large venue for concerts etc instead of the "warehouse" at Broadmeadow</p>
<p>Newcastle needs to be more treed. The harshness of much of the concrete structures need softening with lush gardens especially with the planting of trees and shrubs. There needs to be plastic bags available to encourage dog litter pickup. More interesting and/or quirky retail shops or places of interest that reflect innovative initiative would be very much appreciated.</p>
<p>Newcastle should attract tourists because its dying, we don't need big shops. Interesting historical and cultural best. (illegible) entertainment during school holidays. Ballroom exhibitions, Mattara, Easter time entertainment, jazz exhibitions, folk dancing on Australia Day, Aussie food, music, uniform and period costumes encouraged, best dressed child and couple. Horse shoe throwing, rolling pin, cow pat brick throwing. How about a rodeo in Hunter area. Bus trips to our historical houses in the Hunter</p>
<p>No</p>

no
No - I think these are great.
No but I think it will be very hard to get people to newcastle
No further loss of our past - a blend of historical with sympathetic new is critical for any tourism future to be successful - excellent beaches are not enough.
No high rise (or higher than existing) building from Hannel st/ Stuart Ave to East end
No mention of cultural activities - that is a must!
No mention of RETAIL - Only education and housing -
But then all are still only TALKING.
No, but I think the 'bring people back to the city centre' objective is the most important one
No, I'm very happy with the vision and objectives
No, these 5 area are the key to the citys future and growth, but..... they need to done right and quickly. The old rail area needs to be completely ripped out and removed, a light rail needs to be installed from Wickham to Nobby's, foreshore park is and never used to its potential so run light rail through it and the other park near Horeshoe make that a better family friendly park land, all the old shopd should be filled with fashion and eatery's, make business want to come in more, like they are but offer better parking, transport. Look at costal locations like Hawaii, beautiful beaches meet shops and food!!
no, these are a good start
No,I have not.
NO.
Not over-developing the CBD. Creating safe nightlife environment.
Not really. All bases seem covered but keep pushing and selling Newcastle as the University City of Australia
Not selling off the rail corridor and reinstating the excellent public transport system we did have, which also means developers will have to work within the mall area which does need revitalising rather than blocking the city from the harbour by building apartment and office blocks on the rail corridor which will further disconnect the city to the waterfront as honeysuckle did.
Not to turn it into a concrete jungle with huge high rises and connect Newcastle with direct access via public transport to Sydney surely if they can spend millions of football ovals they can afford to run the railway line underground from Wickham to Newcastle, no problem doing it everywhere in Sydney
NOT to use the existing heavy rail corridor for buildings.
NOT to bring a light rail system for the city anywhere BUT the existing heavy rail corridor.
NOT to build 'high rise' buildings in the east end of Newcastle
Notably renewed housing will renew the inner city.
Nutting strong sense of community with strong educational presence and safety after dark.
One cannot disagreement with these goals it's the plans/way of achieving them that's contentious. Retention of the existing rail line with perhaps the introduction of light rail on the existing heavy rail corridor is important to the future of newcastle and will allow these goals to be realised. Light rail down hunter street is ridiculous and will ruin that street and turn it into a main thoroughfare eradicating the lovely village feel that's been created over the last few years. Light rail down the existing corridor will allow the opening up of the harbour etc. and retain this important corridor for the future rather than it being taken over by developers with no net gain to residence/rate payers.

Our public transport system is terrible. The proposed short section of light rail does nothing more than inadequately replace the previous heavy rail at huge cost and is a drop in the ocean in length and contribution to the city's public transport deficiencies. Cycling is not a solutions or the majority of people in a sprawling hilly city. Cars need to be kept out of the city as much as possible and this requires a major public transport redevelopment. The light rail should be implemented only if it is as a part of this strategy otherwise it will become a white elephant.
Park & ride at transport interchange to encourage use of light rail and less cars in city centre. Expand ferry service to wharves at Honeysuckle, Wickham and perhaps Carrington to allow for better access to train services.
Park & walk points.
Info/Tourist Booths.
Parking availability . People will not come to Newcastle if there are no parking spaces or they will get fined
Parking if going to have goo public transport you have to be able to get to the transport and parking at a station or affordable parking in town to go to a event needs to be considered.
Parking or rather lack of it and affordability
parking spots
Parking.
Part of "bringing people back to the city centre" needs to be primarily shopping, dining, food and beverage premises.Theses are always the drive of people finding a reason to visit a place
Passenger Cruise Terminal
International Airport Facilities (Customs, Immigration, Security, Flights)
People
people still like to drive their cars - parking stations for easy access to events at reasonably prices .. meters are a deterrent
Disabled access - to cater for an ageing population
Safer environment - 24/7
Planning to get people to the CBD needs a long term focus - cars are not the solution. The City needs a long term transport plant - extending light rail, establishing park and ride facilities.
Some public domain and community assets may not be immediately economically susatainable, but never the less be essetnial at this time for good plannign and to make a great city.
It will be impossible to provide all of the parking required and the one way nature of the city will make it difficlut for cars to enter and leave.
Please limit high rise in the East End to 8 storeys.
Please present our city and the region with a holistic medium and longterm plan that can be sold to all. At present the short term plan will not leave our city with an economically sustainable domain,just a track to nowhere
Preservation and incorporation of historical buildings into any rebuilding. Increased green space.
preservation of the unique character of Newcastle and not sacrifice that to create a dormitory suburb for Sydney such as Chatswood. Retain the rail corridor for light rail and no more high rise.
preserve the historic buildings and cultural heritage
Preserving the sense of place that IS Newcastle city centre, which means protecting the existing height codes, sight lines from harbor and foreshore, range of building facades. I also think the above five objectives can too easily be manipulated to mean what outside bureaucrats and developer/politicians want for Newcastle. A significant objective should be to ensure local planning responsibility and respect for past planning decisions.
prevent divisive sub communities from developing.

Prevent further harbourside building, retain existing shorespace & allow existing building barriers to be removed over time. Make Hunter Street the border of the foreshore park, and run light rail through that park.
Prioritize public transport over private development, cars and roads
Promote the city more for tourism. Cruise ship potential could be greatly enhanced
Protect and enhance the historic assets of the city of Newcastle (both aboriginal and european). Ensure existing historic buildings are maintained and any development does not detract from them.
Protect the heritage buildings in the city. Also limit the building height. We don't want the towers proposed by GPT. They are completely out of character with the city
Protect the historical buildings and skyline of Newcastle. Do not overdevelop the rail corridor with ugly corporate buildings. Maintain some character.
Protect, enhance and expand the natural assets of the City - create a water sensitive city that has its eye on adapting to climate change and its associated heat island and sea level issues - especially a working harbour within its lower Hunter Estuary/wetland location.
protecting the remaining natural environment and local wildlife. If we lose this, we destroy the future of everything.
Provide a funky heritage-rich alternative type destination area to balance the high-rise business precinct further west. It would be like Gastown in Vancouver, battery points.inhobart or the rocks in Sydney.
Provide for diverse entertainment, dining and bars in a safe surrounding.
None of the objectives specifically identify environmental considerations and values
Provide tables & chairs for workers to sit and eat lunch. Maybe courtyard ground level Market Square.
Public facilities, such as toilets, are much needed. Perhaps a look at those around Burleigh Heads in Qld would give some ideas to council. As well they need to be maintained well and cleaned on a VERY REGULAR basis.
Public Safety - enhance lighting and surveillance Cycling - improve access to the city for cyclists Environment - improve the quality of our green space and waterways to attract diversity in flora and fauna
Public transport that is integrated and linked to suburbs and beyond that is reliable efficient user friendly and fast (buses don't cut it). More parking and integrated bike paths
Public transport, public transport, public transport
Trees
PUT THE TRAINS BACK
Rather than a token park here or there, create corridors of green space. Throsby Creek is a terrific example of what can be done & just how much the community will use it when it's provided.
reclaiming , reusing landmark buildings such as the post office
Recognise the unique, heritage vibe of Newcastle East and build on it.
Reconnection of heavy rail line to Newcastle Rail Station, faster rail commute times to Sydney and more trains to the Upper Hunter.
Redevelopment of Art Gallery. Open green space.
Reduce the traffic and develop dedicated cycle lanes completely separated from traffic. Encourage the use of cycling around the Newcastle City and inner suburbs. It would be great to see Light Rail and Cycling as the main mode of transport connecting the inner city suburbs.

Reduction of pollution in air, soil and water. Possibly the reduction of motor transport in the city area by incentives such as free transport on the tram system. Parking is important.
WESTERN SUBURBS: It seems a large amount of print is related to Newcastle city area. What is planned for the western area of the Council area?
Refurbishing heritage buildings and finding new and continual use for these buildings.
Hunter St Mall upgrade and redevelop as mixed use.
Reinstall heavy rail through to Newcastle Station.
Build a bridge over heavy rail at Stewart Ave
Reinstate functioning heavy rail and use the saved money on improving transport to the city or tram to other areas of the city, beaches etc
Re-instate the direct rail line to Newcastle.
Have separated cycleways into the city.
Reinstate the rail link into the City Centre
Reinstate the railway service to Civic and Newcastle
Reinstate the train line into Newcastle and improve all public transport. More separate bike lanes everywhere.
Removal of ugly train line and rejuvenation of that space.
Removal of all four way Stop signed intersections. Other cities don't use them. RMS don't even know how they should be treated except by saying to use "extreme caution". They are a blight on this city and a frustration for drivers.
Remove derelict buildings
Removing the railway was completely ridiculous. A solution where you can get from Sydney into the city centre without changing trains is extremely important. So is regular transport from Lake Macquarie/Central Coast on trains.
Ensuring strong conservation of heritage, both Aboriginal and post-contact Australian heritage e.g. heritage buildings, archaeological sites etc. Ensuring that the story of Aboriginal cultural heritage in Newcastle is told through interpretive signage, free downloadable audio tours etc.
I think a free app for smartphones linked to destinations around the city would be awesome. It should focus on the history of the city and important cultural assets. I would include both written and audio information on the app.
reopen the rail corridor whether by light rail or heavy, then extend the light rail from Newie Station
reopen the rail line
Reopen the railway line into the city centre. It's closure was absolutely ridiculous!
repairing the old post office and using it for shopping, cafes etc. Building a new art gallery or renovating the present one.
Replace the rail before this great city dies,some shops have already gone and when the uni at Auckland st. Opens, parking is going to be a major problem. When you closed the rail link you closed any chance of encouraging more people entering the city,which is a great shame.
Respect and maintain city heritage
Respectful conservation of our heritage buildings
Restore and maintain our beautiful heritage buildings and put them to use, do not deface them. Extend light rail to cover more of the city, to Junction, Merewether Beach etc
Restore our finest building The Post Office to its former glory.

Restore the heavy rail line so people can get all the way to the Foreshore in one go, without having to change from heavy rail to bus in Hamilton. Thinking especially of the elderly, disabled, mums with prams, workers and students.
Restore the heavy rail trains to Newcastle Station.
Never build or encroach on the transport corridor to Newcastle Station.
Use the existing transport corridor for public transport,cycleway,green space. Develop new buildings only within the agreed 2012 Council limits.
Keep Newcastle Station as a working transport station.
Retail centre similar to the old 'David Jones' is needed .We so miss this type of shopping experience in the CBD !!!!
Retain and promote historical aspects of the "old" city.
Retain diversity of people, attractions for all walk of life
retain it's historic feel - no further high rise of any kind
Retain the character and identity of the city by acknowledging valuable heritage buildings and limiting height of new buildings in the historic centre east of Auckland Street
retain the heavy rail into the city and run light rail to other areas such as nobbys to merewether with the money saved.Extra rail crossings will still give plenty of access to the foreshore.
RETAIN THE RAIL CORRIDOR AS OPEN AVAILABLE SPACE, NO BUILDINGS ON THE RAIL CORRIDOR!!! THAT THE LIGHT RAIL SHOULD RUN ALONG THE RAIL CORRIDOR!! THAT THERE BE NO HIGH RISE DEVELOPMENTS IN THE EAST END OR MALL AREA!!
retaining the rail line to the CBD which connects Newcastle station to Central station in Sydney (and many stations in between). Restoring and promtoting this invaluable asset for business and tourism.
Retention of the rail corridor for transport solutions to bring everyone especially our tourist trade to the newly vamped bathers way etc
no more disruption to newcstle CBD which has delined in Trade from closeure of Railway. Stop to vehicle conjestion,Put a Stop to people/visitors thinking Hamilton is Ncle and bring them seamlessly into our beautiful low level historical and fabulios City
Return heavy rail to enable people like me and my husband as well as people from the Hunter Valley to access the CBD and the beaches.
return of retail / shops to the city centre, do something about the former Mall (i.e. either all cars or no cars, not the halfway position it is now), recreation spaces, events
Return of the rail line. I would never bother catching a train to Sydney now. To inconvenient (Ferry, bus, train)
Return the train to city centre. Must be the only place in the world where existing infrastucture is to be removed !!!
Return the train to Newcastle Station so that all Hunter Valley commuters can visit the city and beaches. Enjoy our multicultural people including art gallery and various other appealing activities.Buses are not a solution for those who are disabled. People with mobility scooters need to be able to board a train if necessary.
Return the train to Newcastle Station, and add transport options including better cycle-ways, and maybe light rail spurs off the main heavy rail link and maybe add many mini buses, etc. Connection to the harbor across the rail line is possible slowing the train with Electric Magnetic train brakes, allowing mixed traffic with pedestrians; and underpass or overpass for rail & cars at Stewart Ave.
Return the trains to Newcastle Station.....get rid of all cars.....don't allow anyone to own a car in newcastle and order them to use public transport.
Revitalise business in the city centre
roads and transport and lack of parking

Sack NCC and replace with an administrator Make urban growth truly independent instead of a voice box of the state govt. use the existing rail line for light rail and extend right to the beach and beyond.
Sack urban growth they have no vision but to hand Newcastle over to the developers there will no green space at all in Newcastle
Safety around the city centre, especially after dark.
Safety of all who live, work and play
Safety... especially at night, from random drunks
SHIFT DESTINY FROM THE SYKE END TO SOMEWHERE NEAR QUEENS WHARF SO PEOPLE CAN SEE IT. IT WOULD STILL WELCOME SEA FARERS. WE NEED MORE ATTRACTIONS AT CLOSE RANGE.
Significant sized covered entertainment centre. Also a covered public heated olympic swimming pool
Significantly improve existing CBD facilities e.g. *The Mall, Parks *children play facilities, *CBD lighting, CCTV in CBD, Greater Police manning level and foot patrols especially at night, Totally revamp the Ocean Baths and its facilities, likewise Newcastle Beach pagolas on southern end, deepen harbour foreshore and provide docking facilities for passenger ships, free volunteer manned guided tours of CBD and heritage interests, greater advertising of city events, extend the proposed light rail to run to Ocean Baths and Nobbys on a "loop", definitely "No" high rise in the CBD east end, relocate to Newcastle West, repair Darby Street shopping centre footpaths (bad), free limited time parking in CBD streets and Council Car Park, manned Information Booths in CBD and Harbour Foreshore, free visitor "day parking" in CBD streets, (visitors from 50km distant and more),
since we don't have sufficient public transport then we need massive additional parking spaces
Social activities/precincts. Remove lockouts and trading restrictions
social focus on issues such as homelessness
solar and wind powered facilities independent of the electricity grid.
Sort out GPT who have been playing games with the local and state governments for too long!
start thinking long term and stop listening to the few self interested people who seem to get all the attention and lack vision
Support for the thriving artistic community. Theatre, artists and music.
Support high speed rail from Newcastle to Sydney and eventually Newcastle Airport. Parking for the Conservatory, the Uni, the Law Courts, the main Library, the Newcasttle Art Gallery, Darby St and forget the Newcastle CBD.
Syd is expanding their transport system & cutting ours. Bloody stupid I'm seeking employment I need a decent transport system at the end of year we go Opal the State government have destroyed our nursing profession, education system, now they want to destroy our transport no one has any ? guts to leave the trains to Newcastle Premier Back Off.
Before money is wasted dredge Throsby Creek the king tide has been affecting this area for 180 years its about time something was done and no excuses please.
take a look a the car parking situation
Taking the rail line away wasn't a positive move. It is a real pain to catch a train to anywhere. I go to Sydney often and it is a nuisance having to get the train from Hamilton or Wickham when it gets set up. Maybe you should have a Ferry Wharf down near Wickham!!
Technology based industry and businesses
That the real and great challenges of our future (economic, energy constraints (oil vulnerability) and environmental sustainability) are factored into all planning, and are not airbrushed away in a rush to short term interest and development. Resilience is a multi-factorial phenomenon that demands long term visionary thinking that goes beyond new glass and chrome, and requires human engagement and wisdom.

The aim of creating new, efficient transport needs to include public transport from Hamilton into town, not just dirty shuttle buses that have replaced trains. How can I get into town from Hamilton with my kids and their bikes? I want to cycle along the Foreshore w my 6 year old but we can't take our bikes on the bus! How do my friends and I take our prams into town to enjoy the parklands when we can't all fit on a bus?????? The train allowed us access to town that we don't have now.. You have stopped a huge proportion of the community accessing Newcastle City...how do we get into town?

The basis of each objective can be achieved through the re-creation of the rail line. This may include the use of light rail if proven to be economically viable. Any alternative suggestion is a crazy and unwarranted leap of faith.

The city center is not Newcastle. A suitable focus on other urban centers around Newcastle would be more productive and useful for most people. Not trying to centralise all the development money spent.

The city is closed and dead at night. It is still fairly unsafe to walk as there are no people.. this should be addressed. Bring the city to life at night is greatly needed to bring it in to the 21st century.

The city will not function, and people will not come into the city without a rail line to Newcastle Station.

The council must also address its management of finances. It is not demonstrating business acumen across its business units at present. A council can deliver great service and amenity AND operate a business which is not a loss-making venture.

The current plans are pandering to the developers who wish to use the rail corridor for high rise buildings. The proposed plans are nothing but pandering to vested interests. Please stop trying to fool the people with these surveys taking public opinion. You are not fooling anyone.

The heavy rail should have been lowered underground & maintained all the way to Newcastle Station. Then a transport interchange (bus & taxi & drop off areas with dining facilities waiting rooms etc) installed at ground level at the Station

The Local Aboriginal Culture & Heritage needs to be identified and respected and everyone needs to be made fully aware of the Local Culture that they Look, walk, live, work breathe on everyday !!!

The most important is transport - easy reliable and complete to tak people to all parts of the city and beaches - I know so many people who do not "go to town" anymore because of no real public transport and parking - people will return if access is reasonably easy.

The objective of integrated urban transformation via efficient transport is critical to a vibrant city, however, for a variety of reasons, that work appears to be irrevocably stalled.

It is now time to move the existing 'transport interchange' from adjacent to the former Newcastle Railway Station and rely on regular bus services to the 'top of town.' It appears that people have already changed their transport habits with the removal of rail services. Empty buses now ply back and forth to Hamilton, whilst private vehicle traffic appears to have taken up the slack.

A realistic approach may be to move the 'hub' to Broadmeadow, as Hamilton has restricted access and no room for expansion.

In any case, the time has come to provide better safety and convenience for pedestrians in the Broadmeadow precinct, with permanent speed restrictions and pedestrian islands in Graham Road.

The objectives are very general. Without an integrated transport system the city will not get new shoppers. Fixing Scott St seems strange when there is nothing in the city that makes it a destination.

THE PRE-EMMINENT OBJECTIVE MUST BE TO MAINTAIN THE HERITAGE OF LOW RISE BUILDINGS AND ABSOLUTELY MAINTAIN THE "SIGHT-LINES" THAT HAVE BEEN LOCATED AND PRESERVED BY NEWCASTLE CITY COUNCIL FOR M ANY YEARS.

THE PRESENT PROPOSAL DESTROYS OVER A CENTURY OF PLANNING BY SUCCESSIVE COUNCILS AND URBAN GROWTH WILL DESTROY THE LOT OF IT.

The preservation of all of the city's historical & heritage sites to be taken into account before any redevelopment takes place to any recognised site.

The rail line absolutely needed to be removed in order to better connect the city to the harbour; however the development of the rail corridor needs to be carefully considered - as over-development of this vital area for flexible future requirements will be either impossible to reverse or cost-prohibitive to rectify for future governments. I believe this overarching consideration still aligns with the five stated objectives of the transformation program. Having traveled to countries like Singapore many times I consider a public-transport 'loop' where people wait no longer than 5-minutes during peak times a priority. Additionally attentions needs to afforded to accompanying transport hubs within the suburbs to enable a more efficient journey (with reduced travel times) for those utilising public transport.

The rail line reopened! My direct public transport into the CBD has now been destroyed. I have NO interest in working in the CBD now and make a concerted effort to not even apply for ones in that location due to the closure and shambles that now remain. We have been cut off from our own city centre.

The rail line should have been terminated at Civic as it would have provided transport for the new Uni and Court House. I do not belong to Save the Rail or any other organisation. I was very disappointed with the lack of parking provided for these two new entities (10 spaces in total ?) I have worked in the city until 1990 and remember it as vibrant and exciting and it didn't seem to ever recover from the earthquake. I am impressed how the Mall has come back to life with lots of new ventures from small retailers but a large Department store anchor is badly needed. Reopening the Mall to traffic has been a success BUT the number of people who harrass you in the Mall to support their pet organisations and the religious nuts who preach their thoughts at you is very off putting and they should be removed. The present plan to run light rail down Hunter Street is a worry as that street is not wide enough and should be retained as is. Light rail should run up the heavy rail corridor. The corridor could be opened up as trams don't move as fast as trains did. My fear is that the corridor is going to be sold off to developers and the city will be still closed off from the harbour. I think the Wickham interchange is ugly and can't see from drawings where this light rail fits. One suggestion is to utilise the Store building in the interchange plan but completely demolish it as the front of the building isn't attractive and the whole of the interior is constructed of timber so there is a fire safety issue in utilising this building. The Post Office in the top of town needs to be taken back to public ownership and restored by the Federal Government and given to Newcastle council as an art gallery. That would complement the bars and coffee shops an boutique businesses springing up in the area. I only wish those who make decisions for Newcastle would listen to the people and not do what they think is the best for us. We will only get one chance to fix Newcastle and I fear Macquarie Street is going to stuff it up. My other wish is for the Council to put aside all the little personal grudges and agendas and work together as a cohesive group to restore our city. I am 71 now and hope to enjoy the revitalisation before I pass on. We need less talk and endless committees to rejuvenate the city

The transport interchange at Wickham without a park and ride and the light rail in Hunter street will create massive problems. More so now that the Court House and University having no parking facilities and people looking for easy quick access to these two places is a disaster waiting to happen. Bring back the trains and adopt

Tim Crakanthorp road overhead rail crossing at Selma street Hamilton then down the old rail line to Hannell street roundabout.

These all talk of the 'City Centre' & "Newcastle CBD", however recent development has moved the city centre west of where it was 20 years ago. The area that lies east of Darby street show;d be redefined.

These are great objectives, but accomplishing them at the expense of Newcastle's differentiation from other cities would be a mistake.

These elements sound good and are very important to vitalise our beautiful city.

These maybe identified objectives but the obvious one missing is maximise the commercialisation of the existing rail corridor

I am amused when I hear connect to the waterfront. Once there you can only watch the harbour works which is relaxing and a good way to pass time or fish no swimming

The reason 90 % of people go to our waterways and beaches

These so called objectives are motherhood statements of no substance and will not achieve any good outcome with out the detail being right. The excluding of rail transport on the rail line dumb and stupid. As to putting a tram into the Hunter and perhaps Scott street (or even in the Mall section of Hunter Street) will make traffic issues far worse and remove many scarce parking places that have had a degree of responsibility for the slowness of business in the CBD area. Transport should be inn the rail corridor with a tram/train option (as they often do in European cities). This would cause less business disruptions and will prevent struggling businesses from exiting the city area as some are close to doing because of the loss of trade since the truncation happened. Some careful and selective building over the rail track could be contemplated but most importantly we could have a open track between Hamilton and Newcastle Stations giving the connection between the foreshore and the "Hunter and Scott Streets areas" in a cheaper and more natural way with the preserving of some of the vital history of Newcastle. The buses should service the rail stations and not just copy the rail service down Hunter and Scott Streets. So a full transport plan is needed that will integrate all modes of transport. The rail corridor option lends itself to tram extensions to the beach and Newcastle and a full loop service to Merewether Beach to Broadmeadow via South Leagues Club and the race course. Good Hybrid trams are available for this that can use Solar and mains power to do the trip. There are many other things that could be considered but if parking and transport are not done well it will be a total waste of time and money that some business will pay a heavy toll for.

They are all good

THEY'RE ALL GREAT OBJECTIVES BUT HOW DO THEY HOPE TO ACHIEVE THESE ALL WE HEAR IS TALK NO PLANS AND WHEN THERE ARE PLANS THERE IS NO REAL COMMUNITY CONSULTATION. WHEN THERE IS IT'S IGNORED.

Think trees and views, open space rather than buildings blocking views, trees along streets, flowers and colour decorating the sidewalks. Space that enables people to sit and relax and contemplate the beautiful views/city scape

This may bot be relevant to this city survey BUT I would like to hear more about the future use of the present unused BHP land, whether new jobs are planned (ie. Green Energy etc) & ? to this survey. What kind of transport will be set up for future use when jobs (hopefully) will transpire..

To achieve these objectives Newcastle City Centre must offer something different to the urban communities. Make access easier by public transport, to achieve this public transport must be linked, seamless and extend to all areas and in and around the City Centre and suburbs. People must be attracted to the city centre, without having to take private motor vehicles into the area unless, on a sight seeing ring road.

To achieve these visions you need a transport system to bring the people into the City Area and not have it become a traffic nightmare with everyone driving. Until the proposed transport system is up and running it will be difficult to see any of the above visions being reached.

To create a focal point, like a market, or entertainment precinct that will be a draw card in the city.

To utilise public transport in the city centre from outside the area a secure free all weather parking area needs to be available and relatively close to minimise transport times, maximum 30 minutes away with minimum departure and returns every 15 minutes.

Tourism in Newcastle is not a strong point. We need a couple of iconic buildings, and attractions to bring back the paying public who can then enjoy whatever else is there. Sure create jobs and housing but make the area interesting so people want to go there.

Tourism, Cruise terminal. Positive leadership

Trains do not run into Newcastle anymore but they do run into Maitland and a lot of people do that now, much easier for people with Prams etc

Sydney is putting trains in, Ncle is taking them out.

For me it takes 1 hour now to get into Ncle but only 15 minutes to get to Maitland by train.

I will go to Ncle again when the Train goes to Ncle Station.

<p>TRANSPORT - Pedestrian and vehicle connectivity</p> <p>PARKING - Improve this and the people will come</p> <p>Allow the proposed Residential/Business building to start</p> <p>AND In my humble opinion - STOP LISTENING TO THE OVER VOCAL MINORITY. We live in a democracy whats good for the majority is good for the community.</p> <p>Stop the petty politic's and get on with reviving this magic city I love, Please</p>
<p>Transport isn't just about the city centre - there is no transport there from my and many other suburbs</p>
<p>transport parking options</p>
<p>Truth and transparency in decision making for any and all of these, Spin Doctored, plans. It would be nice to finally see Newcastle as a whole, planned without sterile, Development-for-profit-of-a-few, as is being pushed at the moment.</p>
<p>Trying to do all this in a way that is not green house gas emissions intensive. We need to move away from fossils fuels, and given our history as a coal city, we can set a great example to other cities in the world. If we don't start moving away from coal now, Newcastle will suffer greatly when our hand is forced.</p>
<p>Unless the light rail system is to be extended throughout Newcastle forget the novelty of trams down Hunter St. Dedicated bus lanes down Hunter St to the beach would be good with regular stops along this route. More people living in the city area too.</p>
<p>Urban Growth and the NUTTP are only about the city centre.</p> <p>I assume your definition of Newcastle is the LGA</p> <p>There is nothing in the3 Urban Growth proposal about the majority of Newcastle.</p>
<p>Urban Growth needs to listen to the majority of people. Those wanting the retention of the heavy rail are not a "noisy minority". They are the majority. We need better public transport, not less. Roads are overcrowded morning and evening. Give people an alternative with public transport. Remember that we have beaches as well as a harbour.</p>
<p>use existing rail infra structure and extend light rail to surrounding suburbs.</p> <p>more people need more public facilities plan for schools and parks</p> <p>more people more cars- plan for more parking including drop the car and catch public transport shuttles</p>
<p>Use heavy rail corridor for light rail,not Hunter st.Keep rest of corridor green.Move Interchange to Broadmeadow or west of Hamilton.</p>
<p>Utilise the parks and open foreshore areas for activities. Have council sponsored yoga or volleyball classes during the summer. Have a look at the cairns council and what they've been doing with their esplanade and the activities and events they hold. It always brings alot of people out and it unites them</p>
<p>waste of money putting in new light rail when you had trains right to the top of town what about the people that have to catch a train then get on a bus to go to the top of town takes a lot longer plus the bus drivers are very dangerous drivers my grandson fell off his seat when the driver braked because he was going to fast</p>
<p>We definitely need SAFE cycleways to enhance the objectives listed above. SAFE cycleways and shared pedestrian paths may already be incorporated into these objectives, but I mention them because I think they are essential for growth of jobs and bringing people into the city. SAFE cycleways need to be separated from road traffic, and preferably away from pedestrian traffic for the best outcome.</p>
<p>We have to create a sense of community and ownership in the city, so people take responsibility, and not simply criticise.</p>
<p>We Need more cycling ways and parking for motorbikes to encourage these types of transport and to avoid traffic congestion.</p>

<p>What about CLEAN UP?</p> <p>Finding an effective mechanism to get property owners to FIX UP or SELL UP would be transformative.</p> <p>Sitting on major buildings in a town centre, and letting them degenerate untenanted and holding the city to ransom should be made criminal.</p>
<p>What they want is all great... BUT jobs and tourism has dropped the day they closed the rail line.... Fact ...!!!</p> <p>As for putting in a tram or whatever they promised, I say it's all lies... they have a perfectly good rail line..... And closed it Go figure eh.....</p>
<p>When I was a project engineer and didn't want people to see the detail I reduced the scale until it was nearly impossible to desire the detail.</p> <p>Question will we be able to park and ride to the wonder land of ?</p> <p>What about parking near the beautiful waterfront, what about parking anywhere there is not enough now if we improve the area what about parking. Current council cant maintain existing parking meters now. People will not go back to Hunter St without better parking. My considered opinion is we are being sold a mushroom. A known ? can all that the law courts has not enough parking or access to transport.</p>
<p>Why build new buildings when you have so many shops that are vacant. Open up the shops to bring people back to the city centre centre the waterfront is doing fine but the main street is dead. Since the railway has gone it is so dead you could fire a gun & hit no one.</p> <p>Maybe more theatres, small cafes open later say after the theatre has closed. People visiting always ask is there a café area in the main street opened. Open up the old buildings to trade & eating, dining. Bring more shows into town. We have a beautiful city let people use it or it will die a slow death.</p>
<p>Why does open space need to be economically sustainable. Local government needs to be responsible for open spaces and Public Domains which are funded through rates and other charges to the whole population of Newcastle. Economically Sustainable is the new Buzz word to force things upon the city that the populace don't want.</p>
<p>Why not leave the railway there as is and build a large shopping centre around it. How many people would come to town if this happened</p>
<p>With the construction of many apartments proposed in the city revitalisation there is a need for another public primary school in the CBD area as Newcastle east PS has an inadequate site for expansion and there will be additional children living in the apartments planned for the city centre.</p>
<p>Yes - achieve these five objectives by doing what the people (local community AND outside visitors) want, instead of the way property developers and/or state government want.</p>
<p>Yes ...The train should of been left..... **The Store Needs to be used and kept as Original look</p>
<p>Yes a better interconnecting public transport service, eg tramways system, interchange</p>
<p>yes we need trains back into the city , traveling by bus from Hamilton railway station dose not work for people in wheel chairs ,mothers with prams , and young people who want to take there surf boards to the beach , I know we will never get our trains back , but it would be nice to think some thought was given to people who find it hard to get on and of the buses,(our elderly &parents with more than one small child and a pram trying to get on and of buses) all talk is about light rail but how many years before we see that ,</p>
<p>Yes, having a seamless (continuous) method for people from Sydney and up the valley to travel right to Newcastle Station without having to change their seat.</p>
<p>Yes. The elephant in the room is the rail corridor. It must be retained for rail transport use</p>

Yes:

1. improve public transport into the city (why focus on "new transport" when so much could be improved by upgrading the "old" transport (buses and intercity/regional rail services).
2. improve connections between the city and its hinterland and other nearby areas.
3. conserve and take advantage of the heritage, scale and character of the city's historic precinct.

you already had a world class transport system in place, and with some thinking from brilliant local minds, you could have done something worth while...for far less....instead where living with this

You have neglected the option of retaining the train line or to use the existing rail corridor for light rail. as such, your survey sucks

Appendix E - Greenway - verbatim responses, likes and dislikes

Q12: Please briefly explain why you like Opportunity 1 - Greenway
1. I believe we need open space not buildings on the old rail line.
2. This whole corridor should be kept till we see what transport needs we have, i.e. will light rail be built?
3. We don't need to build on it now and it would be better suited to cycleways in the meantime.
4. If it was to be used for the light rail, if it is built, it would make much more sense to put it on the rail corridor not in Hunter St, where it will only choke the traffic.
A good second choice, it would make better planning sense to incorporate the corridor into the greenfield sits HDC controls, however the community seems to have an issue with that.
A Growing population needs somewhere to relax, visitors need some where to relax and eat a takeaway. Beauty and contrast to the surrounding buildings. All liveable cities have a green belt.
-ALLOWS FOR INCREASE OF DENSITY IN HOUSING AND WORK BY SUPPLYING GREEN SPACE.
-REALLY CREATES CONNECTIVITY BY KEEPING THE LAND OPEN VISUALLY AND FOR WALKING AND CYCLING, ALSO FOR GATHERINGS OF PEOPLE, FOR INSTANCE ON NEW YEARS EVE.
- KEEPS THE GOVT'S WO
AS STATED BY YOU IN THE BLUE SECTION
At least we wont have a concrete jungle along the railway line keep the high rises down the west end
Because it does not particularly benefit developers or Urban Growth.
because it is the least crap of the lot.
what is the point of this survey if you do not have an option for light rail on the existing heavy rail corridor? lip service again?
you need to do better - but only if you wish to improve your reputation.
Because it was always promised by both politicians - and agreed with by HDC and rthe Property Council - that the rail was not being removed for development. To place development on here is to prove a hoodwink has taken place. I supported closure of the heavy rail on the grounds the space would be open and green.
because it would leave opotunity open to have a rail line back into Newcastle even under ground
Best use of a narrow corridor
Connects city to foreshore without towers in the way, like the unbelievably poor decision to make a ghetto where the hotel blocks the road from the water
Dont want newcastle to end up like some carbon copy of sydney / central coast ie. yet another barren town of high rises
For the future we need green space as their is still lots of room for development on other sites. That and I think people are being greedy for the land.
Free ones en space, brighten up
Hunter street

From observing the tremendous success of the Bar Beach Memorial walkway I believe that the same broad range and large number of individuals and families would use all, or chosen portions of the walk from Worth Place to Nobbys beach or breakwater. Use car park at, or public transport to, desired location along the walking paths, public transport back to the parked car or to outer suburbs as time demands. If a packed picnic lunch, or light meal at a restaurant is part of the exercise, it will require several sorties to cover the entire pathway. (OK Some folk will run it end to end non stop. Bully for them).

Good creation of greenspace and mixed development

Great opportunity for this to be walkable areas around the city as more people start to live, work and play here.

Greater areas of green space will permit safe recreational areas for residents, students and visitors plus space for trees, shrubs, gardens and possible activity and special purpose facilities. Also temporary displays, pop-up facilities, shelters and play facilities.

Green environment in an urban setting is great

Green open space on the old rail corridor

Green space in cities throughout the world is very limited and this is an ideal opportunity to provide parks, landscaping, play and sporting facilities, botanic type gardens, tables, chairs etc., for relaxation, BBQ facilities, additional crossovers from Hunter Street to the Harbour etc., making an exceptionally long park unique from other world parks. I strongly object to any commercialisation or accommodation buildings in the rail corridor whatsoever, it should be a place where the public may come to enjoy and relax with their families.

Green space seems the most family friendly.

Green spaces are essential for the future of our cities.

The developers have had too much control over the shaping of Newcastle and no matter how carefully engaging and tempting the names for their proposals may be 'play and entertainment city' it doesn't change the fact that the removal of the rail corridor is illegal and serves only to further their interests and profits at the expense and detriment of the people of Newcastle.

Having been in New York and walked along the disused railway line that has been transformed into fantastic area to walk, socialise I think this would be the opportunity to do something similar

I am not impressed by the kind of development which has taken place in Honeysuckle and do not want the opportunity for open space this time to be lost.

I am not in favour of removing the train line. If it must be removed then I think we should have as much green space as possible.

I feel that this option gives the best opportunity for the green rail corridor to be used for open air use eg! Cultural activities , Livesite style activities as previously held in the City! Somewhere for families to wander and enjoy the waterfront!! Maybe some barbecues and covered tables and seating for people to enjoy our harbour foreshore!! Live entertainment eg. Spiegletent that was here recently. Musical Concerts!!

I like green

I like the essential green space options with the opportunity for mixed-use development. Newcastle has a great opportunity to bring the harbour closer to the city as it is a spectacular harbour - turn the railway station into an arts, cultural and café venue.

I like the greenspace and pedestrian access.

I like the idea of a greener area that is family oriented

I like the idea of more green spaces and opening of the site.

I like the long unbroken green link corridor

I like the retainment of Newcastle rail station, preferably WITH (improved) train services.

I like to idea to keep a green corridor in place of the old rail link.In some other proposals I did not like the relocation of the bus terminal.
I love the idea of park land in this space. Be lovely for people/families to have lunch and time outdoors close to everything!
I support removal of the heavy rail, but not mixed use development of the corridor. This is the only option without development of the corridor. I would support the greenway including parks like those mentioned for the current bus depot in other options. The greenway should remain entirely in the public domain per objective 5.
I think Newcastle is already renewing itself in a different way to other cities and for that, it will be appreciated.Any city that is considering increased occupation for whatever reason must have more open spaces and green areas. People will always be happier in this spaces. It isn't enough for others outside the city precinct just to visit and be satisfied because they can return to their open spaces elsewhere. Those who live and work in the city need to feel the benefits of trees, plants and open spaces. Its when the balance isn't right that people move out and the city is no longer protected by its inhabitants.
I think that ideally we should have the rail down the railway corridor, but if not, then greenspace would be best. I definitely do not want high rise on this corridor as I think it would be detrimental to the city.
I think that the grassland is a good idea and could have some native vegetation local to the area also put there which may also help support local bird life. Extra pedestrian access is good also
I want to see the rail line retained for public space. I would prefer that it was used for public transport - including the light rail. I feel that putting the light rail down Hunter Street is going to create so many problems - yet it seems that the survey does not allow the opportunity to comment on the light rail route.
I work in Hunter St. There is no opportunity for me to take a nature walk unless I go around in circles in Civic Park. Everything else is concrete, bitumen or paving & very little trees.
I would prefer the railway line to remain in Newcastle. I have travelled widely and observed transport options in many countries in the world and it is my view that the railway link to Sydney is vital. We need more green space in Newcastle sooption 1 delivers the best opportunity for that.
because it would leave opotunity open to have a rail line back into Newcastle even under ground At least this option maintains the train station
I would prefer to keep the heavy rail in operation but I think this option allows the city to meet some of the concerns of linking the foreshore with the CBD without losing the rail corridor should we need it again in the future.
I would wont transport going around the city, ease of use, getting people around, from social activities, such eateries, to shopping but make it easy to move around the city, such as parking at Newcastle stadium and bus or light rail into town. keep vehicles out of the city that dont have to be there.
Idealistic.
If the rail can't be put back then making it a green corridor from beginning to end is the best and most honest option. It's what we were promised.
If the railway is closed it provides the best opportunity to open the city to the harbour. I would prefer that Wharf Road also be included in the greenspace (to achieve a better result in terms of park) from level with Perkins Street (or Brown St)through to Watt St. My preference for parking areas is that they not be off Wharf Road, but located instead on the southern side of the parkland adjacent to Scott Street. If Wharf Road is not to be closed then Prefer it be narrowed and made one way and still the parking be off Scott Street; not Wharf Road.

If the state Government persists in ignoring the results of the state election, the parliamentary inquiry, the endless rigged "community consultations" and the protests of thousands of Novacastrians and removes our heavy rail then at least the corridor would remain to some extent in the hands of the people. I dont agree with " mix of retail and commercial development" This has always been Urban Growth's primary plan for the corridor and I dont trust how much of the green space would be snatched for this so called development.

If, as stated, the green space would be predominately grassland, the greenway would create a more open feel to the Newcastle peninsula. But, if "predominately" was changed/reduced to "some", as is feared, this would not be a preferred option.

improvement on whats there now..!!

It doesn't put buildings on the former rail line.

It focuses development in zones rather than plots it along. It aligns with the idea of making Newcastle West the new development area. it lives the cultural precinct connected and not broken up by new developments. And its green and open spaces!

It is a rare opportunity that any city gets to expand its green space in a way that is connected and supports the health and well-being of all citizens into the future. The city will continue to grow and evolve in myriad ways without taking prime public land out of public hands, and indeed Greenway is the a fantastic opportunity to create a continuous "great space" for the benefit of all.

It is not really a choice when something's are set in stone but I prefer the option of less development in the rail corridor

It is relaxing and refreshing to be in more natural surroundings.

It is space for the community on which easy access to the foreshore and beaches can be reached with cycleways and walkways.

It is the least intrusive as far building on goes on the rail corridor. I am not happy with any of the selections at all.

it leaves the transport corridor open for future generation options

It offers a more extended green space. It would be good to see a dedicated cycleway and dedicated pedestrian walkway rather than combining the two.

It offers complete ease and access to the waterfront. It will be extremely aesthetic and offer a clean, green and healthy space for people visiting the city. It will not close off the city from the water, like option 4 will. The people of Newcastle were devastated when Crown Plaza hotel and apartments were built, blocking a view that should have been there for all the people of Newcastle, not a few rich visitors or locals. Option 1 would give people access to something we are entitled to have! We have lost our rail line so please don't fill that space with buildings that will close our city even more than it already is....

It offers the most potential for open access to citizens and retains some degree of open space for the people rather than the developers. None of the plans however consider a different route for the light rail. To take out the heavy rail and then put light rail that doesn't go anywhere further - Why? Huge expense for little result. If the the light rail connected Hamilton, Darby St, The Junction and City Centre it would have some merit

It opens the waterfront to the city better than the other options -- BUT, I believe that the "Tram" line should be incorporated into the green space along the rail corridor -- Scott and Hunter would be dangerous routes for the Tram line, both for road vehicles and passengers.

It reins the corridor which I see a important cycle for the future.

The bus terminus area should ultimately removed and relocated further west

it uses greenways for relaxation, and has access to parking for ncle,cbd, you can park and then walk to cbd, as compared to hamilton where there is no parking, other than residential streets.....

It will create a green corridor along the spine of the city and provide a great area of open space. The foreshore park is often overloaded when events are on, and this green space will be a wonderful long-term asset for the city and future generations.
It's just simple and obvious the other ideas are a bit big for now, plenty of people where against the rail altogether. Baby steps.
Keeping the rail corridor as open space WILL LINK THE HARBOUR TO THE CITY. There are plenty of empty buildings etc which can be developed in Hunter Street.
Keeping the rail corridor free from development will allow restoration of mass transit heavy rail which will be needed to service the NewSpace campus and other new development.
Least development of existing rail corridor
least resistance from the negatives in the community...or outside the community
LEAVE THE OPPORTUNITY OPEN OF CONNECTING NEWCASTLE WITH SYDNEY AND THE REST OF THE HUNTER VALLEY WITH A HIGH SPEED RAIL LINK
Like the idea of using the rail corridor as green space. As long as this is able to be 'walked' or 'cycled' through and it's not just lawn.
maintains a continuous 'green belt' and good pedestrian and bike access, to complement the harbourside paths
maximisation of green space.
More green is always needed
More Green Space For People To Use
More green space is better for the city and the residents and visitors who will engage with the city and the foreshore for leisure and health activities for all ages.
More green space is needed and access to honeysuckle is currently limited, but option 2 is my favourite
More green space. Prefer cycle path or ped path done the centre of the green space. Don't like other options that imply commercial use as these areas will be lost to the public forever.
more greenspace and maintaining heritage buildings
more open space
more open space
More spaces for who is going to live and work in the city
Most amount of green space and least amount of development on the rail corridor.
Need more green space for a growing population
No development of the rail corridor. Always remember the Crown Plaza as an example of what not to do, better to leave the rail corridor as open space.
not an over development
good amount of green space
Now with certain belief the rail to N/C is gone all questions above seem ok for urban growth
Only because the others involve a suspicious amount of mixed use development. I think this is likely to end up predominately private space. But where is an option with public transport built in?
open corridors
open space
Open space is very important particularly if we wish to encourage further housing development in the city
Open space needed for tourists and future generations.
Open up the City to the Harbour
Opens up rail corridor to green space and public access

Opportunity for a great pedestrian and cycle link to west end and maintain rail corridor as public space. New developments should be focused on rejuvenating Hunter St Mall
Option 1 is the only chance to stop our public land going into private hands.
park lands are important for people to have leisure time with friends and family and for birds and other animals
Pedestrian access to parkland, stimulation of Newcastle - new businesses, maintaining and using the Railway Station.
Pedestrian friendly, but would prefer it as the light rail route.
People, especially families would be encouraged to use the green space at low cost.
Potential for off road cycleway use
Provides a green area and stops huge building taking over the city like they did in Gold Coast.
Provides perfect green, cooling space trough to city centre. Great for riding bikes or walking/running on.
Railway corridor not lost and railway service can be reinstated.
Rather keep the rail line but this option at least keep developers off main rail precinct
removing our dependence of cars and making cycle ways and walking a priority can only offer health benefits to our community
Retains open space corridor in line with original vision when rail line closure was proposed
retains the heritage civic station and leaves the opportunity for rail style access in the corridor in future
Retains the rail corridor for the future
Seems to be the best of an odd bunch, considering that retaining the rail service is in my opinion a no brainer for revitalising any city.
So it is easier to re establish the rail line
Some Harbour foreshore is already taken up by large Buildings i.e. Hunter Water. As this green land is now not available the Greenway does provide some recreational and green area for the community close to the Harbour or water. Community do have the option to build on the Greenway if Community views change over time.
SUPPLIES NICE OPEN SPACE TO SIT AND RELAX.
The area would benefit from more green space and hopefully the railway coridoor land would still be retained. Maybe some extra car parking could also be incorporated into this area
The city needs its green spaces
The concept of "green" space is particularly appealing in the narrower sections of the corridor. I would prefer it combined with more of a destination development at and around. Newcastle Station. I would also contemplate some more smaller scale development than shown at the western end of the site. The Greenway concept creates the opportunity for pedestrian and cycle movement both along and across the rail corridor.
The extensive green space and continuous access to the harbour - with the potential for tourist and recreational spaces along the green expanse.
The green spaces in the heavy rail corridor.
The growth options will be comprimised by growth in regional centres closer to where people live...the CBD advantage needs to be enhancement of natural featus
The more green space the better-
The more green space the better - provides a more natural an dpeaceful mix of areas for Novocastrians.
The open land on the former railway corridor
The people living in the apartment buildings at the west end should have green space. It will be a massive enhancement. Think what Central Park does for New York! This space could be designed as a special attraction, and be a destination in itself. Keep the greenway.

<p>The plan should start with open space, and it will morph as time goes by and needs are met into a user friendly practical precinct... Newcastle needs permanent markets in the Newcastle rail station and that would bring people in. 24/7 markets are very important to people.</p>
<p>The previous rail line created a divide between two integral halves of the city - Honeysuckle & Hunter Street Mall. The Greenway provides the needed link and with the addition of a light rail option provides suitable public transport to connect West and East.</p>
<p>The proposed green space</p>
<p>the rail corridor was to be left as open space ,,that's why it was cut</p>
<p>The rail line was built and paid for by the Tax payer of New South Wales If not it should be a park for all to enjoy not the Sydney spiv urban growth keep wanting</p>
<p>the railway line was a barrier and anything other than the green corridor will put that barrier back.</p>
<p>The train line has gone. Lots of green space</p>
<p>The Tram line should be the only development on the existing heavy rail corridor.</p>
<p>The whole point of removing the rail line is to provide unrestricted access to Honeysuckle and the harbour foreshore from the CBD and the entire length of Hunter St. This is the only option that allows that. I am against new large scale development on the rail corridor. There are existing opportunities to further develop along existing unused development and land along Hunter St.</p>
<p>There is hardly any green areas/trees in the city area and there is already hardly any parking and too much congestion. Green areas will make the city look and feel better than more buildings. There are plenty of vacant buildings in this general area. More are not needed.</p>
<p>There is little green space in Newcastle particularly around the foreshore. Preference would be for a rail line, either existing or light to make easier access into centre. Now already difficult with increased use of buses.</p>
<p>There is so much land around Wickham that can be developed and should be.</p>
<p>These 4 options have been pitched as conversation starters i.e.. not the only options, Urban Growth wants feedback about what the people want. My top preference would be the light rail should go on the existing rail track saving \$100 mln which could be spent better elsewhere on infrastructure. Of the 4 options suggested the one that keeps the most amount of green open space is the best as it would provide more recreational area, would open up Hunter Street to the Foreshore (I key goal for UrbanGrowth). I do not agree with development on the rail corridor as this was the original intention by the State Govt when they pitched this redevelopment, clearly communicated to Newcastle and thus what everyone believed would happen there are many unhappy people with how this has been directed by Sydney-centric politicians and govt officials. Paul Broad from HDC has been outspoken about this and echoed what most people think.</p>
<p>These spaces will be important as the city grows. See High Line New York, new goods line Sydney. They attract both locals and visitors. Our city is beautiful and we need to make the most of its beauty.</p>
<p>These two plans open Hunter St to the harbor, create open space and give areas for entertainment and events.</p>
<p>This allows people to have a feeling of open space, even though they are in the city.</p>
<p>This corridor should be open space - no development, no apartments. It should be a green corridor, similar to New York's high line. It should include cafes, market stalls, walkways, cycleways etc.</p>
<p>This is option maintains the greatest amount of public space.</p>
<p>We have ample space for business revitalisation with the existing vacancies throughout Newcastle.</p>
<p>THIS IS THE BEST SELECTION OF A BAD LOT LIGHT RAIL SHOULD GO DOWN THE RAIL CORRIDOR</p>
<p>This is the only option which appeals because of its focus on green space or parkland. I'm really disappointed about the decision to remove the rail line.</p>
<p>This is the simplest proposal and ensures that change will be made without compromising the city as it is. Access to the harbour front is vital.</p>

This Option duplicates (some what) the High Line Park in New York City This park connects parts of the city without the need to cross busy intersections. People can go into the area to relax for lunch or merely cross it to get to the water-front. Development can occur either side to provide facilities. Create unique vista for City unlike any other. Provide open space for office and university workers.

This space will be available to all residents of Newcastle

We have the opportunity to create a green space for people, to get back to nature. Health and well being of those who choose to live in this area.

We need the mix of all 3 - Be all we can be

Newcastle deserves the best choices

We want to encourage everyone to get out and about to walk or cycle or get fit. We don't want more shops.

Will provide incentives to rebuild / refurbish buildings along Hunter Street. Will change the mix of building use. Include cycle way along the corridor and more pedestrian crossings.

you dont have to be rich to enjoy the harbour

Q14: Please briefly explain why you dislike Opportunity 1 - Greenway.
Access from out of town,ie no train, parking probs
All the proposals put the light rail down the street. This will be disruptive and more costly than using the existing rail corridor. The disruption caused by putting the light rail down the street will make shops in the mall inaccessible both for customers and deliveries. It will turn into a ghost town. Shoppers who are unable to use the facilities will go to malls in the suburbs and will NOT come back. As a resident of the city centre I think plans have deprived all of us of a major public amenity, the legality of which is highly questionable.
answered previously
As a Ratepayer which incidently have quite substantially increased for what I get nothing for in return 2 years ago the retension basion next door to my house has major holes around the pits council fix put some barricades around it there now in the schrub from the local kids the holes have got deeper regarding mowing I still am required to mow the section along my boundary as council won't I get Booked for Parking on my own lawn that I maintain council argument control of traffic the street used to be two way but now is more a one way street due to restrictions my rates go supposedly towards up keep but when functions take place I am charged fees to access the foreshore that my rates maintain I cannot see value for \$\$\$ for my rates all I see is my \$\$\$ being unwwwe have seen the new veteran walkway around the beaches the money wasted could have been put back into the area but instead we get rate increases to be honest the council is nothing less than a money pit for our hard earnt incomes
As mentioned in previous Question.
As soon as I see the word, "Green" I see an episode of Utopia.
as stated previously
as usual this seems to be a sellof
bad use of central city space with just grass
Because I think it has been a blatantly corrupt process to remove the rail line and I believe it should be reinstated.
Because I think it is short sighted to run a light rail down Hunter St and add to the traffic congestion.
Because it does not allow for many of the desired outcomes to be achieved .
because of the light rail going up hunter street
Being so close to te beaches and harbour i think the space can be better utilize than greenspace
Boring
Boring, blank space
Bus Depo remains
Cause I know it will end up in the hands of developers..... Chasing \$\$\$\$\$\$
Cf previous
Dislike light rail in Hunter Street.
Do not build anthing on the rail corridor.If the train cannot be returned, then send the tra, down the present corridor. Cheaper and better.A tram going down Hunter st will destroy it.
Does not balance recreational space with commercial / residential requirements to revitalise the inner city
Doesn't allow for Light Rail running on existing rail corridor
Doesn't do as much for the city as other plans
Doesn't prioritise enhance or improve assets
Doesn't use rail corridor. Increase congestion on streets. Why a unnecessary dogleg.
Doesn't use the renewal opportunity to its full extent.
Don't think it would get used as much as other options. Increases loitering
Don't want... The former Newcastle Railway Stn to be maintained in its current state to heavy looking & dull - has had its day!!
Dosn't offer much more than green open space over a rail line
Far too much green and a waste of land that provides opportunity for attraction of people and employment

Far too much green to maintain
green space important as is new business opportunities
Greenspace in entire rail corridor is a nonsense!
Greenspace is great, but by itself I think is not going to do enough to draw people to the CBD
Hate this option. we have heaps of greenspace. If you want more go to the suburbs. We need to activate this area otherwise it has the potential to become underutilized and potentially dangerous
Having another greenway like the foreshore is a waste of space. With no income being generated from such a space it will be yet another burden on the Council and hence the ratepayers. You can still have pocket parks and maintain access with some development.
I am still concerned with the ownership of the rail corridor land further west of "Greenway" area. Does this plan rely on the rest of the corridor being sold off? If none of the existing corridor was sold off then I may be interested in this option.
I Don't dislike them. Incorporate the rail line with them
i don't like wasting a heap of money to tear something down that is working well
I don't think it delivers optimum value back to Newcastle from the use of this prime land
I feel there is already a lot of green space on the foreshore and this land could be put to better use.
I have already mentioned why I don't like any of them!!!
I live in the city and am sick of the huge increase in cars since the closure of the rail line. The state govt has now replaced the purported rail barrier a honeysuckle drive/wharf road car axis. It is a physical gash through the our community, a direct consequence of removing the transport corridor from service and promoting vehicular traffic flow along the waterfront.
The state government have acted as bullies. I refuse to engage further with this corrupt process.
I need one mode of transport from Maitland to CBD. ie heavy rail.
I strongly disagree with the proposal to direct light rail down Hunter Street
I think every city needs green spaces to allow the city to breathe, but it will not be the green spaces that attract people. Newcastle is already blessed with beaches and harbour and parks for people to relax and play. We need more reasons for businesses to start in town, more people to eat, work and study in the city.
I think it's just an opportunity for developers to put up more apartments and they become the slums of the future not a great tourist attraction. I and my family and friends often travel yo Victoria for the wonderfull Victoria markets and eateries, you can still park there for free at this stage
I think the green corridor is a nice concept however it doesn't appear to provide significant transformation, more a simple landscape change to what is there today.
I would prefer to have open space rather than the mixed development being considered.
Ill maintained turf in the corridor is not an appealing result for NSW second largest city.
I'm not a fan of more housing in the city, it means more people will complain about the evening noise and see great establishments shut down :-)
Includes light-rail option; seems the least thought out re optimal use.
It does not encourage Growth in the City.
It does not solve our car parking problems and vehicle movement.
It doesn't allow enough entertainment space. Waisted space.
It doesn't incorporate the re-vitalisation of Hunter Street

it is the dingo fence in a different form;
it will cost and yield no return and look like crap in no time at all;
apart from some merit to the eastern end where it adjoins existing open space, it has no activation attributes - car parking would be an improvement;
we have too many parks now and there is a serious question how this strip would compete with the attraction and amenity of the waterfront some 50 to 100 metres away - it won't!
It just seems like a point less grassed area which I feel drugo's will hang out. It knid of looks like the option of doing nothing.
It just seems like more wasted space without any real change. There's a lot of sparse parks around newcastle that aren't regularly used, there needs to be mixed use of the areas to entice people into our city
It light on detail.
What the buildings on built and how heavy rail corridor is be retained for the public recreation.
It presents a long corridor of greenspace that is not likely to be used given the current population in the City and the available open space at present is sufficient
It provides the least opportunity to change and create something unique. I also believe we already have enough large open areas of green spaces in our city. I for one would not utilise the features of this proposal compared to others.
It removes a transport corridor
It seems like a wasted opportunity considering the use of the area and the green space already currently available within the foreshore area.
It will be unused, and unused means unsafe. I would not visit with my children, by myself, at night or on darker days.
It will get developed by future neo-cons and sold for private profits
It will just be a green waste land - and it would be dead zone that would surround and isolate the city. Terrible option
it would be a bit of a missed opportunity if you went with this option
It's just like an old rail corridor with grass on it. Not enough connections and not enough development to make use of the space and bring people and activity/life.
It's not making use of the space
It's seems to be a waste of space
keep the railway open for access to Newcastle city and the beaches and harbour from Maitland and Sydney even if trains are light rail
to Maitland and the university at Jesmond
Lack of care or reuse of the station building. Emphasises transport but not development which would attract people to use the transport to get there.
Lacks imagination. We need to use the new space for grass land and mixed residential
/ business development to attract people.
Let's be realistic, the green space in the rail corridor is going to be squeezed between the backside of existing buildings. (What's in the middle of most backsides?) It's going to be over shadowed a lot of the time, and will be cold and windy for many winter months. The light rail could be built over and and brought out into Scott Street where the valuable green space would be achieved from Perkins Street through to Watt.
Let's have a green strip of lawn to divide the waterfront and the so called liveable hub of the city, and watch the lack of maintaince the council will provide, in keeping this area the way it should look, if it were to be the 'Greenway' ! Lacks vision, see previous notes
light rail down Hunter St

Light rail down Hunter/Scott sts. A grassland will pave the way for future 'developers' in the great land grab....
Light rail in Hunter Street is not an option for the public, only developers want it so they can develop on the rail line. It will cause traffic chaos and is not in the interests of good public transport.
light rail is on the road & look at the big dogleg in the green ex-rail corridor
Light rail must go down the existing corridor
Light rail should go into the existing heavy rail corridor. It is ludicrous to suggest that we should spent considerable extra monies to move the rail line some 25 to 30 metres to the south. Use these funds to 'revitalise' other areas of our beautiful city. Also it is ludicrous for people movement to only have 'one' line of track up Scott Street to Pacific Street. Going the extra 150 metres from the Newcastle Railway Station to Pacific Street to 'supposedly' get people 'closer to the beach' is laughable. Thousands of kids have been getting off trains with their surfboards, etc for thirty or more years. The proponents of all of these deliberate 'corralling' alternatives should all be 'damned' for their deliberate 'con' on Novocastrians.
Light rail should not go down Hunter Street.
Light rail will only cause problems on Hunter Street, we have a dedicated transport corridor in the existing heavy rail corridor. This could be used remove a lot of traffic problems from Hunter Street including the busses. This option doesn't explore that idea.
Like the greenway do not like the proposed rail in Hunter St.
Limited in its appeal to whole community. Once u get past Crown plaza there is already significant green space
Limited walking access to the harbor - grass space nice idea yet not practical with the new University & Law Courts buildings more facilities and infrastructure will be needed for visitors (local & international) & residents
Long green dribble of green space, not really useful for anything
Looks good, however there is no such thing as a tooth fairy
Loss of corridor that is perfect for light rail
Love the green belt but the tram line down Hunter sucks
Mainly because options 3 & 4 have more to offer. If things are going to be done, do it now and not leave things until sometime the future
Minimal achievement. Maintenance mode. Need much more. Misses the opportunity to revitalize.
My preference is to maintain the railway corridor for public transport, ideally heavy rail but possibly trams. There should be vehicular and paedestrian underpass at Market St or Perkins St. There is no explanation of what "maintain Newcastle Station in its current state" means.
Need a complete safe pushbike network
Need areas for other things
Need to develop prime land to make the city a lived in place.
Newcastle already has heaps of open space that is underused like Foreshore Park, King Edward Park etc. A 'greenway' corridor would be unsafe at night. Also, this option does nothing to help bring people and jobs back to the city centre. I REALLY hope this option doesn't proceed
Newcastle Station should be developed and there needs to be bike tracks, not just a long grass corridor.
No action on Newcastle station
No scope for an economic growth. Appeases minority.
not achieving much, gotta give a better plan than this, some development is required to enhance the design outcome to work well.
Not at all interested in parks & the like
not efficient use of the space, a mix of options would be better than all green space
Not enough development
Not enough development in areas the require growth
Not enough pedestrian access to waterfront. Wasting opportunities for retail, employment and housing
Not enough reuse to stimulate the local economy. This would be a missed opportunity for Newcastle.

Not enough thought regarding creation of jobs and growth of business along with housing for a balanced place to live and work along with play.
Not progress
Nothing happening ...no opportunity
Opposed to development on rail line
People are not going to walk all along a green corridor when the light rail goes down Hunter St. What will be the viewpoint along the corridor?
PLEASE LEAVE GOOD ENOUGH ALONE
previously stated
Rail in wrong place
Rail should of Stayed...Spending money that could be used in other places
Remove the opportunity for developers to benefit and it will be better.
Retail ? Newcastle is a ghost town now
Some of the existing corridor needs to have light rail on it running along part of Wharf Rd. connecting Nobbys and Newcastle beaches in a loop thereby only having one track on much of HunterSt. And not cluttering up part of Scott street. Some
Archeological sites of significance should preserved with interpretive sites
Spaces need to be activated, not just green space.
Still has the bus depot. Would like to see more activity/cultural/food etc around the station. Not enough connectivity to harbour front
Taking out a rail for 200 million dollars to replace it with nothing is the most ridiculous suggestion I can imagine.
Taking transport corridor too narrow
Access by residence from suburbs
The failure of each and every option to show the rail corridor as a transport corridor demonstrated the total bankruptcy of the proposals and the total lack of vision of what is wise use of public money delivering the most for the most in the community and for the most vulnerable. I would imagine that your proposals mean you have failed to consider the needs of the frail aged and the Wheelchair bound people in our community. Most people fail to even consider them until they find themselves in a wheelchair for a season. Just to demonstrate most wheelchair accessible foot path modification are too steep for many wheelchairs as the driving wheels of the wheelchair often become out of contact with the road surface; as well the footrests on many wheelchairs come in contact road surface as well at such locations. The best option is to use the rail corridor for a train/tram service (many European Cities do this well) with an open track that is a paved or grassed track area for pedestrian use. If there was need to build over the track then this could also be done as it has been done in many places in the Sydney area. The Buses should not duplicate the rail service by running on the roadway adjacent to the track But should feed the rail line (Perth WA is now doing this quite well but that was not always the case) Both Transport and parking are keys but after that the need for a strong development of family friendly business need to be established and not just the lucrative hotels, bars and such like places. The over emphasis of the alcohol trade has cause most of the problems in our city because the main entertainment is alcohol based and as such this feeds the eruptive anti social behaviour around our city that keeps many decent people out of the city at night and some weekends. New plans are required and with the Government attempting to have a bill to remove the rail line totally and the statements that sale of some land will be needed to be able to deliver a revitalisation program put great suspicion that this whole exercise is smoke and mirrors for a plan not yet disclosed. In other words I do not believe the truth is here; as there are far too many contradictory statements being made in different area.
The good plan to save the transport corridor from Worth Place to Watt St is spoiled by the encroachment on the transport corridor west of Worth Place.The best way to support the new Law Courts and the Universtiy campus is to maintain rail services to Newcastle Station.

The grassland would be derelict undesirable space in shadow - better to go to the harbour side instead.
The GREENWAY sterilizes the corridor for a mass transit system. The primary objective of revitalising should be to reduce the number of cars to the city.
The greenway will likely be under used, and possibly be dangerous at night.
The idea of the green corridor is attractive in theory but without some densification of population and increased activity from development I believe this green corridor would be under-utilised and unsafe
The last thing needed are parks and open spaces, and keeping buildings as heritage buildings. There are enough of those. Building design is important. Do we need more of those buildings in Honeysuckle or should there be a blend integrating the old and the new?
the light rail going down hunter street
The light rail is down Hunter St ... at least however, there is some green bits
the light rail should run down the existing rail corridor
The new generation do not care about or will utilize green patches for either themselves or their families as the prefer indoor activities like gyms, computer games and internet couch-potato activities.
The new transport plan is not articulated or costed , so how can we judge the proposal.
The railstation needs to go.
The space is not being used. Might as well have the rail back in there
The transport needs to be kept in the existing corridor
The whole 4 concepts are unsuitable! (If the light rail is placed on the existing corridor) They must be redrafted!
There doesn't appear to be any thing in this option to entice more people into the city keep the railway station is good point
There is already enough green spaces in immediate area. Green areas require additional maintenance and costs of upkeep
there is nothing much happening. Space could be used in a much more productive way
These are two limited, the major playground idea sounds fantastic. Very needed.
They all have light rail going down Hunter St. The ideas of opening up the old railway is great. By maintains existing gauge with trams is a sensible thing to do.
This can be achieved without removal of the inter-city rail line. Major Public Transport is crucial to the future of this City far more than putting high rise in Newcastle East.
This does NOT provide for the critical city centre - remains a divide. NO real economic, nor cultural, benefits to a narrow strip of grass. This is no better than doing nothing. Utilise the fantastic green spaces we already have by tying them together with an holistic city plan.
THIS IS A DECEPTION TO ASK FOR COMMENT WHEN YOU ARE GOING TO DEVELOP THE GPT SITE AND DESTROY THE CITY.
SHOPW US THE WHOLE PLAN AS WE ARE USED TO DOING IN THIS CITY.
This is waste of use of land that could be better used for community benefit. It is a do nothing option
This option doesn't achieve enough to really boost Newcastle as a destination to visit and enjoy or live in.
This option is not utilising the full potential of this land to create development that supports jobs and small buisness. Newcastle needs more boutique small buisness that give it a unique identity. Utilise some land for green space and some for development.
This option leaves the railway line open to sell off to the property developers
too boring
Too extreme towards no development
too much green
too much green
Too much green for inner city area needs to be concentrated - otherwise will end up looking ratty.
Too much green space, less incentive to bring people to city centre.

too much green space, not enough development to bring people living in the city and bring jobs into the city
Too much mixed-use development; should be kept as green
Too much open space. Use the available land to develop Newcastle into a better place to Live, Work and Play!
too much wasted space
Too selective we need Business in the City
Trams will slow the traffic flow into Newcastle and they will not be in place for many years. Put back the original trains.
Unimaginative
urban growth just doesn't get it. we are not a cash cow for the State Government. we demand that we have light rail if the heavy rail has to go and that Hunter Street remains with its present use and not be overloaded with additional forms of transport. the rail corridor is the obvious route for light rail and for cycle ways. cycle ways on a crowded hunter Street would be suicidal. the employment of shop keepers and businesses who depend on uninterrupted access to Hunter Street will be enhanced and not trashed in the 5 years that it will take for construction of light rail. by then otherwise the City Centre will be a high rise slum.
use it for transport
Useless no development at all
Useless piece of grass between high buildings
Waste of a dedicated transport corridor.
waste of development potential along corridor which wouldn't provide very attractive or used open space anyway
Waste of existing rail. Light rail gives access at any point so there is no need for additional pedestrian crossings.
waste of opportunity and space
We don't need that much green space if selling the land can generate more funds to improve the city.
We have enough open areas already, we now need to peruse options in opportunity 4 to revitalize the city .
We have enough parks in Newcastle already without adding more burden on rate payers.
We have plenty of parks already
We need the railway line. And not this or any other scenario is actually intended to happen
We want our train and public transport back!
We're not actually achieving anything with this option. Just a bit more grass and a few more buildings.
What is the point of that long skinny bit of grass?
What's the point of having a narrow usable green corridor?
While expanses of green lawns is pleasant, there is nothing to differentiate this area from other parks anywhere else. Lawns would be difficult to maintain compared with facilities that are being used to potentially return revenue.
While I love and want green space this could be an uncared for space and end up being 'dead space' with opportunities for anti social behaviour at night all the way along- since there is limited night activity areas. I could see it being neglected and sad in the future.
While I love the open space I'm realistic enough to know that extra community resources won't be funded without some land sales.
While keeping Newcastle open is absolutely essential, this space should not be wasted completely. This does not enhance the current state of Newcastle CBD.
You have to get as many things right as you can straight away. Going back and re-apply to get and add or change things, is just not going to work. This option just does not meet enough of the required criteria.

Appendix F - Harbour West City - verbatim responses, likes and dislikes

Q12: Please briefly explain why you like Opportunity 2 - Harbour West City
- The open space on the former railway line
- The connection between the Civic theatre and the Museum and the Market ST pedestrian areas
1. It connects the city to the waterfront from the Civic precinct to Pacific Park. Options 3 and 4 constricts this too much and would create an even greater separation of the city to the waterfront than the existing (open space) rail corridor provides.
2. It shifts the focus of new development towards the West End where high rise development should be encouraged, leaving the historic old city centre to low rise housing, retails and tourism.
2&3 seem the best to keep it simpletons
A feeling of open space but the development is in an area that is already developed.
A ggod mix of green space with a residential and commercial hub at the civic
A mix of no's 2 & 3. I liked the area around the station (newcastle) in no 3 and the pedestrian links to the water. I would like the open space to extend to Merewether Street.
A one stop place where you can do lots of things
A reasonable compromise between development and open space.
Access to the waterfront via the rail corridor
All of the above
Also provides a green area and stops huge building taking over the city like they did in Gold Coast.
AS STATED BY YOU IN THE BLUE SECTION
balance of uses.
Because it retains a fair amount of open space whilst at same time allows some mixed use development.
Because Newcastle is a thriving city and these oppotunities can make it better
Best harbour where more activity
Building and developmwent of a Passenger Cruise Terminal is a must for the city and needs to be included in the Plan.
Busier city is a better city - this option is a good balance of business and open space
civic link seems to make sense and it appears balanced
Designating links along the old railway line as meet up points/ points of interest will encourage flow of tourists and ratepayers and visitors to the east end hub.
Development well located at west end. Open space connection from west to east, with better permeability connecting both sides of old rail corridor. Dislike interuption of open space connection with bus layover in other plans.
Direct access tot he harbour from University, city hall etc. Mixed use development to stimulate economic activity. Suggest planning shuld extend all the way back t Wickham Station.
economic activity west of the Civic is urgently needed.
Focus on West-end and open-spaced rail corridor accommodates both development and preservation/enhancement of current aesthetic.
good balance between green space and development
Good balance between green space and mixed use development
Good connection point at Civic.
Green open space on the old rail corridor
Green space to merweather street is important
Green space, access to the waterfront. New businesses - keeping the Newcastle Railway Station.

greenspace
direct access waterfront at civic
High rise development above the LEP should be done in the west so the old city is left as a tourist and heritage area just like the rest of the cities in the world are.
I allows foe access between Harbour and City , Encourages movement of City West leaving more residential development in Newcastle east
I am happy to have some "development" in the West End. I like the pedestrian link to the foreshore. Still lots of greenspace
I am not in favour of the building construction east of Crown Street so this would make option 2 my preferred outcome although Feel that the park at the station and revitalisation of this area is also critical to the success of the overall plan
I believe that the rail corridor should be primarily retained as green space. Many great cities of the world have beautiful corridors lined by trees where people stroll and enjoy the city. However, development of the Harbour West City part of the corridor will enhance the existing and upcoming businesses and leisure activities present/planned for the area. I love the Newcastle Railway Station, and think it should be retained because it is such a lovely structure.
I currently live at Islington and the conjestion at Hamiltion stations is dangerous and not practial. I feel there is a stong need for the Civic link.
I don't see the CBD returning to a "thriving"commercial zone as before the advent of regional shopping and commercial centres. Why would I prefer CBD to Kotara? Business and professional services are in the suburbs. Parking near the CBD is a pain. Many of my thoughts apply to all of the options. Residential development will boost the commercial opportunities rather than visitors except weekends and holidays. The "market" type development has been a costly failure. Are we concentrating too much on the CBD?
I don't support the use of the newcastle train site as an entertainment venue. The traffic flow, disturbance and limited space will create significant congestion in the area. i have concerns that the light rail on Hunter St will also cause traffic congestion. I do like the idea of improved parking and the widening of Wharf Rd to improve traffic flow.
I feel strongly that the transport corridor should be maintained but also feel appropriate development over or adjoining the corridor makes sense.The Civic precinct should remain the ceremonial city centre with imposing access to the foreshore for City Hall, Law Courts and Uni.However the future business and shopping precinct should be further west with access from all directions and where high rise would be more appropriate.
I like new housing options & link to the waterfront
I like the development around the Civic area
I Like the green space
I like the green space. I'd like to see something like the Highline in New York. I'm not keen to have housing built in the rail corridor or high rise.
I LIKE THE IDEA OF "OPENING UP" AND "GREENING" OF THIS AREA
i like the idea of green space combined with mixed use development
I like the mixed use development at the west end, the Civic link and the green space from Merewether to Watt Streets
I liked all 4, but this one seems to provide more scope for the future given the extra land in that area which is more level than the east end, closer to transport interchange, and less likely to be stalled by complaining greenies and nimbys.
I think it is the most achievable option and would be enough to get people back to the city and create enough jobs. The bus terminal doesn't move so still a short walk to newcastle beach
I think it's a good trade-off between keeping as much green space as possible but also allowing small amount of development.
I think we need to develop Newcastle West as the city centre as it is much easier to access from the rest of the city (i.e. suburbs) than current Hunter Mall/Newcastle. Therefore we should allow development at this end of the city.Green space and cycle/pedestrian access should be maintained along the old rail corridor.

I would encourage as many crossings as possible - a long term view needs to be taken and open space maximised
I would like the train stations to be maintained possible for a small market area or a relaxation area. More green areas for play. Less development along the harbour and keep the city open and flowing to the water.
I would like to see our city open up for residential and related commercial precincts to service the increase in our inner city population. I'm not keen on keeping civic and Newcastle railway stations. They have served their purpose and now it's time to move on. We don't need another post office building. How sad and pathetic is that for our city to have that beautiful building sink into the lowest of the low into total nothingness. We should collectively be ashamed of letting this happen.
In my experience cities all over the world which have significant greenspace in their CBD stand out from other cities. The development that is required for Newcastle can take place in existing, surrounding brownfield areas.
Incorporation of greenspace, mixed development and increased access between city and waterfront.
Interesting
It appears to be manageable;
It does not represent overdevelopment;
It is consistent with the flow of development, westward in the CBD;
It adjoins an existing development node in Honeysuckle;
It is unlikely to be controversial;
Its negative is it does not do enough around Newcastle station
It has a good mix of objectives that I approve of.
It keeps the rail corridor as an open green space - making the harbour more beautiful. It doesn't allow high rise development on the corridor.
I really like the light rail terminating at Pacific Park.
It looks a pragmatic first step - a balance between sustainable development, linking the Civic to the harbour as well as to Queens Wharf. It also leaves areas for possible future development/requirements/green spaces.
It would naturally revitalise west end & link in with the soon to be public transport hub @ Wickham with light rail to come thru. from there. p.s. don't forget parking stations!!!!!!
Keep green space in the inner city. Revitalise the west.
Keep the East for heritage, quieter and slow recreation like it is now.
Like a bit of both ideas
Like this use of land near the civic station
lots of green spaces, necessary for the increase in residential population you are proposing - majority will live in apartments, so really need outdoor spaces for people to get out there and create a community atmosphere
Makes sense to open up the foreshore
meets the revitalising Newcastle objectives
Minimal development on the rail corridor closest to the harbour
Mix of development and green areas.
Mixture of development and green space
More green space is needed and access to Honeysuckle is very limited in the area
More green space, with options for mixed use
more park land

My preference I'd to maintain a large connectivity plaza to the harbour at the Perkins street area and this option allows this
my take is it has the most usable green space
Newcastle is more than a green fantasy. It has to have human habitation and employment. Sitting under the tree of irrelevance is not conducive to creativity
Newcastle needs to be prepared for the new University site and other city developments with appropriate open space for interactions as well as the appropriate mix of economic stimulation to keep the area active.
Now with certain belief the rail to N/C is gone all questions above seem ok for urban growth
Open access to foreshore. Not to many buildings to spoil feeling of area.
open space
Opens up the city to the waterfront, extra green space
Opportunity 2 links Civic to the waterfront, while maintaining maximum green space.
There would be redevelopment of present buildings in Hunter Street, rather than additional new buildings on the rail corridor.
Option 2 was the best of a bad lot.
Plenty of green corridor and pedestrian link to harbour and city.
Proposed green space with limited new development
Provides a digestible level of opportunity for developers, whilst enhancing the maximum area that belongs to the people of Newcastle for their enjoyment.
Provides the maximum open space (within reason).
Repeat Comments re Opportunity 1. This proposal also limits use of the present transport Corridor to West of the harbour parkland. frontage. the
Retains majority of the corridor and allows some development
Retention of green space near historic centre, highrise development near Wickham and Newcastle west. Plan still lacks bicycle infrastructure.
Revitalise western end of CBD
Same as for number one. If you allow too much new building along the corridor Hunter Street will remain as is
same thing access to cbd.
same..
Similar to option 1 but with the mixed use and transport link.
What happened to light rail down the heavy rail corridor?
Still a considerable amount of open space,would be great to have a cycle path too. Building of new houses etc, is good, but height should be limited and more consideration should be given to the exterior of these buildings. Dull grey tower blocks can really spoil the look of the city
Suits more needs
The CIVIC Link
The civic link is great, but light rail should be running in the corridor through the new plaza. Mixed use development in the corridor should not be allowed
The green space between Merewether Street to Watt Street; the new Civic Link; extending Market Street; the mixed retail, commercial and residential development west of Civic.
The length of green space, direct access to the harbour/waterfront from much of the area
The new law courts & university will flood this area with people. A few new shops would be opportune, provided the existing empty shops in the vicinity (there are MANY) were occupied. This option also retains a vast length of green space which is sorely needed in the concrete, bitumen & paved city & waterfront area.
The top end of town is no longer the CBD and is evolving as the historic and old part of our city. Harbour west city makes sense in the overall plan.

The town is dead having more chairs around the town I want to be able to guide my sick husband around the town if chairs or seats with trees maybe we would be in town more.

Since Myers went I do not need to come to town. The only reason I come now is to work.

The Uni and the Law courts are going to attract a many people. I think we need to cater for this demand.

The west end is currently the worst of the run-down areas of Newcastle City and it needs a lot of revitalisation to bring it up to scratch. Whilst this in my opinion is the better of the 4 proposals, NONE of the 4 proposals take into account totally what Newcastle needs. More work should be done to encompass what the WHOLE of the city needs.

The west end of the harbour has so much potential

This has the most open space...although still not totally 100% sure it is the best way to benefit our beautiful city...Newcastle Railway Station should certainly be utilised and not just maintained.

This is a poor option to Opportunity 1

This option increases people in the access rich area of Newcastle but protects the culture and heritage connections of Newcastle cbd

This would provide sufficient needs. NO 'high-rise' Developers, especially in the existing Corridor.

Utilisation of 'dead' space between existing developments and opening new 'green' space to public

Waterfront access.

Appropriate increased activity near the new legal and uni precincts.

we will never ever ever ever get a chance to get a green space like this, money from the development of the western side can be used to fund other parts.

these plans totally fail to factor in any other development around the corridor. newcastle will eventually get over its fear of high buildings and when it does that green space will be one of the biggest assests in the city

where they are building will not interfere with opening the city up

Q14: Please briefly explain why you dislike Opportunity 2 - Harbour West City.
A lot of opportunities missed with this and the the green way solution's.
A quick glance at any Aerial photo of Newcastle shows incredibly inefficient open air car parking. The Wright lane carparks could be developed over with quality and appropriate scaled developments with light rail underneath, at ground level. The green space between Merewether Streets and Brown/Perkins will be cold and in shadow much of the day.
Again it is stated that green space "could" be established. We have read in the newspapers that some of the corridor will have to be sold so that there will be money for pars etc. What happened to the money from the sale of the port?
All the proposals put the light rail down the street. This will be disruptive and more costly than using the existing rail corridor. The disruption caused by putting the light rail down the street will make shops in the mall inaccessible both for customers and deliveries. It will turn into a ghost town. Shoppers who are unable to use the facilities will go to malls in the suburbs and will NOT come back. As a resident of the city centre I think plans have deprived all of us of a major public amenity, the legality of which is highly questionable.
answered previously
as before keep the rail line on the existing site even if light rail
As Opportunity 1
As per previous comment
AS per previous Question.
as stated
as usual this seems to be a sell off
Because I think it has been a blatantly corrupt process to remove the rail line and I believe it should be reinstated.
because of the light rail going up hunter street
Because part of the rail corridor will be open to development
Because there are buildings on the rail line and the light rail is not on the old rail line.
Buildings on rail corridor near Civic Station. Rail corridor should be used for train service.
CBD died and moved to Charlestown. Libs stuffed everything.
Cf previous
Civic Station should be the place that people alight from rail or light rail.
closest to three
Design and integration of use will be important in any urban use by people. I just hate to think we will have more massive buildings like those that have appeared in the last 20 years. I want existing buildings used not maintained so it doesn't deteriorate
Developers...
Development on the rail corridor. Keeping the rail corridor free from development will allow restoration of mass transit heavy rail which will be needed to service the NewSpace campus and other new development.
Disconnects city from foreshore
Dislike light rail in Hunter Street.
Ditto (same as previous)
Do not like the green space on current rail corridor
Does. Or seem to add anything for local people.
Doesn't allow for Light Rail running on existing rail corridor
Doesn't cover enough options
Doesn't prioritise enhance or improve assets
Doesn't use existing rail corridor for light rail - at a significant cost
Doesn't use rail corridor, increase congestion in streets, concern for development ideas, removes civic station instead of saving and repurposing to remain integral to heritage aspects.

Don't think we need more residential
Don't want... The former Newcastle Railway Stn to be maintained in its current state to heavy looking & dull - has had its day!!
Fails the objectives
Given that the rail is now gone anyway it seems like a poor use of the corridor and an irrelevant expense to maintain the railway station. This option only has merit if the intention is in the short term to reverse the vandalism that has been conducted on the rail corridor. Seriously, it made no sense. Why not keep it and develop over the top of it, as has been done in every matured city around the globe.
Has a lack of use of existing corridor to connect Interchange with harbour foreshore, Nobbys, Newcastle Beach and points as stated previously.
There is no reason why suitable infill of building can include the track passing through them connecting commuters with light rail and business/residences
Hunter st too narrow for light rail
access from suburbs
money hungry council
I am outraged that uni students would have accommodate in the City centre
I dislike the light rail along Hunter St with a wall of buildings on the corridor from Civic Station to Worth Place. The corridor should be left free of development and available for public transport
I do like Do it but keep rail line
I don't like the idea of buildings in the open space particularly around Honeysuckle where there is a great many buildings now and little open space This proposal reduces the "soft park" areas
I don't like the options that destroy the railway station. It is an important part of Newcastle history. 3 and 4. No 2 turns Newcastle cbd into housing and destroys it as a cbd.
I feel the corridor should remain entirely in the public domain. Development removes this land permanently from the public. This land can still be remodelled to support city objectives without selling it to developers.
I like a continuous green corridor
I live in the city and am sick of the huge increase in cars since the closure of the rail line. The state govt has now replaced the purported rail barrier a honeysuckle drive/wharf road car axis. It is a physical gash through the our community, a direct consequence of removing the transport corridor from service and promoting vehicular traffic flow along the waterfront.
The state government have acted as bullies. I refuse to engage further with this corrupt process.
I need one mode of transport from Maitland to CBD. ie heavy rail.
I object to any commercial or housing development in the rail corridor whatsoever, it should be retained and landscaped with gardens, play and sporting facilities in total as green space for the enjoyment of the public and their families.
I remember as a child visiting the newcastle hub it was a vibrant busy place with variety now all I see is not a pleasurable experience but more a professional legal hub that costs as far as I'm concerned the only attraction Newcastle has is the Beach everything else is destroyed
I strongly disagree with the proposal to run the light rail down Hunter Street
I'd like the rail corridor to all green space.
Increased density without adequate green space and public transport makes for increased clogging of an area and only further encourages people to go elsewhere
Increased inner city housing with little done to better connect with the greater region
It doesn't incorporate the re-vitalisation of Hunter Street
It doesn't meet all proposed goals. no community or entertainment aspects. no specific use of the newcastle station
It has the light rail going down Hunter St.

It is taking public land and giving it to developers despite the promise to us that it would remain in public hands.
The light rail is going along Hunter St, an absurd plan.
There is no provision for cycling.
It removes a transport corridor
Just preventing deterioration of the station building is insufficient. This plan moves the emphasis to the west but leaves the downtown insufficiently developed.
Lacks vision, see previous notes
land grab
light rail in Hunter St & development on rail corridor
Light rail in Hunter Street is not an option for good public transport planning and no matter what spin is put, it will always fail.
light rail is on the road , buildings all over the ex-rail corridor
Light rail must go down the existing corridor
Light rail should go into the existing heavy rail corridor. It is ludicrous to suggest that we should spent considerable extra monies to move the rail line some 25 to 30 metres to the south. Use these funds to 'revitalise' other areas of our beautiful city. Also it is ludicrous for people movement to only have 'one' line of track up Scott Street to Pacific Street. Going the extra 150 metres from the Newcastle Railway Station to Pacific Street to 'supposedly' get people 'closer to the beach' is laughable. Thousands of kids have been getting off trains with their surfboards, etc for thirty or more years. The proponents of all of these deliberate 'corralling' alternatives should all be 'damned' for their deliberate 'con' on Novocastrians.
Light rail should not go down Hunter Street.
Light rail will only cause problems on Hunter Street, we have a dedicated transport corridor in the existing heavy rail corridor. This could be used remove a lot of traffic problems from Hunter Street including the busses. This option doesn't explore that idea.
like maintaining old buildings new linked transport and business to provide jobs
Listen to people. This is not an opportunity for developers to develop. We need better, widespread and efficient public transport from all the suburbs.
Loss of corridor that is perfect for light rail. Doesn't HDC have sufficient land to stimulate economic activity at Honeysuckle?
Loss of the transport corridor
MONEY FOR DEVELOPERS AND NO RESPECT FOR NEWCASTLE PEOPLE
My main concern with all these plans is the alienation of public land and with that the selling off of the corridor asset and the money not going fully to Newcastle but being funneled off to Sydney etc.
My preference is to maintain the railway corridor for public transport, ideally heavy rail but possibly trams. There should be vehicular and pedestrian underpass at Market St or Perkins St. There is no explanation of what "maintain Newcastle Station" means. There should be no sacrifice of the existing rail corridor for anything other than parkland or temporary, easily removed structures such as cafe or market stalls.
Need a complete safe pushbike network. And integrated active transport including public transport.
need a use for Ncle station
Need more development
New housing, retail,commercial and residential on rail corridor
no thought about cars coming in
Not doing enough
Not enough development
Not keeping whole of rail corridor as green space. Replacing corridor with buildings
Not making best use of the space..... may as well put the heavy rail back in.

Once again no mention of car parking and traffic movement solutions.
Once again on light on detail.
What the buildings on built and how heavy rail corridor is be retained for the public recreation. How's the view be affected. I don't feel in Circular Quay and Darling Harbour walking in out high rise. The only the NSW government and the developers.
Opportunity 2 is a worse idea than Opportunity 1 because it steals more land from the rail corridor West of Merewether Street.
Over developing our city will destroy it's character.
PLEASE LEAVE GOOD ENOUGH ALONE
Pretty dull. Can't see anything that would make me want to go there...
previously stated
Rail in wrong place
railway corridor is sacrificed, access to foreshore utilises previously existing railway crossings that had been closed by previous governments
REMOVES THE CHANCE OF CONNECTING NEWCASTLE TO SYDNEY AND THE HUNTER VALLEY WITH A HIGH SPEED RAIL LINK
removing civic station. this is part of the three buildings that are of great significance to Newcastle, the town hall, civic theatre and the station
retail ? Newcastle is a ghost town now . Lose the parking meters !
Same excuse for developers to cash in on the slums of the future, we need more then expensive apartments with not enough car parks, just look at Bondi Beach for example the tenants come and go at a fast pace, they all leave their rubbish behind on the streets and we look like a third world country.
see earlier comments re heavy rail corridor
see earlier response about rail
See previous comment
SEE PREVIOUS COMMENT.
similar to one, still not enough enhancements for good economic use
Still to few benefits to achieve long time objectives. No scope for an economic growth.
Still too much wasted space which the Council would have to maintain with little income generated.
The failure of each and every option to show the rail corridor as a transport corridor demonstrated the total bankruptcy of the proposals and the total lack of vision of what is wise use of public money delivering the most for the most in the community and for the most vulnerable. I would imagine that your proposals mean you have failed to consider the needs of the frail aged and the Wheelchair bound people in our community. Most people fail to even consider them until they find themselves in a wheelchair for a season. Just to demonstrate most wheelchair accessible foot path modification are too steep for many wheelchairs as the driving wheels of the wheelchair often become out of contact with the road surface; as well the footrests on many wheelchairs come in contact road surface as well at such locations. The best option is to use the rail corridor for a train/tram service (many European Cities do this well) with an open track that is a paved or grassed track area for pedestrian use. If there was need to build over the track then this could also be done as it has been done in many places in the Sydney area. The Buses should not duplicate the rail service by running on the roadway adjacent to the track But should feed the rail line (Perth WA is now doing this quite well but that was not always the case) Both Transport and parking are keys but after that the need for a strong development of family friendly business need to be established and not just the lucrative hotels, bars and such like places. The over emphasis of the alcohol trade has cause most of the problems in our city because the main entertainment is alcohol based and as such this feeds the eruptive anti social behaviour around our city that keeps many decent people out of the city at night and some weekends. New plans are required and with the Government attempting to have a bill to remove the rail line totally and the statements that sale of some land will be needed to be able to deliver a revitalisation program put great suspicion that this whole exercise is smoke and mirrors for a plan not yet disclosed. In other words I do not believe the truth is here; as there are far too many contradictory statements being made in different area.

The govt should stick to their word and what they originally proposed - i.e. light rail would go on the rail corridor and no development - why isn't this an option in this "conversation starter" exercise?
The greenway only begins at Civic. That truncation diminishes the benefits available through scenario 1.
The high rise buildings (described as mixeduse). The light rail should be along the old rail corridor. It appears to have been routed past our former [defamatory comment deleted]. A stop outside his Hotel!!
the light rail going down hunter street
The light rail is down Hunter Street
The light rail should run down the existing corridor, not Hunter Street. There should be no building development on the rail corridor.
the light rail should run down the existing rail corridor
the mixed use development on the rail corridor at Civic.
the other options are better
The rail corridor has not been left free.
the rail should not go along hunter st...where is the parking??
The railstation needs to go.
The result would be a natural progression of what is already happening along the foreshore redevelopment: plus a light rail/transport link which is fine BUT potentially a lost opportunity for a bigger vision. Such as a Newcastle Entertainment Centre
The transport needs to be kept in the existing corridor
The whole 4 concepts are unsuitable! (If the light rail is placed on the existing corridor) They must be redrafted!
The wording " new Housing"
There appears to be some areas of the railway corridor that could be built on in this option. The railway corridor should remain a green space.
These are two limited, the major playground idea sounds fantastic. Very needed.
This can be achieved without removal of the inter-city rail line. Major Public Transport is crucial to the future of this City far more than putting high rise in Newcastle East.
this is even more cynical. I see this as building creep.
This leaves the railway line open to sell off to property developers to make big money for themselves, no matter what the people who live in the city want
This option doesn't achieve enough to really boost Newcastle as a destination to visit and enjoy or live in.
This transport option is not openly displayed and costed and in discussion with Urban growth they make the comment that Transport is not their job.
Too much commercial, shops. We want more community spaces, art, playgrounds and parks
Too much development on the corridor.
Too much development, the city needs to be owned by its citizens.
Too much green space over developed in the west end area.
Neglect of the possibilities for reuse of the Railway Station area.
too much high density housing is not good and I look at the example of Hassel St and do not want that in Newcastle
Too much mixed development.
Too much mixed use.
Too much opportunity for developers/vested interests to benefit.
Too much unnecessary and costly green
Trams will slow the traffic flow into Newcastle and they will not be in place for many years. Put back the original trains.
Waste of a dedicated transport corridor

Waste of existing rail line. Crossing access no different than if in Hunter Street. Strong risk of later heavy development.
waste of space
Waste re newcastle station
Wastes the corridor by just making it green space. Who would use it?
Wastes the public transport corridor
We are not in favour of any option that transfers public transport off the rail corridor. Putting light rail on Hunter Street will only increase traffic congestion, particularly with more people being drawn into the city. At the last state election Mr Baird advised in the Liberal Party's advertising material that the seat of Newcastle would be a referendum on the removal of the rail line. Well, the people voted against the government in the seat of Newcastle. Mr Baird should therefore acknowledge that the people do not want the removal of the rail line. Nor do they want to spend many millions of extra taxpayer dollars for a retrograde public transport system. There should be no further public spending until the court determines the legality of the removal of the line. As to Urban Growth, their involvement is a conflict of interest. The people are being duded on the pretext of connecting the city to the waterfront. Insofar as planning goals, we feel that we have never been so demoralised by politicians and bureaucrats, who are supposed to serve the community and not become their dictators.
WE DON'T NEED THIS MUCH GREEN SPACE. BETTER TO ENSURE THE CITY THRIVES BY SELLING OFF SOME OF THE CORRIDOR.
We know the former Railway Station WILL deteriorate because it is open to vandalism. As stated before I think running light rail down Hunter St and competing with traffic is madness when the existing rail corridor could be used.
We need the railway line. And neither this nor any other scenario is intended to happen.
We want our train and proper public transport back.
What is that "AA & CO Fence" about !?! Is there really going to be a fence along hunter st? Please don't. Still the bus depot in a really bad spot. The bus depot needs to be moved to wickham so it is better integrated with the heavy and light rail.
Wickham should have more attention - there is currently a lot planned for civic area

Appendix G - Harbour Play City - verbatim responses, likes and dislikes

Q12: Please briefly explain why you like Opportunity 3 - Harbour Play City.
- The pedestrian areas around Civic and Newcastle Station
- I don't like the bus layover area east of Merewether Street
A balance between new development and the provision of green open space.
A feel of relaxation
A good balance between development and public space, seems a more useful green space instead of long stretched out bits of green. I don't agree with copping the trains at Wickham but, now that the decision has been made, use the good land under the tracks to develop on... AS LONG AS THE LAND IS SOLD PROPERLY, NOT GIVEN AWAY TO MATES!!
A good balance between open space & development
A good mix of everything it will bring jobs with surroundings that make you feel safe.
A mix of no's 2 & 3. I liked the area around the station (newcastle) in no 3 and the pedestrian links to the water. I would like the open space to extend to Merewether Street.
Access to the Harbour; Bus terminal moved to Westend; additional parking.
access to cbd
Again a reasonable amount of open space is retained and with the increased mixed use development will I believe attract more people to the city.
Amount of green space, provision of space to encourage physical activity, ability to grow jobs and bring people back to the city
An extension is the development of Cruise Liner access and progression.
appears more family friendly
AS STATED BY YOU IN THE BLUE SECTION
Attracting more younger families to the city centre. I believe there are already elements of the other proposals already in place
Balance between development and greenspace, Use of the railway station. Increase in accommodation bringing more people into the city.
Balanced!
Because Newcastle is a thriving city and these opportunities can make it better
Because this is best harbour and can bring more benefit to Newcastle people and for next generation
Bring life back to the city
bring youth back into the city without involving drinking, places for families to enjoy
Bringing people back to the city centre. finally!
Bus terminal relocation o actual Rail line finish
Creates city-harbour connections. Connection around civic station great. Play centre around station would be a great way of bringing families to the city.
Creates opportunity for link between city and harbour, allows for green areas and growth along the railway corridor.
creating a living, thriving user-friendly space. needs a soul not empty buildings and unusable or limited use spaces.
Development on the west end of rail corridor which is the only viable proposal. Also permanent attraction at eastern end rather than temporary 'pop ups' which have proven to be a flop in Newcastle in the poast , light rail in Hunter street, plenty of open green space at eastern end of rail corridor linking to foreshore.
Drawcard for more people to visit

everything except this moronic pandering to the car
get ppl to catch public transport and reduce carbon emissions
i think this is the best #3/4 but in a way all are sadly deficient of teal vision
family friendly. newcastle in need of a large and exciting play ground for children. there are plenty of small community playgrounds but we would really benefit from a large exciting play area and splash area
Family orientation
Getting the bus terminus out of the city altogether makes more sense, getting it away from Newcastle East is at least a move in the right direction.
Good chance to encourage people to come to city centre
Good mix of open space yet also useful development
Good mix of open spaces and use of Newcastle Station so it doesn't end up like the old Post Office
Good mixed use of the corridor
Good mixture of both green and developemt
Great for families
Happy medium, parks plus development. Mostly like the idea of moving the bus terminal
Having seen the great play areas in the revitalised areas of the Sydney waterfront, this idea is very appealing. Still allows some development, but also making great family friendly spaces.
helps Newcastle grow
I am wanting revitalization and activation of the rail corridor but am not impressed with the buildings at Crown Brown Strret as this area is the only location available for a large Plaza and vista opening Hunter Sreet right through to the harbour. If this is developed the "wall" will be in place.
I believe that retaining both heritage and green spaces are highly important for not only Newcastle's image but for its history as a beach front heritage town. However, the addition of light rail and new entertaininment spots within this particular place of Newcaslte will help to revitalise not only businesses but also the Newcastle spirit.
I don't believe that we need the old rail link to be grass - better to develop pasts and make proper developed parkland nodes. The use of the Newcastle station is questionable - best as markets, rather than entertainment. I like the relocation of the Bus terminal but should be at a proper Wickham station interchange
I like opportunity 3. We already have a strong entertainment precinct with Honeysuckle. I'd like to see more options for families.
I LIKE TEH IDEA OF REVITALISING HUNTER ST
I like that Newcastle station area will be revitalised; that the need for more parking is recognised. I think more people will use own transport instead of public transport. I am already forced to use my car to get to the station in time as the ferry I used to catch does not have a bus connection at the right time. I need to get a ferry half an hour earlier if I want a connection !
I like that the bus depot has gone, removing another barrier between the city and harbour. Love the playground attraction. Happy to have some changes made to the station. I like the additional pedestrian links. I like to massive block of green space near the old station
I like the idea of opening it up and creating a play space where everyone can go especially with the splash pool.
I like the idea of the open space around the foreshore, the use of the Historical Railway Station. although prefer the Light Rail to run on the existing rail tracks up to the Newcastle Station. creating light Rail along Hunter Street to West-end is a ridicules waste of Taxpayers money
I like the light rail and entertainment precinct. The othe options were either under or over done. This looks great. I would like to see some Aboriginal culture stuff around the green open spaces as well.

I love the light rail idea / development concept. Whilst green space is important, development is required to attract people into the space.
I love the idea of the Rail station being re-used for something markets / dining / public, etc.
I quite like how things are at the moment, this is the least annoying of the 4.
I think it would be more suited to bringing families back into the city, rather than relying on specific entertainment activities and alcohol related activities.
I think some development at the west end will revitalise that area, and I like the idea of active, family friendly spaces around the harbour area.
I think that ideally we should have the rail down the railway corridor, but if not, then a combination of greenspace and low rise play space would be good. I definitely do not want high rise on this corridor as I think it would be detrimental to the city.
I think that the open spaces should include playgrounds and recreational features.
I would like to see the Railway Station building used. I would like to keep as much of the green corridor as possible while still creating new jobs and opportunities.
If opp 3 is developed opp 4 - will follow, natural flow on
In Chicago near the city centre they have Grant Park. It is an entertainment centre and great place to relax and enjoy bringing life and purpose to the area.
Sydney has Hyde Park and the Domain near city centre, it gives a balance to the city.
It creates a better environment for the people to congregate and enjoy the harbour.
It hasn't got high rise / residential buildings and keeps rail corridor for the Newcastle, Hunter people and visitors and enjoy. Rather than government and developers destroying the view and atmosphere and the \$'s in the eyes not Newcastle interests day heart.
It is better balanced than the other options.
It is most important that the Newcastle Railway station building is allowed to remain this can be turned into tea rooms with the station as an outside eating looking across to the harbour and the parkland surrounding it. there is not enough of our Heritage Buildings being honoured. We need to have the history of Newcastle for the world to see, people travel overseas just to see the Heritage Buildings of the regions. The Historic Walk and Tram sightseeing all leave from the Custom house which is right next door to the Station so therefore the station needs to be embraced. I am very disappointed with the lack of care given to the beautiful architecture of our region, the worst mistake or should I say insult is the building that is being allowed to be build next to our beautiful Civic Theatre, that the University has been given the go ahead to build, it is the most ugly building I have laid eyes on. Embrace our Heritage and put Newcastle on the World Heritage trail for the Global travelers.
It keeps the area for the people to use. Keeps green space. Railway station building is retained.
It keeps the original Newcastle Station, relocates the bus terminal, provides some business opportunities while offering additional green space.
It may give the Harbour more appeal.
It meets many of the objectives and would benefit a large range of people
It mentions more housing and parking
It provides a balance of commercial / residential opportunities in west Newcastle while opening up a park area that joins the existing foreshore grassed area. The east entertainment area is fully open to the foreshore.
It provides a balance of development and open space along the rail corridor. It is important to increase the population in the city centre to support the cultural and recreational activity that is desired
It provides a good mix for people attraction and employment opportunities. The play attractions would be a very good fit with what already occurs in the foreshore park and area.
It provides for revitalisation but protects adequate green space too.
It relocates the bus terminal. Additional access to waterfront. More family entertainment space.

It seems less radical than Opportunity 4 - relocating the bus terminal seems to make sense, and would make more sense if located near the Wickham exchange. Heavy rail and bus commuters alike could then access light rail for further travel. I still think having the change transport mode halfway into your journey is a great inconvenience and perhaps a turn off to potential tourists.
It seems like the best option to make use of all the space
It seems to be the best option but we should be watchful that developers and Macquarie don't stuff everything up
It seems to care for the heritage railway station and make it a destination
It strikes the balance of using the space for growth and community recreation
It would help connect the city and waterfront to the greater Newcastle region - the inner city should not become just another suburb.
It's making Newcastle CBD a liveable city with a playspace. I don't like the Entertainment option. We have pop-up stuff and games at Honeysuckle.
It's the option with the broadest inclusions of business, leisure, university, tourism and restoration and maintenance of heritage buildings.
kid entertainment
Like the blend from city to harbour.
Lots of access to waterfront more opportunity for people to visit city centre
Lots of opportunities to attract visitors
Love the idea of moving the bus terminal from Central. lets use this space for more exciting attractions that draw people in. More carparking will be helpful- but hopefully with light rail and improved transport services the need for parking will decrease.
Mainly because it has Hunter Street revitalization and Entertainment precinct. The entertainment Precinct is a necessary piece to restore the public confidence in these decisions. This will allow not only children but also adults to use the area for enjoyment.
Mix of all things
Mixture of development and green space
More free parking in the area is needed. The majority of the area should be devoted to the public and not given to developers.
more greened areas free of control by groups other than the public
most opportunities for Newcastle & residents
Moving the current bus terminus is a good idea to create connectivity. Other positive features include refurbishing railway station, pedestrian links, play ground etc. I think there is more revitalising of the green space at the end of the rail corridor in this option which is great, but I also think the mixed use development extends too far east in this option. It definitely shouldn't extend beyond the current buildings on the water front.
Need to do something this is all just 'dead space' at the moment. Would be good if security cameras are part of the design to discourage vandalism
Newcastle currently has no true centre or place that people can go to and feel they are in the heart of the city, this description gives Newcastle a heart. I do not like the idea of residential but do like the idea of places for families and people to walk, explore and have fun with safe transport available and activities to maintain interest along with some area of natural grass land for picnics and other gentle activities. The plan seems to be offering progress.
Newcastle has very poor parks for families and this will improve it.
Newcastle people behave themselves when out and about. They get along together very well. This option in providing space and locations for small amateur music,dancing groups, amateur artists display "walls" (as is common in London), would provide a focus area for people to intermix, socialise,and if not actively taking part, be the audience. I might come and fly my kite, or find a group to join me in a frisbee throw.
Nice mix of options: some extra green, a bit of business, improved public transport.
Nice to see somethig can be accomplished by forward thinking

Not too overdeveloped with a good mix of green space. Sadly additional parking will be crucial if the installation of new public transport is delayed too long by successive 'Sydneycentric' governments
Now with certain belief the rail to N/C is gone all questions above seem ok for urban growth
Obviously the bus network, including the bus terminal should be re designed to suit the changed rail network, ie be integrated with the new interchange. The development of a playground and the adaptive re-use of the old railway station are good ideas, but there should be no mixed use or residential buildings in the rail corridor. Light rail should be running in a fully landscaped rail corridor.
Opportunities and potential outcomes identified in this option would cover a range of ideas to suit many people visiting or living in Newcastle.
Outdoor physical activities appeal to me
Play areas for kids, uni will attract local development
Play space/waterpar, as I have 3 small children and this is needed in the city centre
Playspace - bring in more visitors to Newcastle BUT PARKING HAS TO BE WELL PLANNED. The opportunity for new businesses. Keeping the Railway Station.
Playspace sounds good in this option
Preservation of the Newcastle Station building is essential.
The impression is of a vibrant downtown
Provides an acceptable compromise between open space and commercial reuse, but with better use of open space than previous option.
Redevelopment, restoration and reuse of the Railway Station, stalls etc.i
Some recreational facilities.o
Reference to adequate parking. Access for sightseeing around Nobbys and Fort Scratchly has been badly affected by an increase in commuter parking following the demise of the railway to Newcastle station.
Refurbishment of Newcastle station, play space, looks at the problem of parking,revitalising hunter street, access to the waterfront
Relocation of the Bus depo.
Balance of development and open space.
Removal of Bus terminal. I would like to see Hunter St King St one way traffic, this should improve parking help with Light Rail implementation
same..
Seem more good.
Some development with more usable space and the opportunity to have the station looked after. Less pressure on parking etc than something like markets at the station
sound great
Sounds great! Hits all the objectives!
still has significant greenspace, but like this less than version 2.
Still plenty of green spaces with access from city to waterfront. Good mix of development. Relocation of bus terminal a good idea.
The area needs to return to something like its former self.
-the increased parking, combined with a refurbished train station, sounds great!
The Newcastle community prides itself on being a fun city, and this part of the city is already popular with families. Bringing in the Play city concept will strengthen that, and will improve retail opportunities in the surrounding precincts as more people take advantage of the city.
The proposal has a reasonable balance between commercial, residential & recreational development, which is needed to revitalise the inner city
The railstation needs to go. It's a terrible waste of prime space that could be used for ideas such as this.

The railway station is a beautiful building and could house overflow from the museum or historical memorabilia. Hunter street could be made more of an avenue with interesting hubs containing shops(of varying price structure) and food and drink. Possible also buskers and music entertainment for free. Light rail or free buses should service older people. Shelters for inclement weather and seating for commuters should be strategically placed.
The regional play space to attract families
The town is dead having more chairs around the town I want to be able to guide my sick husband around the town if chairs or seats with trees maybe we would be in town more.
Since Myers went I do not need to come to town. The only reason I come now is to work.
There will still be green space and community gardens would be nice and it will be family oriented
These two opportunities more fully achieve the objectives. I think the adaption of the old train station is vital to re-vitalize this part of the city. The greater access to the harbour the better.
This allows connections across city, supports light Rail and will encourage residential development in Newcastle East
This is already a thriving part of the city and more development would increase its popularity with locals and visitors alike.
This is the kind of location I would travel to regularly to experience activities, nature, and shopping. Sounds ideal for the whole family m and parking has been considered. If light rail were in we would probably use this as is a destination worth going out for.
This is the most important part of the plan and has been well thought through. I am satisfied with this plan.
This just seems to fit the bill. But I must state my preference in all you studies is to run light rail down existing corridor.
This opportunity caters for a vast range of the community's needs without going too far. I feel that this reflects what has been done in Brisbane's South-bank which is so successful, attractive to tourists and will boost economy while respecting the environment and Newcastle's geographical beauty.
This option attracts families into the city centre without Potentially drawing a more boisterous crowd which could result from option 4.
This option has potential but is dependent upon the degree of development. Any high rise in the rail corridor MUST NOT exceed heights that interfere with the visual connection of the harbor to the Cathedral on the skyline. Re-alignment of Wharf Rd to provide additional parking is positive as is the sympathetic refurbishment of Newcastle station but please be more creative than 'splash pools'. The relocation of the bus terminal is imperative but not just a little further west in the rail corridor. The bus terminal doesn't need to be in the immediate city centre. Buses can loop back to a terminal in the now disused 'Store Building'.
This plan has great ideas for opening up the rail corridor. I think its important to keep and use the Newcastle railway station. I love the idea of the water park. But I wouldnt want to see huge theme park development. It needs to be simple but useable. Glad to see parking has been thought of too. I would not like to see too much development of high rises etc. Its important that we still have open spaces for the public.
This would not only bring all kids and adults together in ohe place
Utilisation of Newcastle station building and harbour access at Perkins, Bolton,and Newcomen streets.
utilises western end of rail corridor where amenity wouldn't be too great anyway, as development sites whilst leaving eastern end of corridor open for public space
Utilising existing buildings, redeveloping sections of town, inducing people to come into the city with attractions. I like the idea of a play city going in for some entertainment and fun
We need the mix of all 3 - Be all we can be
Newcastle deserves the best choices
While keeping our heritage and buildings but then modernising and cleaning up some of our most derelict buildings.

Q14: Please briefly explain why you dislike Opportunity 3 - Harbour Play City.
- The bus layer over area east of Merewether St - the development on the railway land near Brown and Perkins St (open land please)
A bus route through the middle. Didn't we just get rid of the trains?
Alienation of PUBLIC lands
All the proposals put the light rail down the street. This will be disruptive and more costly than using the existing rail corridor. The disruption caused by putting the light rail down the street will make shops in the mall inaccessible both for customers and deliveries. It will turn into a ghost town. Shoppers who are unable to use the facilities will go to malls in the suburbs and will NOT come back. As a resident of the city centre I think plans have deprived all of us of a major public amenity, the legality of which is highly questionable.
answered previously
Any development taking place within the existing corridor should be minimal and located in existing developed areas to assure the public that the corridor remains in public hands.
Appropriate infill needs to be consider including point stated previous.
There is no plan presented to show future extension of suitable route with the suburbs and services which connect to major facilities like the Airport, university, entertainment centre/ football stadium, base Hospital
as before
as before in no.2
As per Opp. 1&2
As per previous Question.
as stated
as usual this seems to be a sellof
Because I think it has been a blatantly corrupt process to remove the rail line and I believe it should be reinstated.
because of the light rail going up hunter street
Because there are buildings on the old rail line and the light rail should be on the old rail line.
Better then 1 and 2. Still to few benefits to achieve long time objectives. No scope for an economic growth.
Both these limit the Green space, access and public space and rely on the premise that people need more new retail and entertainment opportunities to engage them and build a great city. Surely Renew Newcastle has shown what is possible without grand new gleaming development that benefits a few.
Building on rail line to finance this. What happened to our money for sale of port?
Buildings on rail corridor. Rail corridor should be used for train service. People should be coming to the city by public transport not car. Trying to increase the number of people coming to the city while reducing public transport service is stupid.
Bus terminus at west end will make this already congested area more so, stopping the train line in this area has ruined access for pedestrians and cars along Railway street.
Central coast had a splash park for kids over 5 years ago....
Parking at the foreshore hasn't got any better either....
I can only hope they make the Newcastle station open for everybody...
Cf previous
Cheesy
civic station removed
Could be too involved, and lead to Exploitation by Developers.

Currently you can see the waterfront between Crown St and Perkins St along Hunter St, and this is inviting to cross over to enjoy what it offers. Placing buildings there does not meet the objective of 'Connecting the City to its Waterfront' in my opinion. It is unnecessary and there will be plenty of space to develop further West to warrant trying to utilise this small space in this way. Green open space is preferable possibly incorporating walk/cycleways between Merewether and Scott Sts.
Development of the rail corridor in these areas is contrary to the reason for removing the rail line as the development blocks access and views to the foreshore.
Development on the rail corridor. Keeping the rail corridor free from development will allow restoration of mass transit heavy rail which will be needed to service the NewSpace campus and other new development.
Disconnects city from foreshore
Dislike light rail in Hunter Street.
Do not relocated the bus terminal to Wickham. It will jam the area completely. Centre all Newcastle transport Hubs around Broadmeadow. Relocate it to Broadmeadow country and rail interchange. That way the suburbs west of Broadmeadow will feel as if they are included in the transport upgrade because their terminal will be Broadmeadow, as will the city people.
Do not want Wharf Road realigned.
Doesn't allow for Light Rail to run on existing rail corridor
Doesn't prioritise enhance or improve assets
Doesn't use existing rail corridor for light rail - at a significant cost and surrenders much of the rail corridor to commercial interests
Doesn't use rail corridor, concern of scale development in corridor,
Fails the objectives and with out the Intercity trains will be a total failure. What about the rest of the LGA?
Far too much mixed use development
Far too much mixed use. The description itself is suspicious.
for the same reasons
High Rise buildings
How can you have a Play City an entertainment City - aren't they one and the same
Hunter st too narrow for light rail
access from suburbs
money hungry council
I am happy to see development on the rail line but options 3 and 4 gave away the foreshore to parking without giving much in return. No case has been made for a bus layover and the place used in these options does not seem logical.
I am outraged that uni students would have accomodate in the City centre
Honestly build units and sell them to make a profit
I can't see why the existing rail corridor cannot be used. It will save millions of dollars to use existing infrastructure. Going up Hunter street means waiting for years for the light rail to be established.
I did not choose to live in the city to be part of a theme park. Had I wanted this I would be on the Gold Coast.
I dislike it because the rail corridor is developed from Worth Place to Civic Station and from Darby St to Perkins St. A wall of buildings where I thought the idea was to open up the city to the harbour. Again the light rail if it is to happen should go down the rail corridor: cheaper and leaves the corridor for public transport.
I do like Harbor Play Ground there is no reason why we cant have our rail service as well
I do not want to see any building along the old rail corridor. It should be open space with walking/cycling and light rail.
I don't believe a the CBD is a logical place to have a regional "playspace'.
I dont have kids, a playground has no interest at all to me. The plan is too much for now. Good ideas there but way ahead of itself.

I don't like the idea of a splash park (or something similar)
I don't like the idea of proposed revitalisation of Hunter Street by providing opportunities for mixed-use development along the so called eastern side of Hunter Street between Crown and Perkins Streets.
I don't think that particular area would do well as a major playground type attraction. You could better do that if you wanted... in the park next to Customs House and keep the station for more cultural, entertainment and retail activities
I don't understand why you expect people to come back into the city when you move the transport systems out of it such as the bus depot and there is no train
I don't want large parking venues
I feel that this would be an overdevelopment of the area taking away the grassy corridor and replacing it with cement and creating very hot area especially in the summer months!
I also feel that relocating the Bus Terminal would place an added burden on those using public transport to travel to the city and our beaches and Newcastle Baths, especially those people travelling in from the suburbs!
I also think that realigning wharf road to create further parking could also create problems as the road is far too narrow now for the volume of traffic that uses it!!!
I feel the corridor should remain entirely in the public domain. Development removes this land permanently from the public. This land can still be remodelled to support city objectives without selling it to developers.
I like the continuous green corridor
I like the mix of uses , that needs of citizens considered, heritage maintained and community assets
I live in the city and am sick of the huge increase in cars since the closure of the rail line. The state govt has now replaced the purported rail barrier a honeysuckle drive/wharf road car axis. It is a physical gash through the our community, a direct consequence of removing the transport corridor from service and promoting vehicular traffic flow along the waterfront.
The state government have acted as bullies. I refuse to engage further with this corrupt process.
I need one mode of transport from Maitland to CBD. ie heavy rail.
I object to any commercial or housing development in the rail corridor whatsoever, it should be retained and landscaped with gardens, play and sporting facilities in total as green space for the enjoyment of the public and their families.
I prefer adult attractions, not things which will encourage more children into the city centre.
i strongly disagree with the proposal to run the light rail down Hunter Street, thereby giving up the corridor
I think the play space in the centre of Newcastle is potentially inappropriate placement
I think turning the city centre into a theme park is crass and tacky. Touristy places are awful. Where is the authenticity and integrity in this plan?
I'd like the rail corridor to be all green space.
I'd like the railway to run on the present corridor
Irrelevant to the serious needs if the city. Why on earth would we need a splash park when we have such excellent beaches?
It appears to be based around the car as primary transport and I find that incredibly shortsighted. Any proposal that requires lots of new car parks is ill-designed for a city of the future in which I want to live.
it doesn't interest me
It fails to achieve any worthwhile area of parkland on the foreshore of the harbour.
It has the light rail going down Hunter St.
It removes a transport corridor
It seems very limited in its vision
It sounds like lots of easily dated development
It takes away any green space from the Auckland St area which is about to be flooded with 100's (perhaps in excess of 1,000?) of new people each day with the law courts & university.

Keep the light rail on the existing heavy rail corridor and combine it with cycleway, footpath and green space. No light rail in Hunter Street.
keep the rail line open even if green and light rail
Lacks vision, see previous notes
land grab
light rail in Hunter ST & development on rail corridor
light rail is on the road , buildings all over the ex-rail corridor
Light rail must go down the existing corridor
Light rail should go into the existing heavy rail corridor. It is ludicrous to suggest that we should spent considerable extra monies to move the rail line some 25 to 30 metres to the south. Use these funds to 'revitalise' other areas of our beautiful city. Also it is ludicrous for people movement to only have 'one' line of track up Scott Street to Pacific Street. Going the extra 150 metres from the Newcastle Railway Station to Pacific Street to 'supposedly' get people 'closer to the beach' is laughable. Thousands of kids have been getting off trains with their surfboards, etc for thirty or more years. The proponents of all of these deliberate 'corralling' alternatives should all be 'damned' for their deliberate 'con' on Novocastrians.
Light rail should not go down Hunter Street.
Light rail will only cause problems on Hunter Street, we have a dedicated transport corridor in the existing heavy rail corridor. This could be used remove a lot of traffic problems from Hunter Street including the busses. This option doesn't explore that idea.
Limiting opportunity
Loss of corridor that is perfect for light rail
It would make more sense to have a bus layover at Wickham.
Additional accesses should continue across Hunter Street (i.e pedestrian crossings at least).
Loss of the transport corridor
mixed use development on railway transport corridor, stopping it from being utilised into the future for transport options
Mixed use development on the rail corridor. Proposed high rise development in the heritage centre of Newcastle.
mixed use development sold to private developers
Mixed use developments are vague, accommodation for Uni students also vague and again Transport and parking not mentioned. in a positive planned manner.
My opportunity 2 comment applies here as well.
My preference is to maintain the railway corridor for public transport, ideally heavy rail but possibly trams. There should be vehicular and paedestrian underpass at Market St or Perkins St. There is no explanation of what "partial refurbishment of Newcastle Station" means.
There seems to me no reason why some or all of the space required for playground or entertainment cannot be incorporated around the current Newcastle Station land OR in the area that forms the western portion of Honeysuckle at the old Merewether St Wharf and land near Wickham Station.
My reason for picking no. 1 previously is why
Need a complete safe pushbike network. And integrated active transport including public transport.
Newcastle does not and will not have sufficient public transportation and/or parking for the proposed activities, also will there be continuing funding available to maintain all that is proposed?
No planned greenspace and unaesthetic recreation facilities. Gold Coast?
None of the suggestions include light rail on the existing corridor
not a fan of increasing road reserves at the expense of foreshore parkland in 3 or 4
Not classy, and will look like gold coast i.e. Ugly
Not enough green areas - too much development.

Not Enough Green Space
Not enough green space.
Not keeping whole of rail corridor as green space and replacing it with buildings. Increasing traffic and parking on wharf road
Not sure what the use of the station and arts district would be. Is there demand for this in regional centres?
Object to relocation of bus station, no need for creation of water parks etc..sounds like Gold Coast . Prefer focus on heritage aspects
Opportunity 3 is even worse than Opportunity 2 because it steals yet more public land in the rail corridor west of Perkins Street. This is unforgiveable destruction of the community's transport corridor, a precious public asset.
Over development of precious open space. Open space provides a unique opportunity for legacy retention
Play City... are we all a bunch of Hugh Hefners? What happen to all the public spaces?
Play should be closer to where people live...the suburbs
PLEASE LEAVE GOOD ENOUGH ALONE
Potential bus layover means vast amounts of asphalt. Buildings in the corridor means that access is restricted and openness non-existent. Removes unique resource from city.
Prefer to see green space along the full length of the former railway line.
previously stated
Proposes development along the corridor
There needs to be room left to further develop the museum, which I think is pretty inadequate for the City.
Revitalisation fo the railway station is essential - it is not an option to leave. Focus should be placed on working with the new owners of the PO.
public loss of corridor space
Rail in wrong place
Realignment of wharf road
Reduced green space and concerns over the kind of new development to be allowed when existing property space could be redeveloped
Reduction of 'green space' and thoroughfare.
Relocating bus terminal to west end is ridiculous.
Relocation of bus terminal.Additional car parking rather than effective public transport. Splash park ? Are we aiming to become like trashy Surfer's Paradise?
Relocation of the bus terminal would not achieve anything.
REMOVES THE CHANCE OF CONNECTING NEWCASTLE TO SYDNEY AND THE HUNTER VALLEY WITH A HIGH SPEED RAIL LINK
'Repurposing' a functional city transport facility into a play and entertainment space is offensive and wrong. (And this is coming from someone who works in the entertainment sector).
Same, over developed slums of the future, give the city something to be proud of and somewhere to go for tourist, we need to encourage tourist in to the city. By developing for appartments will not give out tourist anything yo look at or experience, give them wonderful markets and great parking something that is easy Access and a memorable experience so that they recommended our city to others.
see earlier comments re existing rail corridor
See earlier comments. Dislike idea of converting station into play area. Developments for civic area to service uni and courts should be along Hunter west of Crown Street which would benefit from improvements and not East to Perkins.
Should not develop on crown land
some good aspects however no rail up Hunter St.
Splash park is not fitting with the area

<p>Sure it would be nice to have more opportunities for recreation and nice shops and restaurants but not at the cost of losing public assets. The full value of these assets from the rail corridor should be available to the people of Newcastle and not sold off and the money sent to the state consolidated revenue to be used for projects in Sydney.</p>
<p>The best outcome that maximizes green space between Hunter Street and the waterfront.</p> <p>The present rundown buildings in the city centre should be redeveloped before new, additional buildings are put onto the rail corridor.</p> <p>Extra buildings only mean more buildings to fill.</p>
<p>The bus station works well at its present site. Not enough green space.!!</p>
<p>The failure of each and every option to show the rail corridor as a transport corridor demonstrated the total bankruptcy of the proposals and the total lack of vision of what is wise use of public money delivering the most for the most in the community and for the most vulnerable. I would imagine that your proposals mean you have failed to consider the needs of the frail aged and the Wheelchair bound people in our community. Most people fail to even consider them until they find themselves in a wheelchair for a season. Just to demonstrate most wheelchair accessible foot path modification are too steep for many wheelchairs as the driving wheels of the wheelchair often become out of contact with the road surface; as well the footrests on many wheelchairs come in contact road surface as well at such locations. The best option is to use the rail corridor for a train/tram service (many European Cities do this well) with an open track that is a paved or grassed track area for pedestrian use. If there was need to build over the track then this could also be done as it has been done in many places in the Sydney area. The Buses should not duplicate the rail service by running on the roadway adjacent to the track But should feed the rail line (Perth WA is now doing this quite well but that was not always the case) Both Transport and parking are keys but after that the need for a strong development of family friendly business need to be established and not just the lucrative hotels, bars and such like places. The over emphasis of the alcohol trade has cause most of the problems in our city because the main entertainment is alcohol based and as such this feeds the eruptive anti social behaviour around our city that keeps many decent people out of the city at night and some weekends. New plans are required and with the Government attempting to have a bill to remove the rail line totally and the statements that sale of some land will be needed to be able to deliver a revitalisation program put great suspicion that this whole exercise is smoke and mirrors for a plan not yet disclosed. In other words I do not believe the truth is here; as there are far too many contradictory statements being made in different area.</p>
<p>The idea of playgrounds etc just doesn't sit well. It doesn't seem grown up enough for the area.</p>
<p>The increased residential population, and the increased business workers, should be able to make maximum use of the existing heavy rail corridor as green open space.</p>
<p>The light rail could remain within the railway corridor retaining the traffic and parking capacity of the existing road network.</p> <p>Additional parking near the harbour associated with the realignment of Wharf road detracts from the connectivity, creating another obstacle between the city and the harbour.</p> <p>Opening up the heavy railway corridor to development reduces the incentive for investment into renewing existing building stock.</p>
<p>The civic link feel narrow and uninviting weaving between high-rise buildings</p>
<p>the light rail going down hunter street</p>
<p>The light rail is down Hunter st and there is too much development</p>
<p>the light rail should run down the existing rail corridor</p>
<p>The light rail should run down the existing rail corridor, not Hunter Street. There should be no building development on the rail corridor. It is public space and not for developers.</p>
<p>The only way to substantially increase parking is to build multi storey car parks. Where to build them? One the rail line of course. There goes our green space and connection with the waterfront</p>
<p>The play space would turn into a Tacky area not a pleasant place in 10 years time. Full of temporary Carnival play rides. NO THANK YOU.!!!!</p>

The rail corridor has not been left free.
the rail should not go along hunter st...where is the parking??
The transport needs to be kept in the existing corridor
The whole 4 concepts are unsuitable! (If the light rail is placed on the existing corridor) They must be redrafted!
The wording "adequate car parking provided"
There is not enough free parking in the city now and would be even less with the above proposal. In addition; huge buildings would be taking over the city like they did in Gold Coast.
they seem to have the least green space, and I don't like the bus hub
This allows far too much development between Hunter Street and will mask the scene to the harbour. Our community needs to maximise the greenway for its social and cultural benefits.
This can be achieved without removal of the inter-city rail line. Major Public Transport is crucial to the future of this City far more than putting high rise in Newcastle East.
This idea is not really transparent. 'Adequate car parking' Bus terminal between Merewether & Argyle Sts - you have got to be joking. Why not just get rid of the Crown Plaza and put the bus terminal there. That way everyone gets to enjoy the harbour....
This leaves the railway line open for sell off to developers to create a visual barrier across the water to Stockton
This option removes opportunities from the area South and East of the corridor. There are plenty of opportunities for this type of development without taking over transport infrastructure. This is a costly way to offer mixed use development that could be developed elsewhere if something were done about mine voids
This plan hands even more public land to developers.
Light rail on Hunter St is an absurd plan.
No provision for cycling and no connections with cycling routes.
The harbour access could have been easily provided by installing more crossings on the heavy rail. We have lost badly on public transport for no significant gain.
This proposal ignores the increased traffic pouring into the east end of the city, esp with bus terminal gone and a dinky light rail clogging up Hunter Street. In the 21st century cities should be looking to minimize car traffic into such a narrow peninsula, not increase it.
Too much development along rail corridor restricting public access to waterfront. Potential that any large scale development remains under-utilised.
Too big focus on young families there are more people in city
Too great an infringement on public land!
Too many buildings removing the land from the people.
Too much building
too much commercial development in the corridor, should be maintained in case we want heavy rail again
Too much development
Too much development near crown street. Could be ok if only low rise, but prefer to see any bigger stuff further west in Wickham. Horrible spot for the bus layover. Don't really want to have to go from rail to tram to bus. Please put the bus interchange in Wickham with the rail interchange. This would free up more space between Wickham and Newcastle station. Not enough green space.
Too much development of open space
Too much development of the railway corridor greenway -- once the space is gone, it will be gone forever. The (new) Civic area is also cut off from the rest of the city.
Too much development on the corridor.
too much development on the rail corridor

Too much development. More car parking on Wharf Road will be an eyesore on prime land. An integrated transport system should negate the need for MORE parking! With buildings clustered on the rail corridor, it will create shaded, cold and unfriendly alleys between them.
Too much mixed development zone
Too much opportunity for developers/vested interests to benefit.
too much residential/commercial development without any new green space
too much undefined development and a "splash park"... really? I do like the idea of developing the station as market or some type of cultural centre.
Trams will slow the traffic flow into Newcastle and they will not be in place for many years. Put back the original trains.
Waste of a dedicated transport corridor
Waste of existing rail line / public funds. Landscaped light rail on existing corridor guarantees no inappropriate future development AND provides continuous pedestrian access to harbour. All the revitalisation is possible without moving the rail and is more economical for the community.
Wastes the public transport corridor and panders to commercial (incl govt) interests
We need the railway line. And neither this nor any other scenario is intended to happen.
We want our train and proper public transport back.
Well, increased parking around Wharf Road sounds good, but also seems to be an admission that the public transport aspect is going to fail to work properly. :-{
Wharf Road can already be chaotic on the weekends
What is a play city?! And do we need that if you're trying to entice businesses & "enterprises" back to the city centre?!
When we look at the general prosperity of local people costs is a major concerns with outing lack of transportation a train ride use to be a high light of a young child you talk of playgrounds but what free parking are you going to offer for the less fortunate that can't afford the exhorbitant parking charges
Who is benefiting from this relocation of the CBD to the west end? Not the people who work and visit the city, the beaches and the harbour.
Why change wharf road for more parking when we should be encouraging public transport, riding bikes and walking.
Why would you create more car spots? Why can't people use the light rail that is being built? Why not put the train line back in? The city cannot sustain more cars.. City space SHOULD NOT be taken up by car parks! There are way too many 'Potential Mixed Use Developments' that are not explained. How can you take up most of the rail corridor with development but not explain what it will be? How many 'retail/entertainment/commercial' developments do you need? Not that many! Renew the buildings that are already there rather than build more. This option plays right into the hands of developers rather than the Newcastle Community. The access to waterfront is way too limited.
WHY WOULD YOU WANT TO RELOCATE THE BUS TERMINAL TO THE WEST END. I THOUGHT THE IDEA WAS TO BRING PEOPLE INTO THE CITY AND MAKE IT EASIER FOR THEM TO ACCESS THE BEACH.
Without knowing the details of proposed construction, its height and its effect on existing buildings it is not possible to support. Play space is non specific and can easily lower the liveability in the city centre if not policed and supervised.I have no objection to converting the railway station into an active market area or improving access to the foreshore.Revitalisation of Hunter St. is taking place now as new apartments are coming on line and this will grow naturally.

Appendix H - Harbour Entertainment City - verbatim responses, likes and dislikes

Q12: Please briefly explain why you like Opportunity 4 - Harbour Entertainment City.
4 access points to the harbour and the railway station turned into a public building/creative area for play (eg: families) & entertainment.
Also the mixed use development is important for the increased number of visitors and residents coming to the area.
A good opportunity to bring colour, brightness, music back to the city
a great initiative
A great way to get people into the city.
A more lively atmosphere drawing people to the city and beaches
A sound well balanced plan which would benefit a wide variety of the population
Again, a relaxing feeling
All good. I like this idea.
All the new city- harbour connections and make the most of the old railway station.
As a parent it would be nice to take the kids into town for activities, entertainment,
As long as there is good parking, this would be a place we (my family) might use
As much as I prefer Option 1 because of the increased green area I am being realistic in choosing this option as it should suit most. I always compare Townsville's waterfront as it has play, picnic and green areas for around 13Km.
Attract tourism-would also suggest reopening train lines to vineyards as this is a great tourist area and public transport would encourage more tourism to this bountiful area
Like idea of using heritage rail properties wish this could include post office. Til transport links are more user friendly city visits are too restrictive.
because it should work well
Because Newcastle has a thriving Arts community that are keen to take on the prospect of developing a cultural centre for Newcastle. This can easily be achieved, and is replicated around Australia. We can easily look at the models these sites use and create our own, so we can make a thriving new economy in the city
Because Newcastle is a thriving city and these opportunities can make it better
Best option, includes realistic solution for train station. Entertainment precinct.
better
Better use of an existing building that has been recently refurbished. Set the old station area as an entertainment area, thus enhancing the boring brick wall adjacent the station.
bing cruise ship visitors into our city instead of them going strait to the vineyards. A place to mix young and older people
bring people back to the city, and bring jobs to the city and bring people together following interesting/creative activities in this space
Bring people into the city
builds on heritage, Newcastle's sense of place (next to Customs House etc) and provides a focus
city of entertainment what better way to bring the tourists in than to showcase the city and its potential
Create a more vibrant city centre
creating a living, thriving user-friendly space. needs a soul not empty buildings and unusable or limited use spaces. multiuse entertainment precinct that is constantly vibrant and booked out. Council needs to back this appropriate staffing to manage this so it doesn't become a white elephant.

Entertainment in Newcastle has died yet we have many gifted local talent who could benefit from this exposure and income generated.
Entertainment precinct in Newcastle city is essential for survival of this town.
entertainment venue right in the city. make provision for interstate bus pick up drop off
Entertainment will bring people and that will start to regenerate Newcastle.
exciting new opportunities
Frankly I don't believe any of it and where is mention of the 20 story buildings at DJ's that will be cheap, nasty and totally out of place. Profit driven nonsense.
full utilization of the old railway station , but I plead with you to allow the light rail to follow the heavy rail line rather than spending more money and disrupting the Hunter St buisnesses as a new rail line is established
gives a fair economic logic to provide this outcome,
Good concept with flexible outcomes.
Good job opportunities for both east and west ends, variety of options to get people back into the city.
good mix
Good mix of green space and space for business growth
Good option
great idea to re-purpose the railway station building. Importantly though all the freed up land needs to remain in public ownership to preserve the opportunity to build a cultural hub there in the future, once Newcadtle/Lake Macquarie is a city of a million inhabitants and has outgrown the Civic theatre.
helps to meet cultural needs
I am in favour of more oppourtunities for art and local culture. Especially where these are involved with local industry. See the Edge at Brisbane State library.
I believe the site of the old Newcastle should be refurbished and used. It is a valuable resource with significant historical and architectural value that should be used for other functions, to bring it to life and ensure that its life does in fact continue. The buzz of activity that is proposed in Opportunity 4 is bound to bring much more life and interest into the city, making it a destination for tourists and locals alike. This brings money into the area which helps make it thrive.
I believe there is sufficient balance with open space and development on the land available. The former rail line should not be all open space but mixed. Newcastle needs to continue to develop in a positive direction as it is heading.
I don't think that N'cle will again become the centre for shopping, with all the other major shopping centres in the suburbs. I believe that making N'cle a residential area will bring enough people in to start to revitalise the city centre. But, to bring more, and keep those living in the city here, the city centre should invite people in by adding some fine dining venues, some small wine bars to encourage people to come to the city to eat, meet, and generally enjoy themselves, without the pub mentality of drinking to write yourself off! This would ensure more jobs in the city, and bring back people to the city centre.
I have small kids that would love to have something like this in town. Bring on the entertainment!
I like that the station could be used to showcase our produce and also a hub for arts and culture
I like the aspect of it
I like the green corridors to the harbour and the use of Newc Station as a centre of tourism. As long as parking and traffic flow are improved
I like the idea of keeping a green area however I also like I idea of getting as many people back to the CBD. and that means more entertainment. I have no problem with development that would create growth for everyone.
I like the idea of the old railway station been a new purpose as well as incorporating the idea of increasing activity and jobs in the city centre.

I like the idea of the station being used it would be good to combine this with the green space plan . What a great way to bring people, locals and visitors alike back to the city.
I like the idea of using the train station it is such a beautiful building and needs to be utilised. I would to like to see it being used a a stop for light rail coming along the rail corridor.
I like the incorporation of green space, keeping the integrity of the Newcastle Station as a centre piece. Entertainment I also liked the idea of the water park even though that is not in this option. I don't like the light rail option down hunter street it would be good if the light rail could be incorporated down the original heavy rail line some how.
I like the proposals for using the station
I like the reuse plans for the railway station
I like the suggested use of the Station. I can imagine this scenario and can see it as being a great talking piece to attract tourists. I imagine it would create many opportunities for a range of businesses - foods, the arts, entertainment. If done thoughtfully we could celebrate Newcastles history whilst creating a new exciting history that transforms the city centre into a bright, exciting and respectful one. It seems to be the most sustainable in terms of satisfying a broad demographic.
I love that the railway station is the hub. Mixed use development is ideal once again keeping in mind that open spaces are very important aesthetically speaking.
I love the idea of using Newcastle railway station as a destination. I also love the way other options are incorporated into this proposal especially the Civic link. I also believe this option gives the greatest bang for the dollar and will revitalise Newcastle to its fullest potential. Also think the mixed use development in the west end is fantastic!
I prefer this less than the Play city, but in similar terms, Newcastle is growing as a place of interest for recreation. This notion is enjoyed by the residents, which is your bread and butter. The entertainment precinct will attract more people to take advantage of the precinct. It will be a different demographic to the play city perhaps, and may have a higher cost to administer and police. It will however increase foot traffic into the surrounding retail and dining precincts.
I support the notion of improved entertainment infrastructure. I envisage a significant covered entertainment stadium with multi level parking as the major focus. Adjacent to that then other transport interchange services would need to be accomodated.
I think addresses the wants and needs of the community as expressed in the vision more than the others.
I think it is important to make significant use of the Newcastle train station site. I also think this option will create economic opportunities for small business owners, and will also act as a central area for community events to take place, making Newcastle feel like a vibrant and exciting city.
I think it meets a wide range of needs while utilising the existing assets
I think it would be great for all ages
I think it's sensible to provide more parking for a revitalised city. I like the idea of utilising the railway station more fully and for providing arts and cultural space.
I think this is a great opportunity! Would be great to have an entertainment precinct at the station. I'm also OK with the amount of development proposed in this option
I think this option has all the features of all the other plans but rolled into 1. Planning for re-purpose of Newcastle Station in essential.
I think this option hits the mark above the other options. For the same reasons given in Opportunity 3. Looking at great cities around the world and seeing what works in those locations. Grant Park in Chicago, equals green open space, entertainment and a destination for water play near the city centre. Same as to some extent as Sydney with Hyde Park (Festival of Sydney theatre activities) the Domain, (green space used for sport at lunch time by city workers and a big entertainment venue). Bringing people together.
I think this will draw more people into the city

I want everybody to enjoy and use it. Young and old and everyone all the cultures and entertainers. If would be good for small businesses (eateries, shops, small business's, museums, markets, etcetera)

It hasn't got high rise / residential buildings and keeps rail corridor for the Newcastle,Hunter people and visitors and enjoy. Rather than government and developers destroying the view and atmoysphere and the \$'s in the eyes not Newcastle interests day heart.

I'd like to see the opportunity for more entertainment in the inner city, as well as reusing the train station - it should definitely be preserved!

Imporoved scope for entertainment options in East End.

Incorporates the use of the Station in a creative way, which is essential to its preservation; emphasis on variety and reasons to go right into town are important.

It allows for use of the Station whilst maintaining heritage elements. Increases job opportunities. Prefer no encouragement for cars but use of light rail. Relocation of bus terminal a plus. Increased housing should be located in West End for student accommodation with bike tracks and/or light rail used fro access to new Cuty campus and Law Courts.

it ambitious and actually has a plan for the station

It appears to me the best use of this space by attracting more people into the city.

It delivers most of the objectives in balanced way.

It has a good balance of park, entertainment & development of inner city land. Newcastle is a city and should have development that supports employment and economic growth in the inner city. the minority groups in Newcastle are too outspoken and do not represent the opinions of most people living inner city newcastle. The most important part of the harbour city entertainment precinct will be the balance of development and green space....

It has a good mix of everything. And Newcastle needs more than just one or two options developed.

It hopes to achieve the objective of revitalization, it looks attractive and it appears to be the most comprehensive of the 4 proposed. High time to minimize half cooked, band aid approach. Great plan. Let's do it!!!

It is comprehensively cohesive but the viability must be questioned;

it is diverse - the city needs diversity to thrive and should not be limited to ideas around residential or commercial or retail singularly;

it looks like it fits and should be;

the bus layover is undesirable, questionable and wonder why its necessary - the interchange is at Wickham.

It keeps the Railway station buildings as an historical site.

It looks like a development that would take us into the future

It might be more appealing to non city goers.

It provides an excellent way of featuring the lovely Newcastle Station buildings in a new and vibrant way. If done well it would contribute greatly to re-invigorating Hunter St, esp from Darby St to the east. At present it shows too much development at the western end of the corridor. I'm not convinced about the bus layover - I think it would detract from the overall reflection of the rail corridor. Civic link is a good idea.

It repurposed the train station. Additional entertainment facilities. Mixed use space.

it seems to have more thing that would bring people into the city centre.

It uses the existing railway station as a venue centre. Combine this with the Post Office and we are getting some great buildings.

It uses the opportunity for renewal to its fullest extent.

It will bring people and culture into the city. It will be a destination that attracts people, and will kick start other complementary businesses/attractions in the area.
IT will make the City more enjoyable and attract more people.
It will stop further ambitions to put high rise all over here and make sure the station is used and not allowed to go the way of the post office
It would give people a reason to come into town
its my 2nd choice. I particularly liked the proposal to re-use and maintain the train station as I think that would drive development in that area and my also lead to the restoration and re-use of the post office. some of the buildings down that end are much admired by visitors when I take them into town.
it's the option my family would probably make the most use of.
just like the diversity and the focus on the old train terminal.
LET'S MAKE THE MOST OF N'CLE RAILWAY STATION
Like a bit of both ideas
live music at the old central station. increase jobs and housing all things that impressive cities have we need people in order to breathe life back into the CBD.
Lots happening also would like to see plans for extension of light rail looping south say darby st to junction. I believe we need to plan now as the city is only going to get busier and bigger.
Lots of opportunities to attract visitors and lots for me to do as a CBD dweller
Make the Centre for all Novocastrians & visitors
Makes good use of existing buildings
Makes maximum use of the former rail corridor for employment generation and economic growth
Makes station area an entertainment community use very visitor draw card centre
Maximum changes/opportunities for improvement.
Meets a lot of of the objectives needed and I believe is what the city of Newcastle needs to bring people back to the city.
Meets best my vision for the area
Meets most of the criteria appealing to a wide range of people and interests
More benefit for more people. More income for council = less burden on rate payers. There are plenty of high quality parks and beaches around Newcastle already.
Most practical use of space. Encourages people to come to city as a destination rather than passive recreation
My only concern in this area is the need to review night life constraints such as curfews and lockout laws. Is Newcastle to become a 24hr city like cities across the developed world such as New York City, if it does it needs to assist the needs of workers across a 24hr work cycle and their want to be entertained in differing personal time. A clear understanding of noise laws and constraints should also be a part of the messaging in regard to this.
Need a tram stop at Darby St. More green space in no 4.
newcastle markets are so popular and it would be lovely to see this expanded and using a currently unused building. hopefully would bring lots of people into the city centre rather than the entertainment centre.
Newcastle needs a "federation square" for people to congregate for major events and create a similar culture to Melbourne which Newcastle are likened to. Entertainment, dining, cafe scene will invigorate the foreshore. "Glass" boxes for dining, cafes could work around foreshore park too.
Newcastle needs to utilise its space for entertainment and events so the community can experience a variety of things.
Newcastle rail station that takes up a whole block is a stunning piece of old Newcastle but has not been used for over 20 years. The inside is and has been derelict forever so let's move on. This is a perfect plan.
Now with certain belief the rail to N/C is gone all questions above seem ok for urban growth

Opportunities for all ages in the city areas. With light rail will be fantastic
Play and entertainment for me are the same thing. Again utilising existing buildings, there are huge areas under utilised or not used. put the bus terminal at Nobby's Beach. Make Hunter St or Wharf Rd one way in and King St one way out and make everything in between pedestrian and bicycle only. I like the idea of Newcastle Rail Station as the centre of entertainment hub of town.
Positive potential outcomes for this option too. Bringing people into the city for various entertainment options would be a plus for the city.
Provides facilities for locals and visitors. Love the idea of produce markets in the station building.
Provides sufficient development to encourage investment, job creation and move the town into a city! Cities without significant development stagnate and become slums. MUST override the vocal minority that has a vested interest in remaining the same fractured, inactive town centre.
Put Newcastle back on the map as a dynamic city centre
Refurbished central train station to become an attractive centrepiece. I like the idea of this being the hub for arts and culture
Refurbished train station with heritage preserved sounds great, especially for community events
Relies more heavily on arts & culture
Relocation of the Bus depo.
Balance of development and open space.
Repurposing Newcastle Station to a 'hallmark' destination is great. it should support arts and culture but to suggest chess games, movies and waterparks is inane. I am definitely against any commercial development between Perkins and Wolfe Sts. Any development between Darby and Wolfe st on the corridor MUST HAVE height restrictions such that the line of sight between the Harbour and Cathedral is NOT impeded
Repurposing the Newcastle Railway Station to a hallmark destination as the centrepiece of the city's play and entertainment precinct and tourist destination. Developing the area around the Station as a dedicated entertainment hub. Providing pedestrian links at Perkins, Newcomen and Bolton Streets.
restore's the former rail station. provides a 'federation Square' like centre to Newcastle at Civic/Wheeler Place that links to the harbour
Reuse of railway
Reuse of the wasted building. Newcastle Station
same..
Seems to cater for a broader range of needs/wants and would deliver a more compelling reason to visit
shopping is undertaken at large centres, jobs are being decentralised...Newcastle CBD has many beautiful historical buildings and this should be key attraction. (the PO should be repaired as priority in consultation with Awabakal Land Council).
Large cruise ships should be encouraged to dock in Newcastle and the CBD should be a main attraction for tourism and entertainment.
Similar to option 3 this provides a mix of commercial / residential in west Newcastle and open area in east Newcastle. This option provides a broader cultural / entertainment area in east Newcastle that is likely to be attractive to a wider variety of people - parks, water and cafe's etc rather that the focus being more towards families.
Something foe everyone, play, entertainment , a go to place for locals and tourists
sounds like more fun would come into the city and I believe this change will have a lot more aspects that'll please everyone :-)
The best out of all options

The bus terminal should work at the West End. i don't think it is a good idea to put an Entertainment precinct in the East end. There is no parking. Using the civic as a pivot is a good idea. Revitalising Hunter street is essential.

The city has such potential and I think this opportunity makes the most of that potential. It is not too focussed on one thing - ie. it's not just green or not just playgrounds for kids. It is a great mix of green, mixed use-development, paved areas, public buildings etc.

The city should primarily be about entertainment and enjoyment for all, as well as bringing people together - families, younger people, older people - both during the daytime and at night. I think this proposal offers something for all audiences and it would be a fantastic place to bring friends and family when they visit Newcastle. The harbour is amazing and completely under-utilised as a destination. I think there is too much concentration on Honeysuckle at the moment - only because it is so popular - however it does make it a place to avoid due to crowds, however if the options can be expanded and stretched over a wider area, I think this would benefit the whole space. It's so lovely having great places to go in town now - new coffee shops, new bars, new restaurants - and it is a shame there isn't more of a connection down to the harbour from these options (although the closing of the rail and creation of the new pedestrian access areas has been a great step).

I see so much amazing stuff happening in Newcastle and all in the right direction - this kind of plan just pushes it even further forward.

ps. you need to make this box in the survey easier to type in - I can only see one or two lines of my ramble at a time so I got a bit lost on what I had covered :).

The concept needs the support of the sporting hubas of Union Street and abutting streets and facilities as the development of the Broadmeadow sporting areas. Newcastle city is just a small factor in city rehabilitation of sporting, social and entertainment enhancement

The creation of an entertainment precinct.

The entertainment precinct

The idea for repurposing Newcastle Railway Station appeals to me.

The Newcastle railway station would make a wonderful entertainment hub and help bring some more life back into the city.

The number one priority of rme is to bring people into the city. I dont believe people are avoiding the city for lack of green space, they are not venturing 'in town' because there is not enough to do when you get there. This option appeals to me the most as it will bring more jobs and more visitors to the city. As someone who lives in the city area, i would love a more thriving, lively city center.

The other 3 have too much green down the rail corridors which may leed to lack of maintenance, cost to council etc.

The plan for Newcastle railway station

The plan looks very good. it will make the place come back to life and attract visitors and tourists to the centre. Newcastle has so much potential as being the centre of tourism in this region as well as a leading in innovative industry. My only concern is that the area will become to expensive for start up companies and innovative retail stores and services. The centre of Newcastle has an eclectic mix of shops, cafes and services I would love to see more unique shopping outlets, cafes and restaurants be encouraged to come to the centre and not be out priced by high rents and mainstream retailers so commonly found at the large suburban shopping centres

The railway station isin a fantastic position tomshowcase our city to tourist and residents...

The suggestions speak for themselves.

The town is dead having more chairs around the town I want to be able to guide my sick husband around the town if chairs or seats with trees maybe we would be in town more.

Since Myers went I do not need to come to town. The only reason I come now is to work.

<p>There is a chance to make the most of this opportunity to give our city a new face. A chance to remove the scars that the railway had become and rejuvenate Hunter Street with a modern transport option. It will return people to our city, reconnect the city and create great places to live and work</p>
<p>There needs to be money spent improving and providing better facilities in the city, not just leaving vacant land</p>
<p>These two opportunities more fully achieve the objectives. I think the adaptation of the old train station is vital to re-vitalize this part of the city. The greater access to the harbour the better.</p>
<p>These two plans open Hunter St to the harbor, create open space and give areas for entertainment and events.</p>
<p>Opportunity 4 is my preferred option, it ticks all the boxes</p>
<p>This again encourages cross city connection, residential development and opens the city to be enjoyed by more Newcastle residents not just people living in the CBD</p>
<p>This could be great for families</p>
<p>This opportunity has most interests. The relocation of bus should not benefit</p>
<p>This opportunity maximises Newcastle's potential to be a great city.</p>
<p>This option addresses all of the objectives to revitalising Newcastle. It provides more entertainment options which will attract people to the area.</p>
<p>This option is more close to the idea of diversity, connections and crowds.</p>
<p>This proposal is exciting and ticks all the boxes but MUST be complemented by better transport access...Novocastrians love their cars and don't like paying for parking. Free transport into the city from a designated area would be ideal.</p>
<p>This will make people no longer travel to Sydney for leisure and fun</p>
<p>To bring together Newcastle wineries, food, people, beach and arts</p>
<p>Tourism is exactly no matter what development you will use people from all around the world will be coming to Newcastle, Newcastle is growing it will grow forever to help it grow you need to provide it with "food" which is people and tourism is the key to make it grow !!</p>
<p>Train line gone. Improved connectivity to harbour front. I do like the suggested refurbishment of the station precinct as well</p>
<p>Use of East end as an entertainment area to bring more activity to the East end, Development around civic area could increase people living in the city and increase business and entertainment activity.</p>
<p>Use of the train station.</p>
<p>Useful repurposing of the Newcastle Station. Appears to achieve more of the Revitalising Newcastle objectives than the other plans; on the flipside, this appears as if it would be significantly more expensive.</p>
<p>using the station as a hub</p>
<p>Utilizing the Station, with the nearby bus-parking area, as an entertainment hub would be ideal if it also could be utilized as the city's information/parking/refreshment area for visitors.</p>
<p>Vibrant entertainment for all people, families, couples, singles, elderly, etc is what Newcastle needs.</p>
<p>vibrant harbor to be utilized similar to Darling Harbor.</p>
<p>We need a good city market like the Victoria markets in Victoria to bring the people in to the city. Keep in mind they will require parking that is not metered to be able to shop with ease, otherwise they will always go to Kotara or Charlestown where they can park for three hours free!</p>
<p>We need the green space at the east end and central business district at the west end. We should maintain the heritage low rise in the east end with as much green space as possible. If we have to sell off a bit of the rail corridor to ensure a better outcome for the city then that's the way to go.</p>

We need the mix of all 3 - Be all we can be

Newcastle deserves the best choices

What city doesn't have a station in the heart of it. why not maintain the present line and develop over the line. The land is not undermined and could create a link to the harbour.

Wide access from Market street.

Great mixed use of available land.

with a young family I really like the idea of a regional play space within the precinct. also my main reason for currently visiting the area is recreational so the entertainment option is most appealing to me.

Q14: Please briefly explain why you dislike Opportunity 4 - Harbour Entertainment City
- the bus layover area east of Merewether St - the development on the railway line near Brown, Perkins and Wolfe St (open space please)
Again far too much "mixed use".
Again, too much development. City west should be the area for higher density buildings. Car parking on the foreshore is a waste of prime land (and ugly).
Alienation of PUBLIC lands. Still can't come at the loss of the terminating Newcastle station.
all sounds great
All the proposals put the light rail down the street. This will be disruptive and more costly than using the existing rail corridor. The disruption caused by putting the light rail down the street will make shops in the mall inaccessible both for customers and deliveries. It will turn into a ghost town. Shoppers who are unable to use the facilities will go to malls in the suburbs and will NOT come back. As a resident of the city centre I think plans have deprived all of us of a major public amenity, the legality of which is highly questionable.
All this and more could be achieved with light rail through the refurbished and "working" Newcastle Station, while saving public money. Think of how Victoria's Puffing Billy attracts tourism.
An enterprise close to the station is ominous and sounds like an euphemism for crass development
An overdevelopment considering honeysuckle still has more land for reuse and there are other sites in Newcastle that need to be redeveloped too.
Apart from being presented here in larger type font so as to subliminally encourage surveyees to choose it, it is predominantly business based with limited service to those on low incomes.
Appears to be overdeveloped in the corridor
Appears to have the least retention of green space
As a fairly conservative person, it seems very ambitious and perhaps while it could be considered the ideal concept I wonder about cost and time frames.
as usual this seems to be a sellof
Because I think it has been a blatantly corrupt process to remove the rail line and I believe it should be reinstated.
because of the light rail going up hunter street
Because the road links to the top of town/ beaches via wharf rd & Hunter street have been broken. If that happens then foreshore events will be jeopardised.
Because there are buildings on the old rail line and the light rail should be there. Also the entertainment area and playground should be near the old railway carriages in the foreshore park. There is lots of room there and there aren't streets on all sides - a far safer place.
Building an entertainment precinct could potentially attract drunken crowds which can increase safety concerns as well as noise in residential areas.
Buildings on railway corridor. Railway corridor should be used for train service. Removing public transport options is nor compatible with bringing people back into the city. N.B. The increasing population of CBD dwellers need public transport i.e. train service to get out of the city.
Bus terminus was originally at Parnell Pl.,now next to station and proposed to move near Argyle St.,even further from the beaches.
Newcastle station is the perfect location for the heavy rail terminus, opening onto the foreshore park with access to the many historical aspects of the old city.
can do all of this without rail up Hunter St.
civic station removed
Concerned that too much public green space will be lost and public transport will not be prioritised. We already have too many cars accessing the foreshore. There should be more pedestrian, cycleway and real public transport access to the harbour and beach. Cutting the rail line has decreased access to these areas for people on low incomes and people with a disability. How does this flashy new design meet our commitment to social inclusion? Southbank in Brisbane offers very good pedestrian, cycling and public transport access to free of charge swimming pools, green space and entertainment.

Currently you can see the waterfront between Crown St and Perkins St along Hunter St, and this is inviting to cross over to enjoy what it offers. Placing buildings there does not meet the objective of 'Connecting the City to its Waterfront' in my opinion. It is unnecessary and there will be plenty of space to develop further West to warrant trying to utilise this small space in this way. Green open space is preferable possibly incorporating walk/cycleways between Merewether and Scott Sts. This option is worse than option 3 and will almost completely disconnect the old city centre to the waterfront.
Development of the rail corridor in these areas is contrary to the reason for removing the rail line as the development blocks access and views to the foreshore.
Development on the old rail corridor. It should remain public space.
Development on the rail corridor. Keeping the rail corridor free from development will allow restoration of mass transit heavy rail which will be needed to service the NewSpace campus and other new development.
Disconnects city from foreshore
Dislike light rail in Hunter Street.
Do not want Wharf Road realigned and there will be increased traffic problems in the East end if the light rail progresses to Pacific Street.
Does not provide sufficient differentiation from Option 3 in terms of revitalisation but does unfortunately reduce green space to an inadequate area.
doesn't allow enough space for community use of land- it would just be more commercial areas, forcing people to participate financially if they are going to hang out in the city. i like the entertainment precinct in near the station, thats cool, but using the rest of the corridor for commercial development feels like a waste
Doesn't allow for Light Rail to run on existing rail corridor
Doesn't prioritise enhance or improve assets
Doesn't use existing rail corridor for light rail - at a significant cost and surrenders much of the rail corridor to commercial interests
Doesn't use rail corridor, removal of civic station instead of preserving and repurposing, street congestion
Don't turn Newcastle into the Gold Coast. What we have here is very special, we don't want to lose it
East Newcastle changes around Newcastle Station are too ambitious and will never happen. Only the development of the rail corridor will happen. History shows this is true.
Enough entertainment. We need to work. Hear something like parking ?
Enterprise adjacent to the station - such as?
Entertainment hubs can be developed in other places. The station is for trains and should remain so. We can create entertainment spaces in Honeysuckle and elsewhere without the expense of removing the train station.
Entertainment will not attract big numbers consistently.
Even more public land handed over, see previous comments.
Light rail should go down the rail corridor, not Hunter St, absurd idea.
The access to the foreshore could have been provided by more crossings without having to lose our rail service.
No plan to provide for cycling and cycleway connections.
I hate all the cutesy pictures which hide the reality that our city will be clogged with cars with no where to park.
existing railway corridor sold off for mixed use development negating its use into the future for future transport options
Far too much development on the corridor.
Hardly any green space!! We play volleyball at the beach. No need for giant chessboards.
Have there for mix use

<p>here is the full white shoe brigade solution. the developers will all have made enough profit so they can move to the Gold Coast.</p>
<p>Hunter st too narrow for light rail</p> <p>access from suburbs</p> <p>money hungry council</p>
<p>I actually like the idea of a fresh produce area at Newcastle Station. Why does the produce idea have to be tied in with an option that completely develops the rail corridor?? This design will encourage people to choose Option 4 because of the produce at the station and then be forced to accept over-development along the rest of the rail corridor, blocking the community off from the water front. The description and photos of Option 4 sound very appealing ie. volleyball, live music, chess, movies etc. Of course people will choose this Option! Why can't these great things that could happen at the station happen within option 1???? These Options have been very cleverly written to lead people to select Option 4.. Option 4 is way too over developed. Too many buildings and not enough water front access. Not enough description of what the mixed use developments will be. Option 4 is smoke and mirrors, it seems to be written by someone that is getting a brown paper bag from Geoff McCloy. Please don't build this option!!!</p>
<p>I agree with attracting visitors and stimulating the economy... preserving and using the Railway Station is a great idea - have the train terminate along the existing corridor right at the front door of an entertainment hub. Fantastic</p>
<p>I also feel that this could be an overdevelopment of the corridor with the use of too much paving and cement creating a hot spot during the summer months!</p> <p>I am also unsure what potential mixed use means with all of these areas dotted along the corridor! Do buildings come under the mixed use banner?? There seems to me to be a lot of these particular areas with no real explanation!!</p> <p>An enterprise adjacent to the Station site?? What sort of enterprice??</p>
<p>I am a bit vary when I read above proposals. The investment would have to be quite big (who is financing this?)and it might not create the anticipated returns. Concerned that too much development takes up public space. I do not like the relocation of the bus terminal.</p>
<p>I am afraid that it is overdeveloping the East End and eroding the green corridor between Perkins and Wolf Streets</p>
<p>I am happy to see development on the rail line but options 3 and 4 gave away the foreshore to parking without giving much in return. No case has been made for a bus layover and the place used in these options does not seem logical.</p>
<p>I am not really into that area being used as a venue for entertainment, it clogs up the city. So far it has been used largley for odd things christian festivals, truck shows car racing and a few music festivals. I dunno theres plenty of other places to hold things like that.</p>
<p>I believe the rail corridor should remain open to the public as green space and there is no transport solutions to get people into this "entertainment precinct" and expensive parking.</p>
<p>I did not choose to live in the city centre to be part of a giant entertainment centre, if so I would have chose to live near Darling harbour.</p>
<p>I dislike it because there is a wall of development from Worth Place to Civic Station, from Darby St to Wolf St. I thought the idea was to open up the city to the harbour but this is blocking it off from sight. It also sterilises the rail corridor from ever being used again for public transport. The heavy rail should be reinstated but if there has to be light rail it should go down the rail corridor.</p>
<p>I do not agree with development of the rail corridor.</p>
<p>I don't believe moving the transport interchange to the civic area is a good idea nor will the redevelopment of the station as proposed be on a scale to be worthwhile.</p>
<p>I don't believe that the objectives can be met in this way.</p>
<p>I don't believe the repurposing of the Newcastle Railway station will achieve what is stated in this document and it will be a flop like the mall markets.</p>
<p>I don't like any of the options..particularly the over development in Option4</p>

I don't see why Newcastle assets should be scrapped and sold off to developers and the money largely siphoned off to Sydney. The better decision would be to preserve the opportunities and transport use and keep things as they are so that any future decisions would be done with full preservation of the benefits for Newcastle.
I dont support development of the rail corridor - a long term view of the corridor should be taken - use as cycle way
I don't think a large entertainment venue around Newcastle station would logistically work given the fact that Newcastle is a penninsula
I don't think the city necessarily needs more "entertainment" focus. We have enough anti- social behaviour already. I'm also concerned that parking needs have not been addressed.
I fear that this option would lead to much overdevelopment thus cutting the public off from the waterfront far more than the rail line did
I feel the corridor should remain entirely in the public domain. Development removes this land permanently from the public. This land can still be remodelled to support city objectives without selling it to developers.
I feel the cost involved wouldn't be worth it.
I have done so on a previous page
I like the green corridor
I live in the city and am sick of the huge increase in cars since the closure of the rail line. The state govt has now replaced the purported rail barrier a honeysuckle drive/wharf road car axis. It is a physical gash through the our community, a direct consequence of removing the transport corridor from service and promoting vehicular traffic flow along the waterfront.
The state government have acted as bullies. I refuse to engage further with this corrupt process.
I need one mode of transport from Maitland to CBD. ie heavy rail.
I really don't think the city needs to have that much entertainment space, and the railway station would be better used as a second public school location for Newcastle East residents. The area around the station backs onto residential precinct, and I doubt the residents would appreciate open air concerts on their doorstep more frequently than happening now.
i strongly disagree with the proposal to run the light rail down Hunter Street and give up the rail corridor
I think that overdevelops what ought to remain predominantly open public space.
I think this would look tacky
I worry it would overcrowd the area around the city centre and nobbys
I would prefer smaller more organic entertainment districts.
I would want to avoid the city & its already a significant tourism destination.
In-balance between green space requirements and commercial development
It does not achieve any reasonable sized area of parkland and gives priority to paved areas greater than needed.
It has the light rail going down Hunter St.
It is hard to tell from the drawings but it looks like it could be too much development.
It is not a do-able project. Entertainment and markets need to be more centralised. The CBD is where the hub of activity ought to be, not at the end of the railway line.
It is over developed. The tram line should be in the existing rail corridor.
It lacks depth in explaining what they said.
It removes a transport corridor
It removes totally the possibility of re-using the original transport corridor for transport.
It takes away any green space from the Auckland St area which is about to be flooded with 100's (perhaps in excess of 1,000?) of new people each day with the law courts & university.
Its going to create problem with Drinking etc. Laws should stay how they are as its working
It's over-developed. There's barely any greenspace left for the public

Keep development out of the rail corridor and no light rail on Hunter Street. Develop in the interests of public and city, not sort term profit by developers that will leave a legacy of transport chaos. No light rail in Hunter Street.
keep the 3 rail line open for rail or light rail
Lacks vision, see previous notes
land grab
least green space and dislike bus hub
less green space, less communal space
Light rail is on an already busy street and will create traffic chaos. And the rest of plan is way too over-developed. Where are the car parking areas?
light rail is on the road, buildings all over the ex-rail corridor
Light rail must go down the existing corridor
Light rail should go into the existing heavy rail corridor. It is ludicrous to suggest that we should spend considerable extra monies to move the rail line some 25 to 30 metres to the south. Use these funds to 'revitalise' other areas of our beautiful city. Also it is ludicrous for people movement to only have 'one' line of track up Scott Street to Pacific Street. Going the extra 150 metres from the Newcastle Railway Station to Pacific Street to 'supposedly' get people 'closer to the beach' is laughable. Thousands of kids have been getting off trains with their surfboards, etc for thirty or more years. The proponents of all of these deliberate 'corralling' alternatives should all be 'damned' for their deliberate 'con' on Novocastrians.
Light rail should not go down Hunter Street.
Light rail will only cause problems on Hunter Street, we have a dedicated transport corridor in the existing heavy rail corridor. This could be used to remove a lot of traffic problems from Hunter Street including the busses. This option doesn't explore that idea.
Loss of corridor that is perfect for light rail
It would make more sense to have a bus layover at Wickham.
Additional accesses should continue across Hunter Street (i.e. pedestrian crossings at least).
Previous attempts to create a market in the city centre (what the station re-use succeeded).
There are plenty of public spaces in the city centre that are underused (wheeler place, honeysuckle), no need for anymore
Loss of the transport corridor
Mixed use along rail line
Mixed use development extends too far east.
Mixed use development on the rail corridor. High rise development in the heritage centre of Newcastle.
mixed use development sold to private developers and complete loss of open green space
More pie in the sky. We already have movie theatres and concert halls in the city. Do we really need more?
moves the focus of development into the east rather than spreading the development to all of the city centre area. Concentrates activity in a more confined area with a greater number of people in a smaller place. I wouldn't want to live nearby.
My only dislike with this proposal is the building development east of Crown Street where the opportunity to create a brilliant open plaza/ and access from Hunter street to the foreshore would be lost. This is the only remaining area where a large open space is available.
My opportunity 2 applies here as well.

My preference is to maintain the railway corridor for public transport, ideally heavy rail but possibly trams. There should be Avehicular and paedestrian underpass at Market St or Perkins St.

There seems to me no reason why some or all of the space required for playground or entertainment cannot be incorporated around the current Newcastle Station land OR in the area that forms the western portion of Honeysuckle at the old Merewether St Wharf and land near Wickham Station.

THE RAIL CORRIDOR SHOULD NOT BE BUILT ON. NOR SHOULD THIS SORT OF QUASI CONSULTATION WHERE THE QUESTIONS ARE LOADED TO LIMIT CHOICES AND TO FORCE A FALSE DICHOTOMY TO BE CREATED BETWEEN HALF-BAKED NOTIONS OF SO-CALLED PROGRESS UNDER THREAT OF, FOR EXAMPLE, ALLOWING THE RAILWAY STATIONS TO FALL INTO DISREPAIR. THIS IS UNFAIR AND A TRAVESTY OF THE VERY NOTION OF COMMUNITY CONSULTATION.

Need a complete safe pushbike network. And integrated active transport including public transport.

Newcastle centre has nothing going for it

Newcastle station area too developed

No nod to greenspace and heritage.

None of the suggestions include lght rail on the existing corridor

Not a nice place to visit after dark

not enough green space

not enough green space

Not Enough Green Space

Not enough green space left out of the potential amount.

Not enough green space.

Not enough open space retained/reused.

Not enough open/green space retained. I don't think the Newcastle rail station area of land id big enough for the activities proposed, it would make the areas too congested. There are existing areas where these events could take place.

Not using all of rail corridor as green space and replacing it with buildings

Once in a lifetime parkland in the city centre is available. Do not destroy it with excess buildings

over developed

Over developed.

Over development

Over development of a small area to the benefit of a minority

Overdeveloped without green space

Overdevelopment of open space

Overdevelopment of the space between the existing buildings and the harbour would hinder the flow of interaction. Too much commercialisation of the East End would detract from the existing features of the area. This would potentially change the 'flavour' of the Newcastle experience.

No heritage consideration is given to Newcastle Station and the changes proposed would alter the curren/historicalt vibe Newcastle City Centre.

PLEASE LEAVE GOOD ENOUGH ALONE

Potential bus layover means vast amounts of asphalt. Buildings in the corridor means that access is restricted and openness non-existent. Removes unique resource from city. Likelihood of former railway station being entertainment hub is zero not practical

Prefer to see green space along the full length of former rail line.

previously stated

public loss of corridor space

Rail in wrong place

<p>Redeveloping Hunter St Mall and maintaining public space is a better option.</p>
<p>Reduced green space, concerns over kinds of new development to be allowed and concerns over limited car parking spaces. Even if people use light rail they will need to park at Wickham end and at present there is not enough.</p>
<p>REMOVES THE CHANCE OF CONNECTING NEWCASTLE TO SYDNEY AND THE HUNTER VALLEY WITH A HIGH SPEED RAIL LINK</p>
<p>'Repurposing' a functional transport facility into an entertainment space is offensive.</p> <p>Meanwhile cutting the station off has caused a drop in patronage of the EXISTING entertainment spaces around that part of town. I'm disgusted.</p>
<p>see earlier comments re heavy rail corridor</p>
<p>see earlier response about rail</p>
<p>Seems like a land grab to satisfy Sydneys thirst for money to spend on Sydney and seems to me that health and education and affordable housing is a little bit more important</p>
<p>Should not develop on crown land</p>
<p>Sorry. But reading this does not impress me....</p> <p>They want to revitalise that strip of land including the old station.... What about the whole of hunter st and king st....</p> <p>Shouldn't they fix what they broke first.....</p>
<p>Surely entertainment centre is Honeysuckle??</p>
<p>Takes away too much green space. It would be good to make Hamilton the centre hub and keep Newcastle city more and entertainment & relaxation area</p>
<p>The interchange that has been proposed is a half baked idea, buses are not directly linked into the "interchange" a few kiss and ride space will fail to cater for demand for parking, Traffic movement around Wickham is only going to increase with redevelopment and higher density housing being approved.</p>
<p>The alienation of community land does not necessarily give the benefits promoted but the loss of access is irreversible.</p>
<p>The best outcome that maximizes green space between Hunter Street and the waterfront.</p> <p>The present rundown buildings in the city centre should be redeveloped before new, additional buildings are put onto the rail corridor.</p> <p>Extra buildings only mean more buildings to fill.</p>
<p>The building footprints at Wolfe to Crown Street are closing in a great open plaza connection from Hunter street through to the harbour</p>
<p>The city is already feeling congested due to overdevelopment near the harbor and there is no parking. More green areas will enhance the liveability of the city much more.</p>
<p>The corridor should remain in public hands and allow equal access to all people.</p>

The failure of each and every option to show the rail corridor as a transport corridor demonstrated the total bankruptcy of the proposals and the total lack of vision of what is wise use of public money delivering the most for the most in the community and for the most vulnerable. I would imagine that your proposals mean you have failed to consider the needs of the frail aged and the Wheelchair bound people in our community. Most people fail to even consider them until they find themselves in a wheelchair for a season. Just to demonstrate most wheelchair accessible foot path modification are too steep for many wheelchairs as the driving wheels of the wheelchair often become out of contact with the road surface; as well the footrests on many wheelchairs come in contact road surface as well at such locations. The best option is to use the rail corridor for a train/tram service (many European Cities do this well) with an open track that is a paved or grassed track area for pedestrian use. If there was need to build over the track then this could also be done as it has been done in many places in the Sydney area. The Buses should not duplicate the rail service by running on the roadway adjacent to the track But should feed the rail line (Perth WA is now doing this quite well but that was not always the case) Both Transport and parking are keys but after that the need for a strong development of family friendly business need to be established and not just the lucrative hotels, bars and such like places. The over emphasis of the alcohol trade has cause most of the problems in our city because the main entertainment is alcohol based and as such this feeds the eruptive anti social behaviour around our city that keeps many decent people out of the city at night and some weekends. New plans are required and with the Government attempting to have a bill to remove the rail line totally and the statements that sale of some land will be needed to be able to deliver a revitalisation program put great suspicion that this whole exercise is smoke and mirrors for a plan not yet disclosed. In other words I do not believe the truth is here; as there are far too many contradictory statements being made in different area.

The increased residential population, and the increased business workers, should be able to make maximum use of the existing heavy rail corridor as green open space.

The light rail could remain within the railway corridor retaining the traffic and parking capacity of the existing road network.

Additional parking near the harbour associated with the realignment of Wharf road detracts from the connectivity, creating another obstacle between the city and the harbour.

Opening up the heavy railway corridor to development reduces the incentive for investment into renewing existing building stock.

The civic link feel narrow and uninviting weaving between high-rise buildings.

The "entertainment precinct" feels contrived and has the feel of the Darling Harbour development of the mid 80's

the light rail going down hunter street

The light rail is down Hunter St and there is too much development

the light rail should run down the existing rail corridor

The light rail should run down the existing rail corridor, not down Hunter Street. We were told from the first that the cutting of the rail line was to open the city to the Harbour. This plan and plans 2 and 3 prove the deception of this. The motive behind the plan was always to sell the rail corridor for development. It belongs to the people of Newcastle, and should remain for its original purpose - transport, and should remain for public use.

The markets are in a space almost inaccessible by large numbers of people in a 'drop by' basis. Parking is already very difficult and public transport very poor (tge light rail will only be good if you live in tge area it services) and buses are too difficult lengthy and unreliable. There are already excellent markets with parking spaces!

The misleading information stating "Green open space from Perkins to Watt Street when there clearly indicates potential mixed use on our corridor between Perkins and Wolfe streets. Also the sacrifice of the corridor is too much for the public now and forever.

the most resistance and time/money wasting will come with this one

The plan is generally jargon - the city will develop if you can get the people in by public transport or car parking spaces that are hidden from view

The plan shows no direct connection with the entertainment precincts of the foreshore and parks adjacent to the harbour. It simply has the potential to herd large number of revellers into a finite area which will lead to unruly behaviour and hated by local residents. All points put forward previously are relevant to this Option as it is not an opportunity to achieve any long term benefit for the city and the hunter
The possibility of a casino type establishment cannot be ruled out and I would prefer not to have one in Newcastle
The potential for traffic congestion and noise in Newcastle East's residential area is a real worry. We already have to put up with the loss of amenity when there are big events in Foreshore Park. People needing to vacate parking places to attend to their normal business find it impossible to park anywhere close to their homes on their return. Additionally we have to put up with the noise of loud bands and intoxicated patrons leaving nearby licensed premises.
The rail corridor has not been left free.
The rail corridor should remain public space with not building development. It should be walk/cycling path and light rail.
the rail should not go along hunter st...where is the parking??
The Railway station is planned to be so many things. Whats wrong with it being a railway station?
The station should be a mix of culture and a working train/light rail station.
The transport needs to be kept in the existing corridor
The whole 4 concepts are unsuitable! (If the light rail is placed on the existing corridor) They must be redrafted!
The wording "Harbour Entertainment centre"
There appears to be lots of development along the rail right of way
There is a huge park already available at foreshore which could stage these entertainment events already
There is no easy way to get to Newcastle Railway Station
There is not enough free parking in the city now and would be even less with the above proposal. In addition; huge buildings would taking over the city like they did in Gold Coast.
There is too much development of the railway corridor greenway -- once the space is gone, it will be gone forever. The (new) Civic area is also cut off from the rest of the city.
There will not be enough room for a very large Entertainment Centre leave alone the public transportation and parking required for this type of thing. Also, how will the permanent residents react to such activities taking place on a regular basis - most don't like any extra noise and disruption that takes place now and it will only be worse if this option is given to go ahead.
This can be achieved without removal of the inter-city rail line. Major Public Transport is crucial to the future of this City far more than putting high rise in Newcastle East.
This provides the opportunity for highly unacceptable development, perhaps in the Crown Plaza style, along the bulk of potentially public accessible land.
This sounds like a v=city devoted to the entertainment desires of the young, which would conflict with the hope to get a spread of residential developments into the city centre. Railway Station to showcase Hunter produce is good but a 'Low Line' pedestrian and light rail corridor to it would help alleviate traffic snarls that will eventuate with this emphasis on 'entertainment', which is just like every other urban centre.
This the worst option. The greenway is only a small space. Thoughts of making it a 'games' area totally misreads the community's expectations of a greenway. The space in scenario 4 is not sufficient to the needs of a city that is to grow significantly in the foreseeable future. The greenway must be kept for people's use and enjoyment in 10, 20, or more years ahead.
To much development on corridor need mix of development and green areas.
Too any buildings.
too built up/congestion
Too crammed development which doesn't seem to help link Hunter Street with the foreshore. Not enough green usable green space. What is a dynamic destination? Where is the parking in the background?
Too expensive & not necessary.
Too involved, and lead to Exploitation by Developers.

Too many buildings.
too many buildings. have the building heights been discussed?
Too much building within the corridor. A little is ok, but it should be low scale and be there to activate the area. Unlike honeysuckle buildings.
Too much commercial/private business space in the corridor - this should be maintained in case we want heavy rail in the future
Too much developed space
Too much development
Too much development along hunter st. Please try and limit major development to around the transport interchange in wickham. Pleas don't put the "bus layover" there. Put it next to the heavy/light rail interchange at wickham. Not enough green space. And what is the deal with the "fence"?!?
Too much development along the corridor will impede redevelopment of Hunter Street.
Too much development and selling of public space.
Too much development and the loss of the once only opportunity for providing more green space in the city area.
Too much development around the museum and cultural precinct.
Too much development not enough green/open space
Too much development of open space
Too much development on the old rail corridor, although I can't understand why option 2 doesn't mention Hunter St revitalisation. Surely this would occur with improved public transport options.
too much development on the rail corridor
Too much development on the rail corridor. Minimal green space (sosmall you can hardly see it on the drawing). Confirms worst fears about government plans to sell off the corridor to developers.
Too much development. Not enough green space.
Too much going on.
Too much large scale development on rail corridor restricting public access.
Too much mixed development along the old rail line which was supposed to be the light rail corridor
Too much opportunity for developers/vested interests to benefit.
Too much scope for high-rise development on Eastern side of Hunter Street between Perkins and Wolfe Streets.
Totally unsustainable and will drain other parts of Newcastle and the Lower Hunter
Tourism needs simple, easy public transport. Changing modes does not encourage visitors.
Traffic and people congestion around the train station, watt st, scott st and wharf rd in that area. It is a limited space and the overflow of people, esp at night, will create noise disturbance, litter, congestion and antisocial behaviour.
Trams will slow the traffic flow into Newcastle and they will not be in place for many years. Put back the original trains.
unattractive and too extreme in terms of development.
Waste of a dedicated transport corridor
Wastes the public transport corridor and panders to commercial (incl govt) interests, even more than Option 3
We already have a Farmers' Market. Why would we want to compete with it?
We don't need another failed market.
We need the railway line. And neither this nor any other scenario is intended to happen.
We want our train and proper public transport back.
whenever I think of entertainment I am reminded of all the rubbish that such events encourage as well as alcohol consumption and drug use in open public space. We need more police if we are to have entertainment in the city centre. without more police it just encourages houligans.
Where is the details of the transport hub ?

WHILST THE EAST END IS SEDUCTIVELY GREEN AND ENTICING THE 12-13 MIXED USE DEVELOPMENTS ON THE CORRIDOR WILL CREATE A WALL, WORK AGAINST CONNECTIVITY AND LEAVE THE WEST WHICH IS TO BE LONG TERM DEV WITHOUT GREEN SPACE.

Why do we need Hunter Valley produce in a refurbished station there? Makes no sense. But The Store and put in there - that's a commercial building. The railway station should be used for civic events. Check out the use of the Cutaway building in Barangaroo. Pop up events, live music, etc are happening already at Honeysuckle and Camp Shortland. Not sure why you need this around the station.

Why I dislike this option, from what I can tell it has the most new 'development' on what is land that would be best fit for long-term public use. I do like the proposed use of the Train Stations. I believe coupling the train stations into public places of activity and creating as much public green space as possible as an ideal way to honor our city center.

With this option, I worry that we are opening ourselves up to high level development which I think would detrimentally affect the CBD.

Without maintaining the transport corridor access to this narrowing peninsular will become a nightmare. the whole concept is compromised by reducing access options while at the same time expanding the need to handle increased traffic - it is naive to think that patrons accessing an entertainment precinct are going to arrive on public transport where there is very little parking available. These are throwaway ideas not properly researched.

Worst proposal of all, Opportunity 4 destroys public land west of Wolfe Street in the community owned rail transport corridor. This is an act of vandalism which would be regretted for centuries. Why does Newcastle have to defend its transport corridor public asset when Sydney is getting new ones?

Appendix I - Do not like any opportunity - verbatim responses

i.e. selected none at Q11

<p>Q12: Please briefly explain why you don't like any of the proposed ideas.</p>
<p>* The light rail should be run on the existing rail corridor for the following reasons:</p> <ul style="list-style-type: none"> - save taxpayers up to \$100M in additional expense compared to running up Hunter street. - this money could be better spent building an Adamstown overpass & implementing the Newcastle cycleways network - amongst many worthwhile projects - most efficient public transport linkage - Hunter street would be slower. - no disruptions to Hunter businesses which may not survive light rail construction in Hunter street. - Still allows access to foreshore across light rail tracks from City Centre e.g. as per Melbourne. - Could possibly utilise existing rail station infrastructure.
<p>A combination of these maybe.</p>
<p>A waste of money on alterations that are unnecessary. The cost of light rail is better spent on creating more jobs and housing. Light rail is of no advantage to Hunter Valley visitors, workers, University students or tourists if they have to change public transport. Especially visitors or business people from Sydney.</p>
<p>All envisage the non reinstatement of the Rail line. It can comfortably co exist with connectivity of City to harbor. The \$200M+ saved by not installing "Light Rail" for 3 stations can then be better spent.</p>
<p>all green</p>
<p>All of the propositions have their pros and cons</p>
<p>All of them clog Hunter Street and fail to use the beauty and economy of the existing rail corridor for light rail which blends so well with people crossing in Sydney. Major waste of public money to satisfy development blocking harbour from Hunter Street.</p>
<p>All of them have the absurd idea of running the light rail down Hunter St which will reduce parking and increase traffic congestion.</p>
<p>None of them include cycling facilities and links to other cycleways.</p>
<p>Most of them are going to hand over public land to developers despite the promises that were made to us at the beginning. If we have to lose the rail at least keep the land. And, the light rail should go along the corridor.</p>
<p>All of the city to harbour access suggestions could have been done without removing the heavy rail.</p>
<p>Proposals centred on returning to some mythical past really miss the point. Newcastle can't go back, we need a new future for the centre of Newcastle.</p>
<p>One can't help feeling that the plans are underlayed with an unimaginative, desparate pandering to developers with little priority on what is in the best interests of the people of Newcastle.</p>
<p>All of them obstruct Hunter St with a tram. None of them show complete cycleway connections.</p>
<p>All options do not include the use of the corridor for rail transport. Ton waste approx \$100 million to move rail an average if 20 metres isan irresponsible waste of public monies</p>
<p>All waste the last opportunity to continue using the rail corridor for better public transport. All interfere with road access for both public and private transport.</p>

Arrogance of GPT/Urban Growth precluded the public, here and at Community forum/s which I attended, from exploring Revitalisation with current railtrack in situ and lightrail cars running to N'cle Stn. Horrified to hear of their intention to NARROW Wharf Road to accommodate a CARPARK!! And also horrified to learn that the historically imp. Civic Stn. is to be DEMOLISHED when it already provides access to the Foreshore and is immediate to N'cle Museum and almost adjacent to Merewether St.(access to F'shore also here). The large Foreshore Park provides ample and much-used spaces for Entertainment - no need for a manufactured Ent. Centre as proposed in front of Customs House. Of larger concern in GPT/UG preferred No.4 Option is the annihilation of the Regional/Interstate/Airport Buses stands behind N'cle Station in heavy daily use with NO proposal for nor even consultation with relevant Bus Operators!

As a resident of Newcastle East who already has difficulty parking, I can only see that all of the proposals will result in increased competition for parking. And all are based on the closure of the station which has already had an adverse impact on my travel times. And if any of the proposals resemble building more housing options such as S Honeysuckle then they are not positive.

As I said. I would rather see the rail line reinstated

As stated earlier: great to revitalise Newcastle but leave the heavy rail in place.

Assuming the rail goes (which is a ridiculous thing to have), light rail should go down the old rail corridor. This would still allow for opening up the harbour to the city as light rail has stops that can be used as crossings. Coming from Melbourne I have seen this done very effectively. It would also leave lots of land around the rail corridor for green space, low level housing, cafes, restaurants or businesses. The close proximity to Hunter and Scott Streets allows easy access to these. One of the reasons I don't support the entertainment option is that it is unclear what Urban Growth is planning here. Eg would not like to see casinos or more large clubs. A market for the station won't work. Newcastle is very fond of the Broadmeadow markets, where you can park. The city centre has hardly any parking, esp since you cut the railway, and minimal public transport for people carrying heavy groceries. Also really don't want to see high rise in the old part of the city.

Because all of them destroy what has been working, and end up turning it into a nightmare. The people who have designed this are not from Newcastle, and that's obvious.

Because Hunter Street is already dangerous with the removal of the rail, increased bus activity and road changes. Reinstating the train line. You have no explanation about how you plan to revitalise Hunter Street it sounds like it will get even worse with development being prioritised along the rail corridor.

Because I believe that the proposed transport link should be on the current line. All the necessary infrastructure is already in place and the New light rail would not require as much land as heavy rail, this land could be used to introduce more green space. To run light rail down Hunter Street would create traffic mayhem. I am just old enough to remember when trams operated in Hunter Street and it was a nightmare. With the driving attitude of many of today's drivers I cannot see it working.

Because I don't believe any of them will happen. The railway was shut down so the land could be sold by the STATE government to property developers as a reward for illegal donations to the Liberal Party. Any money made will not be spent either in or for Newcastle. Light rail down Hunter Street is absolutely inappropriate; it is not wide enough, and Scott Street is worse. So these options are all a waste of time and a big scam. None of them are intended to happen.

Because it is absolute lunacy to run the light rail 20 metres to the south along Hunter Street. It should run in the rail corridor through a "Greenway" development as was originally promised when the Government said they were closing the heavy rail line

Because none of the options present a functioning Newcastle Railway Station.

It's on a spectrum from play thing or maintaining in barest minimum.

What this plan is failing to understand is that ARRIVING AT NEWCASTLE STATION for both locals and tourists, is part of the appeal of coming to Newcastle. It is/was charming. Beautiful. Functional. And if reinstated as a TRANSPORT station would be a great asset to the City once again.

Also connectivity to the harbour, increased employment... all of these objectives that Urban Growth have outlined are inherently good. And NONE of them require the destruction of our rail line.

Because residence from suburbs cannot access any of them
Light rail in hunter street a joke TOO NARROW
Because the designs 1-4 increase development without options. I.e I like the Newcastle West City, I like the Entertainment Precinct in Newcastle East but I don't like all the development in the corridor and Crown street. A good balance between green space and development has not been given. The designs are too far either side.
Because the proposed lightrail route is not in the railway corridor in any of the proposals. This is a big mistake from a urban planning, public transport and traffic management point of view.
because these are not your real options
BECAUSE THEY ALL DESTROY WHAT WE NOVOCASTRIANS HAVE BUILT UP OVER THE PAST 100 YEARS. A HEAVY HANDED GOVERNMENT HAS COME TO NEWCASTLE TO HELP GPT MAKE MONEY AND FOR THE GOVERNMENT TO MAKE MONEY FOR ITSELF. THIS IS A DISGRACEFUL EXERCISE IN POWER THAT, UNFORTUNATELY, WE DO NOT HAVE THE STRENGTH IN THE LOCAL CITY COUNCIL TO COMBAT. THE GOVERNMENT AND GPT WILL MAKE A LOT OF MONEY AND DESTROY WHAT NOVOCASTRIANS HAVE WORKED FOR OVER MANY YEARS.
because they are all predicated on the removal of the heavy rail corridor and the relocation of rail transport to another area. These goals can all be achieved with light rail on the existing heavy rail corridor. It is a cynical exercise by the developers to ask questions which try to elicit responses to support the favoured/already put in place illegally to remove the existing corridor.
Because they are based on lies and delivered under false pretences.
because they closed newcastles oldest piece of infrastructure.... The rail line...!!! I will be 100% anything built / development on that stretch of land... Council wrecked the city by allowing huge out of town shopping centres, and now they cry the city's dead and we need to bloody fix it... Are they for real.... They all need to be sacked..... But previous history tells me they will get a pay rise in the not too distant future instead.....
because they dont give a sensible option of retaining the rail line. There are about to be 7,000 new uni students in the same area as the Telstra building, Tax Office , NCC, new Law courts. There is a rail line and a train station that would drop them at the door. Civic staion would also service Darby St and Honeysuckle.
Because you have done away with the rail line and I don't believe the powers that be that they will leave the rail corridor green. I bet there will be buildings on the corridor and there will be more of them than greenery!!!
Dumb idea to put a light rail line down the middle of an already congested road
Each of the ideas has merit, but the overall schemes do not appeal. I like the redevelopment of the Newcastle station of scheme 4 but not the rest of the proposal. I like the proposed green space corridor of scheme 1, but not the rest of the proposal. Each scheme builds on the previous, but its combinations of each scheme that have merit.
Existing corridor should be used for light rail, and pedestrian/cyclist activity, leaving Hunter street for cars and parking.
heavy rail line should be used for transport, NO buildings whatsoever.
Heavy rail needs to be reinstalled. Do all the other stuff with the saved money. Build over the rail line with connective walkways from 2nd storey one side to 2nd storey the other. Or even 3rd storeys.

Hunter street is a nightmare to drive in as it is now--- trams were removed because of the huge negative impact that they had on traffic. Putting light rail up the main street is plain stupid. the Stewart Ave traffic flow problem has not been addressed an overpass or via duct for rail connections will still be essential. the rail corridor is still a 100million \$ cheaper alternative.

Linking the waterfront to Hunter and Scott streets can be achieved with under passes for pedestrians rather than stairs or ramps over the line.

How much parking would be lost along the proposed light rail line?

How many mature trees will have to be removed along the proposed light rail route?

Hunter Street is not wide enough for light rail, any attempt to revitalise Newcastle and focus on Hunter Street should recognise the problems that the light rail would cause. The light rail should be in the existing heavy rail corridor

I strongly disagree with the proposal to give up the rail corridor

I strongly disagree with the proposal to run light rail down Hunter st

I actually like parts of all of them. There are components of each that are attractive however the lack of detail in respect to the types of development make it very difficult to be clear on a preference. Overall the decision to run the light rail down Hunter street is the greatest issue. It may well be the best option but it is a non negotiable decision made without consultation and transparent justification.

I am opposed to removal of the train line and don't support any development on the corridor. Also think a lot of the ideas presented for entertainment, recreational and cultural facilities aren't the sort that the growing inner city population or visitors would utilise. East end better to develop in keeping with current organic growth in a unique and interesting way. Not more of what is available in Kotara and Charlestown. Don't want splash parks or a big produce market in East Newcastle. Growing population will want quality food stores like a deli, good wine shop and grocer/fruit and vegetable shop. More like Potts Point/Surry Hills and less Gold Coast. Big entertainment centre or kids playground more appropriate to West of the city centre where there are plenty of sites that could be used for parking and near the planned Wickham interchange. Hunter mall ok for retail and east end of Hunter St has potential for galleries/smaller theatres/more restaurants. The mall is not likely to ever be lively at night which is case with Pitt St and Oxford St in London. Best areas for night activities are East end and King Street and wharf/beaches. The mall has to continue to attract a growing range of interesting shops if it is to attract people who live outside the centre

I am totally opposed to light rail up Hunter St. The cost is ludicrous when an existing rail corridor is available, as I stated prior Urban Growth is just a pipeline for the State Govt.

I believe the existing rail should be retained

I do not believe in the light rail, and also do not want any high rise or commercial/living spaces on the rail corridor, it needs to remain green

I do not believe that the removal of the trains into Newcastle is the best option. What major city's remove the rail line into their centre. None. We are funding Sydney and their rail line development. Where has the money gone from our harbour sell off, that's right to Sydney

I do not regard putting the light rail down Hunter St as a workable option. It should use the rail corridor, this still allows green space & connection to the harbour.

I dont agree with the light rail line going up Hunter street. The reason is, the other main access to the top of town "Wharf road "was turned into a goat track and now King St is the same.

I don't believe that these are real options. I think that it has already been decided how the railway line will be sold of to developers for high rise buildings with the excuse that the land needs to be sold to raise money for a light rail in Newcastle West that we don't want. And the money raised from the sale will probably go to Sydney for the developments there, just like the money from the sale of the port.

I don't believe the light rail should be on Hunter St. It should be run on existing rail corridor, which would save money to implement a lot of the other positive plans for the city

I don't believe the suggested light rail route is the best option, I prefer re-use of the existing rail corridor. Scenic value can be realised from passengers on the light rail service as well. Could be a further draw card to encourage use. There are not enough stops to encourage public use (think of how close tram stops are in Melbourne for example) over private vehicles. Convenience/ time is compromised with larger distances between stops. There are enough buildings unused at present to negate the need for new development. Re-purpose the existing buildings and re-purpose the transport corridor.

I don't go into Newcastle

I don't like all of any of the 4 proposals but do like parts of proposal 2 and 4.

I don't like any of the options because they involve removing valuable public transport infrastructure; and because all will seriously affect active transport options of high-quality cycleways and pedestrian ways in the inner city, particularly along Hunter and Scott Streets. Promotion and enhancement of active transport opportunities is the best way to revitalise the city centre

I don't like the light rail going down Hunter Street.

I don't subscribe to the option of light-rail given that these options are generated from the already flawed process the previous NCC and State Gov't had devised. My preferred option is to regain the rest of the funds generated from the lease / sale of the Port Authority and redirect to putting rail underground (e.g. London) with Newcastle Station being the final destination; building what is appropriate above ground, therefore eliminating light-rail traffic congestion—all within the context of a well thought out (non-ad hoc) design appropriate city centre.

I don't think we should get rid of the existing rail/train line, it should be used for public transport as it was. The council can still beautify Newcastle & utilise this form of Public Transport for this

I don't want the light rail to run down Hunter St. It will just be a traffic jam when the Uni and Law developments are complete!

I feel the railway should be kept open

like central station is open to circular key

I infinitely prefer the light rail line to be built in the existing heavy rail corridor (why else was the latter shut down before the former is built?). This arrangement would leave Hunter St to be revitalised in terms of housing, retail, car and bicycle traffic. I also fail to understand the limited vision inherent within the short light rail section. Your commitment would more logically be to a light rail NETWORK and well-integrated bus connections. Something like the limited network of light rail built in Sheffield (UK) and perhaps more relevantly in the small German city of Bielefeld. These small light rail networks have transformed both cities in my experience. Transformations that will not come with the planned single short section for our great city. We ratepayers are reliant on Council and UrbanGrowth to build for the future Newcastle, so please consider the long term future, not simply the short electoral cycle and profit before people. For example, the termination of the current rail line and poor integration of public transport is keeping some residents and visitors out of the city, or resorting to driving into the city which was previously not required. I cannot imagine how this current myopic vision will, for example, serve the thousands of students anticipated to be studying at the University's NewSpace building on Hunter St and those attending the new Law Courts.

I like aspects of each of the proposed ideas but I think each is flawed. I have questions about the legitimacy of developing the rail corridor for anything other than transport. By all means change it to light rail so the fences can come down, but development of the rail corridor stinks of government and developer greed.

I like the redevelopment of Newcastle Station as a market and entertainment area if the craziness of no longer using it as a station continues. Otherwise it will go the way of the post office, the store and other disused heritage buildings.

I think that the key is to redevelop Hunter Street itself. I think that the rail corridor is not and was never the issue. It's just a great way for the state government to make some money and keep some developers happy. This is not a good solution for Newcastle.

I don't understand why Newcastle isn't focusing on its assets. There are already great little cafes and bars popping up in Newcastle. Why not continue with the grunge, industrial city theme? Why does it have to be so commercial? I think sticking closer to what's authentically Newcastle will make it a much more interesting destination than trying to be a giant Westfield or theme park. I would focus on great community infrastructure like co-working spaces, community gardens, green electricity generation, community meeting spaces, outdoor music venues, preservation of heritage aspects, museums and art spaces, educational facilities and more housing. Make Newcastle a community focused, forward thinking place that is authentically grounded in its past and looking towards a future that people actually want, not just more shops and development of a space that was perfectly fine as a transport corridor.

I like parts of each proposal. I don't see why it has to be a vote for all green space or all play or all entertainment. Can't there be a mix of all three.

I object to the complete removal of the rail line to Newcastle Station.

I prefer the existing heavy rail corridor to be the light rail corridor NOT the Hunter Street proposal

I suggest the corridor be used for transport by buses similar to South Australia. This way there would be no need to change modes of transport, the buses could enter and leave the corridor at various points to different routes and traffic signals could be put in place at major crossover points. This would keep Hunter street free of buses and light rail altogether. The corridor could be made greener with bus speeds slowed as if they were trams, enabling pedestrian crossing along the corridor. Hunter Street could then be relieved of its lengthy blacktop look and also treated in a green manner.

I support option 1 with the light rail going down the old rail corridor.

I think if we ever do see light rail in our city it should go up much closer to our beaches, as stopping it where you are planning is no different to where we all ready had a railway station

I think repurposing of Newcastle Station is important and should be a priority. I realise that some development within the rail corridor is inevitable, but adequate green space must be retained, otherwise the rail link is lost with no benefit. A combination of Options 2 and 4, where green space is prized over development but Newcastle Station is utilised, rather than mothballed, is better. Developed can be increased if necessary, but overdevelopment is irreversible.

I think they will all be a waste of money

I want public transport along the old real line. Cycle, walk, tram

I want the light rail (if we must have it) to progress down the existing rail corridor. It is the best solution and the cheapest and least disruptive. I live in the East end and it will mean a lot of disruption if the light rail progresses down Hunter Street.

I want the trains running into the city.

I would like the train line retained.

I would prefer the first option but it is not going to do anything with the railway station. Each option has more development until the last one which will then preserve/use the railway station. It is a historic building which should be preserved and used. It appears from these options that the only way to save the railway station is to have the most things along the rail corridor.

I would prefer the rail service be restored along the rail corridor. If the rail corridor is not restored as a railway it should be left as a green space. I do not like the mixed use residential and commercial development proposed in option 1 at Civic. It is not clear what is planned for Civic station in this option.
If the objective is to keep Hunter St alive, why put light rail down it? Why not use existing rail gauge for light rail. The price of modified trams will be much cheaper than installing a brand new system, when there already is a system there. Tear down the fences, use current stations as stops and you could have trams going back and forth all day. Grass the areas where the trams are as per plan and keep Hunter St alive. This is the simplest, most economically viable way forward. The infrastructure is already there, let's modify to suit on of the four proposals.
If we are forced into having Light Rail then it should run on the existing rail corridor. Adding a further level of transport to Hunter St is the most ridiculous idea I have ever heard.
If we are going to have light rail it should be on the existing railway track. There should be an option showing this. Where is it ... it should be sent back to the drawing board instead of, as usual, the State government selling us an option that helps only developers and not the people. Has anybody warned the shops in Hunter Street that they may as well pack up for a couple of years while the building(?) of the light rail down Hunter St takes place, if it takes place at all? Look what's happening in Sydney with George St.
It doesn't really matter what I think. It is all cut and dried by our Sydney Urban Growth minders. Bring back people such as Paul Broad who Does care what happens to Newcastle. Greedy developers will have their way regardless.
It wastes the already-existing railway resources. People can walk along the foreshore in any case. Just build a few more bridges over the railway line. Ban cars in the CBD
keep as much as possible of heavy rail corridor as public open space - revitalisation should be limited to redevelopment of existing (empty) buildings and existing building spaces
Keep the rail corridor for the railway
Keep the rail working for a quicker trip to the cbd
Keep transportation in the heavy rail corridor. Provide new carriages, when made for Sydney. Provide fast rail between Newcastle station and Sydney Central.
Lack of direct heavy rail connectivity to Newcastle Station and lack of attention to the preservation and maintenance of important heritage buildings including the Newcastle Post Office, Court House and Newcastle Railway Station.
Leave the heavy rail corridor as a transport area for the people.
To free Hold title the railway ground would leave Newcastle debit, and give an easy credit to the Liberal Government and the Developers and poor transport.
I do not want a light rail down Hunter Street.
LEAVE THINGS THEY WERE BEFORE HEAVY RAIL WAS STOPPED
Let me begin by saying that I was in favour of truncating the line. My understanding was that the rail corridor would become a light rail/cyclist pathway, an open space to allow free pedestrian movement from Hunter Street to the waterfront. I still think that is the best alternative. I am strongly opposed to ANY building on the rail corridor . Also, I think it is a folly to take the light rail up Hunter Street-- the additional costs, the upheaval during construction, the loss of parking, loss of potential for excellent cycle path way are all clear arguments against doing so. Also, there are no clear benefits to the businesses in doing so. These factors make me suspicious of the motivations of the decision.
Light rail along Hunter Street does not automatically revitalize city centre business or foot traffic, merely adds more disruptive traffic, esp if you take the bus terminal away. The 'linkages' to the harbor or not linkages at all if high building are going to swamp the rail corridor. The city has a perfectly workable light rail corridor behind Hunter Street which could be Newcastle's 'Low Line' equivalent of Sydney's new 'Goods Line' and New York's 'High Line', with or without a light rail inclusion. Students could flock to the new University space and shops etc. (whereas the perfect rail station opposite the new space has been closed down!). The closest of the previous models would be Nr 1, but only if the light rail also used the rail corridor, with the tram using a tunnel to cross Stewart Avenue, which remains the single greatest, unsolved bottle neck in all the proposals.

light rail in hunter street.location of interchange
Light rail should be along the existing corridor
Light rail should be put down the existing rail corridor
light rail should go along existing rail to stop congestion of hunter street
Light rail should go into the existing heavy rail corridor. It is ludicrous to suggest that we should spent considerable extra monies to move the rail line some 25 to 30 metres to the south. Use these funds to 'revitalise' other areas of our beautiful city. Also it is ludicrous for people movement to only have 'one' line of track up Scott Street to Pacific Street. Going the extra 150 metres from the Newcastle Railway Station to Pacific Street to 'supposedly' get people 'closer to the beach' is laughable. Thousands of kids have been getting off trains with their surfboards, etc for thirty or more years. The proponents of all of these deliberate 'corralling' alternatives should all be 'damned' for their deliberate 'con' on Novocastrians.
light rail should run on the existing rail corridor not hunter street. no high rise buildings in the east end ,west end no problems.
Look back at previous comments.
Loss of direct rail will have long term ramifications for ease of access to the city centre. The rail corridor should not be built on.
The light rail should run in the rail corridor so Hunter St is not crippled with traffic and reduced parking.
Mainly because the railway land is being wholly or partly taken from public ownership and sold off. Secondly the transport advantages of the city rail is removed and replaced by expensive or less effective alternatives. I also see this as a cynical assets grab to send the money to Sydney to be used outside of Newcastle. Where is the fair share of the money from the privatisation of the Newcastle wharf gone, why do we need to sell even more Newcastle assets keep it public. Also what of the rail corridor further west?
mainly i think the rail should be promoted as a feature of the tourist potential of newcastle.How many cities would like to have an asset such as this right in the centre of town-i,m thinking there would be a lot,and i'm sure all the people who are going to move into the city will need it as well.
Maintain heavy railine to Newcastle Station. Do not restrict vehicular on Hunter Street with tram tracks.
Many of the ideas are excellent however I have a strong view that the light rail should follow the previous heavy rail corridor. I have noticed that car traffic into Newcastle has increased since the removal of heavy rail and adding light rail to Hunter Street will cause more congestion instead of improving access to the CBD. It will also reduce opportunities for safe cycling as a transport option.
More of the corridor should be used so as to not impact on Hunter St and truly connect the city west and suburbs with the harbour for short and Nobby/Newcastle beaches.
East of Wolf St there is insufficient room to fit 2 rail tracks and 2 traffic lanes.
There needs to be a holistic approach to connecting the community with the harbour and beaches.
State transit, Urban Growth and NCC need to lift the hatch on there SILOs come out into the sunshine and work together for the city and the Hunter.
Without The Store Site on the west end to better develop the interchange I afraid all the effort will be waste with a track leading to nowhere.
Need an option for existing rail corridor to be used for light rail. Will also be able to include increased pedestrian access and green spaces linking Hunter St to the harbour.
needs to be maintained as a transpport corridor.
Newcastle has been destroyed by moving events from the Foreshore to Honeysuckle and by removing the railway system. As a family we don't go in there as much now as it is harder to park, more crowded as everyone is squashed into a smaller area and inconvenient if we were to get the train or bus with a pram.
No indication of building heights. No recognition of heritage landscape.
No train to inner city. If no train then light rail to stay on rail corridor.

None of the options present a method for people coming from Sydney and up the valley to travel by train right into the harbour and beaches. Those are our two existing best assets, and the overall approach to people getting in their is made more difficult, not less difficult.

None uses the common sense route of light rail along the existing rail corridor. All are politically motivated by a Sydney-centric government, without regard for either financial or local issues.

Not listening to what the community really wants....I would like to know who picks the 500 or so people for the interviews on the phone etc.....That doesnt state everyones opinion....PLUS WHO DOES SELECT THE NAMES for the interviews

not one has a complete safe cycle network or integrated fast public transport. Remarks of Charles Komanoff Bicycle Education Leadership Conference / League of American Bicyclists New York City • May 3, 2005

There is nothing ailing the world that can't be helped by more bicycling. Name your favorite, or unfavorable malady, and I'll tell you how more cycling will help:

Global warming (climate havoc)?, Peak oil / oil depletion?, U.S. collaboration with despotic regimes that spawn terror?, Traffic gridlock?, Urban decay and community disintegration?, Disease and disability?, Exploding medical costs?, Youth alienation?, (Ask for volunteer maladies)

The world needs more bicycling. Bicycling needs more bicycling, as I explain later. My point now is to broaden your mission; to expand it from safe cycling & effective cycling to more cycling. Because more cycling is good for your town & our planet AND it's the best way to get to safe cycling & effective cycling.

Let's begin with a few key questions. 1. What is safe cycling? 2. What is safety? Is safety not part of something larger, called health? My pole star for these questions is the noted policy analyst Mayer Hillman. In a landmark study for the British Medical Association, Hillman found that the health benefits of regular cycling, in terms of life years gained, far outweighed the actuarial loss of life from road accidents. Even in Britain's anti-cycling road environment, Hillman found, each minute of lost life-expectancy from the increased probability of crash injury or death to some cyclists was offset 10-fold by the increased longevity from improved cardiovascular health of other cyclists. Let me put this a different way: Hillman demonstrated the risk of not cycling. This is not just a rhetorical point — though it's very effective rhetoric, as I find in conversations with non-cyclists here. "How can you ride a bike in New York City?" they ask, and I say, "I couldn't live here if I didn't ride a bike." "Isn't it dangerous?" they say, and I say, "It's dangerous not to," and then I tell them about Hillman.

There's a further point, just as important — for us — as Hillman's. It's the benefit to cyclist safety when more people cycle. Cyclists like having other cyclists around. Not just to lend a wrench or help fix a flat, but for a far bigger reason: our larger presence on the road compels drivers to take notice of us. Researchers in several countries are documenting, and quantifying, this safety-in-numbers effect: they're observing a "power law" relationship of approximately 0.6 between cyclist numbers and cyclist safety. What does that mean? It means that the probability that an individual cyclist on a particular road or in a city or region will be struck by a motorist declines with the 0.6 power of the number of cyclists on that road or in that region. Maybe I should give an example. Say the number of cyclists triples. Since three raised to the negative 0.6 power is roughly one-half, each tripling in cycling volume brings about a halving of each cyclist's crash risk. Now say the number of cyclists increases nine-fold, that is, triples twice. Then each cyclist's crash risk is halved twice, i.e., it falls by three-fourths. Safety-in-numbers means that none of the things we talk about for individual safety — helmets, blinkies, Effective CyclingTR — will improve the safety of the individual cyclist as much as increasing the number of cyclists on our roads. That's why I say that what bicycling mostly needs is... more bicycling.

One way to achieve the "numbers" part of safety-in-numbers quickly, is by promoting and participating in the worldwide monthly cycling event known as Critical Mass. What makes Critical Mass feel so good, even magical, is the chance it offers to ride a bike without being swamped by a sea of cars... the chance to enjoy the astonishing fact of navigating a city under your own power... the chance to transform the motorized craziness of the street into something gentler. And it's all because of safety in numbers. But safety in numbers works both ways: Critical Mass is generating new energy for cycling. Bringing in new riders. Providing training wheels, if you will, for cycling wannabes who find solo bike-riding too daunting. Creating a

buzz for cycling. Providing a venue to dress up one's bike — a "pimp my ride" for cycling. Getting cycling out of its geek ghetto into someplace more appealing to the 99% of people who don't consider themselves "cyclists."

In this context, it's quite an irony that in the city where we are meeting today, the Mayor and the Police Department have recently undertaken the most brutal, expensive, and extravagant repression of Critical Mass ever, anywhere in this broad, and ever-broadening, land of ours. Don't think for a minute that this is some crazy New York aberration. Today New York — tomorrow Austin, or Ann Arbor, or San Francisco. The hysterical persecution of Critical Mass that we're seeing here is not about cyclists running red lights or "blocking traffic" or inconveniencing motorists. It is nothing but a moral panic about cycling — the same demonization that occurs and recurs across America, whenever drivers feel entitled to imperil cyclists for taking up "their" space; when radio shock-jocks urge listeners to run cyclists off the road; when municipalities ban cycling in their central districts, as many towns in this state and elsewhere have done. Why cyclists? A more harmless group would be hard to find. I suspect it's because of our harmlessness — we're the scapegoats for the bad conscience of a culture that knows, on some level, that it can't continue on its present path. We demonstrate the alternative — so we can't be tolerated. A society in denial simply can't stand to see us. The real problem we face is not poor visibility or bad signage or insufficient skills or inadequate equipment. The problem we face is... hatred. We need to recognize that initiatives for individual safety can only go so far ... and must be complemented, every step of the way, by the political and cultural struggle for social recognition of cycling as a legitimate, valid and valorized way to get around. (Ed's note: For Australian Wheels of Justice bike group, striving for similar goals: <http://www.woj.com.au/>)

So I'm happy to report the Bicycle Federation of America is incubating a new project aimed at transforming the prevailing paradigms of American traffic law and culture: at moving from individual safety to social safety, and from traffic safety to traffic justice. For now, I urge you to go back to your communities with the knowledge that teaching people to be better cyclists, while helpful, isn't enough. All of us need to work as well on getting more cyclists on the road, and simultaneously widening the discourse of cycling advocacy and safety to include justice. The contemporary historian Benjamin DeMott tells us, "Great causes nourish themselves on firm, sharp awareness of the substance of injustice. The country's very foundations, indeed, lie in clearly defined understanding of injustices."

For too long the approach to Sustainable Lifestyle by govts has failed. Our community deserves a Healthy Sustainable Lifestyle and we will except nothing less. Healthy sustainable cities by promoting safe active transport culture (combine walk, cycling, bus, train with appropriate higher density infilling of cities to stop urban sprawl and car addiction). Cities focused on people, not on cars spewing out toxic exhaust emissions (asthma and cancer causing), creating danger, obesity (sedentary travel) and climate change. Safe, efficient, equitable, ethical, socially just transport for all (pedestrians, children, disabled, blind, wheelchair, cyclists, motorists, etc.), not discriminatory. Since the 90's car culture has stopped generations of kids that have lost their mobility of walking/cycling places. Curtin uni has done a study that show the infrastructure costs for a new suburb are \$684,000 per dwelling (Curtin_Sustainability_Paper_0209). Putting this money to infilling the city, will also make Newcastle a safe cycling tourist attraction, which will bring many visitors and to town.

The entire approach to road safety must be turned around to a strategy of Road Danger Reduction.

The current small changes proposed will see our Community get more obese. The Gov's have an obligation to create a safe city for people not cars. We must plan for a "Safe Active Travel 30 for 30" concept. Safe Active Travel 30 for 30 means by 2030 we should have 30km/hr local speed limits and trips : 30% public transport, 30% active transport (walk, cycle) and 40% the rest. We must aim for high targets and for the long term because we have lost so much ground in the last few decades of urban sprawling car culture. So the local speed limit needs to be 40km/hr across the whole NCC area NOW! Then lobby RTA for 30km/hr for world's best safe practice in Europe. At the moment 40 and 50 zones and school zones are quite confusing so to make it simpler and safer, a 40 limit is much better. We must match funding for the targets so 30% public transport, 30% active transport (walk, cycle) and 40% the rest means the money is split this way. Even though NCC has little say in state public transport, they need to fund active transport modes of combining walk/cycle with public transport. Otherwise spending money on the way travel share is, means more roads and more cars. Need heaps more pedestrian crossings across all main roads so even cyclists can walk their

bike across a road, also gives peds/cyclists priority. Block off more local roads to make cycling more convenient. Block off Hunter St to cars, let them go down King St. Every bike/pedestrian route must feel safe for 90% of 10 year olds to travel by themselves. Safe routes to schools must be a priority to get kids healthy and stop them costing our country \$billions of health costs later.

Need to stop driving most kids to school. Need to stop the car culture of mothers accidentally killing their own toddlers (like on 27th Sept 2011 in Australia) while backing their car out of their driveway. Wever Governments and authorities continue to bow to the car lobby and let car culture thrive, more road death will occur when they could help Newcastle to be the safest, nicest, friendliest (no road rage, etc) city in Australia.

Remove all pictures of bikes causing road rage, crashes confusion on the roads NOW! Stop the wasteful money on narrow bike lanes (These rely on cars being parked touching the gutter and people checking before opening their door. But too many bigger SUVs, trucks and people not checking before opening doors mean this is not a safe option to entice the 30% of people . Sure it may entice 5% but this target is laughable, we need proper sustainable 30% target). They are not a success if we double cycling because of them. We need to get all people walking/cycling, even the ones who are very scared to walk/cycle because of the cars. Bikes and pedestrians should be separated, because similar conflict arises when numbers are large. We don't want safe cycleways clogged with walkers, and people find it more convenient to drive a car. Must make walk/cycle/public transport more quicker than cars for all short trips.

Increasing walk/cycle/public transport means reducing car trip for the same amount of trips. This is a fact . Lets not try and keep motorists happy with how they are going. Many motorists must be kicked out of their cars for most of their trips and only then will they realise the light on the other side, and the

Happy and Healthy Sustainable Lifestyle is now for them. The car culture and advertising is a hard thing to fight, but we must!

Cycle routes on their own don't create mode transfer from cars. All roads must be safe for walking and cycling and the use of private motor vehicles must be strongly discouraged. Planners must look to walking and cycling as the primary modes of transport for everyone. Public transport must be seen as the secondary modes, for longer distances. Cars must be seen as the last resort. All council policies must be audited for their transport implications. Everyone must have the choice not to own a motor vehicle.

With the increase in car dooring accidents as a result of cyclists riding too close to parked cars and in the drivers blind spot we should consider not supporting bicycle shoulder lane markings in parking lanes and rather place the bicycle symbols at the right of the edge line and encourage cyclists to utilise the parking shoulder lane when its safe to do so as a courtesy to other road users. There are a lot of crashes from motorists not seeing the cyclist until the last second and they clip the cyclist when passing them. This is due to motorists travelling too close to the car in front and the cyclist being squeezed out of sight. The 1st motorist sees the cyclist and squeezes past him without changing lanes. The motorist following the first car thinks all is OK (nothing is ahead to dodge) until a cyclist appears too close on the left. The engineering solution to the clipping a cyclist when squeezing past them is to either cause the 1st motorist to change lanes (which signals to the following car that something is ahead) or to have proper 1m clearance zones between cyclists and traffic lanes.

Dedicated Bicycle Lanes should be constructed in accordance with World's best standards (E.g. Dutch):

- clearance to pass the open door of a parked car in the adjacent parking lane without leaving the bicycle lane. A 1 metre separation is desirable.
- lane widths that are adequate to carry the anticipated bicycle traffic, that continue through intersections
- a safety separation strip between the cycle lanes and traffic lanes on any road with a posted speed limit above 70km/h to provide a buffer between moving traffic and the cycle lane.
- a safety separation strip between the cycle lanes and traffic lanes on any road to provide a buffer between

moving traffic and the cycle lane. This should be at least 1 metre, because "1m matters" (Amy Gillett campaign)

(Unfortunately the relevant sections of the RTA/RMS NSW Bicycle Guidelines, the AustRoads guidelines of 2012 (<https://www.onlinepublications.austrroads.com.au/items/AP-G88-11>) do not meet appropriate safety standards for 13 year old children to feel safe in "marked bike lanes" that put them in positions of hitting car doors, or cars passing them on their right too close)

Many motorists will believe wherever the bike symbol is placed, that is the place where cyclists MUST ride their bike over the symbol painted on the road. It is confused as a bike lane. So all the problems associated with "Road Shoulder Lanes" below exist, even without edge lines. The bike symbols are very confusing, most motorists don't think it's a bike route marking, they think it's a bike placement marking (where you should ride your bike). Bike route signs are not confusing. Bike symbols create confusion and road rage.

Bicycle symbols in shoulder lanes can even be counterproductive as they give cyclists the impression that it's a safe space to ride and motorists the impression that it's a bicycle lane and cyclists should not be in the traffic lane. And they can give an impression of safe passing distances (of motorists passing cyclists) well less than 1 metre.

Each and every day roughly 500,000 citizens choose the bicycle in Greater Copenhagen. www.copenhageneize.com highlights who they are, why they do and how it was made possible.

Forty years ago Copenhagen was just as car-clogged as anywhere else but now 37% of commuters crossing the city boundary ride bicycles each day. That number rises to 55% in the city proper. Copenhagenizing is possible anywhere.

Please DON'T waste the existing rail corridor, and fuc... Sorry stuff up Hunter street. There is no reason why quality, and appropriate scaled development can't be built over light rail in the rail corridor. Don't beleive me? North Sydney. The light rail should/ must come along the existing rail corridor and if necessary re-align around Darby, or Crown Street, then I like much of many or your proposals.

Prefer a combination of 2 and 4 with more dining choices in Newcastle Railway Station

Put the light rail donw the existing rail corridor. You an still have greenspace & light rail in the same zone.

Rail corridor should be mintained in its entirety and rail line used for new transpoert solutions that are seamless for egress to and from newcastle station. This corridor has always been nominated and given as secured as a protected caveat for public use. development can be over or arround rail corridor should be protect for future change in needs and to accommodate movement of large volunmes of people when required eeither with population groth or emergency

Railway corridor should be used for train service.

Replace the existing rail

Retaining light rail on the existing corridor is my preferred option - none of the options presented are inspiring enough to make me change my mind regarding this.

Return the the trains to Newcastle Station

Somewhere between 2 and 3 would be my choice- there is a big jump from 2 to 3 in the amount of community use areas. Something that has the west end use but a few more links across the green space and makes good use of the old wonderful rail station building. But leave out the middle bits around the civic area- this is an important 'cultural precinct' and opportunities to enjoy that should be added.

Taking out the rail makes no sense. Putting the new tramway anywhere but along the old rail lines seems a crazy waste of money, travel space and parking space.

Taking the rail away suits no 1 who uses pt i have been disadvantaged my tenant has been disadvantaged & lots of other i know the same access to waterfront could have easily be a barrier arm the same as other crossings lack of parking is a major problem i think people expect to pay 4 parking in the city why not buy 1 ticket for all locations because people go to different locations very frustrating geting tickets when 1 ticket could cover all people dont like getting fines 4 being a bit late puts them off coming to city

TH light rail in hunter St will be a debacle - loss of space for cycleways, loss of kerb side parking and impacting on traffic flow. The rail corridor free from development to allow restoration of mass transit heavy rail which will be needed to service the NewSpace campus and other new development.

the basic premise for all of them is wrong. Spending a lot of money on a light rail for 4 stops is madness. Just window dressing. Pulling up the existing rail is madness too but replacing it with the light rail is compounding the waste of money.

If a change is needed then an integrated transport plan must be the first and that would include buses that go to other places other than to businesses, EG the beaches, the foreshore, the hill, the sports grounds etc. A circular route would be ridiculously easy to design and may work well. Even a free travel area as has been used before.

The paid parking currently used every day is an indication of the problems caused by cars there.

Putting big development in the east end is not appropriate for there and is just a money making scheme. There are plenty of areas just several minutes away that would suit in my opinion. Trying to make a big Sydney development is not suitable for the scale and population size of Newcastle.

The current rail corridor should be used for the light rail. Cost efficient and still allows revitalisations. Avoids congestion on Hunter/Scott streets allows development of cycle ways etc. Still allows connectivity between harbour/foreshore/revitalised areas including law courts and uni. Can still have Newcastle Station as a destination with heritage conservation and modern utilitisation. Not a fan of produce markets in Newcastle Station. It deserves better.

The current rail corridor should remain as the route for the proposed light rail. The proposed models will result in traffic congestion in Hunter St as well as along the already busy King st as driver try to avoid Hunter.

the entire areas are within minuts of beaches, recreational, dining, entertainment and play areas already. why do we need more? Traffic has increased since the rail line closure, so this indicates that the closure was not the best decision ,made.!!!!!!

The existing rail corridor must be used for public transport. Locating light rail to or increasing public transport in Hunter St will create traffic chaos.

The existing rail corridor needs to be kept as a transport route, whether that be rail, bus, cycling, or pedestrian. Once it's gone we will never get it back.

the existing railway transport corridor is deleted with no real intention of effectively replacing the existing transport links.

The failure of each and every option to show the rail corridor as a transport corridor demonstrated the total bankruptcy of the proposals and the total lack of vision of what is wise use of public money delivering the most for the most in the community and for the most vulnerable. I would imagine that your proposals mean you have failed to consider the needs of the frail aged and the Wheelchair bound people in our community. Most people fail to even consider them until they find themselves in a wheelchair for a season. Just to demonstrate most wheelchair accessible foot path modification are too steep for many wheelchairs as the driving wheels of the wheelchair often become out of contact with the road surface; as well the footrests on many wheelchairs come in contact road surface as well at such locations. The best option is to use the rail corridor for a train/tram service (many European Cities do this well) with an open track that is a paved or grassed track area for pedestrian use. If there was need to build over the track then this could also be done as it has been done in many places in the Sydney area. The Buses should not duplicate the rail service by running on the roadway adjacent to the track But should feed the rail line (Perth WA is now doing this quite well but that was not always the case) Both Transport and parking are keys but after that the need for a strong development of family friendly business need to be established and not just the lucrative hotels, bars and such like places. The over emphasis of the alcohol trade has cause most of the problems in our city because the main entertainment is alcohol based and as such this feeds the eruptive anti social behaviour around our city that keeps many decent people out of the city at night and some weekends. New plans are required and with the Government attempting to have a bill to remove the rail line totally and the statements that sale of some land will be needed to be able to deliver a revitalisation program put great suspicion that this whole exercise is smoke and mirrors for a plan not yet disclosed. In other words I do not believe the truth is here; as there are far too many contradictory statements being made in different area.

the first - with its green space along the whole length of the corridor needs to be married to the element in another that showed the extended the open space at Hunter Street eastern end. None of them recognize Cottage Creek riparian zone that should be at least 10-0m wide and with some great design/thinking incorporate the once busy small marina that used to be housed there and vegetated along a "rocky shore line". This elnds itself to allt he open area dining / recreation/entertainment you can imagine WITH an underpinning estuary focus. Currently all ideas show the area as a narrow line between developments. Also the Hunter Street corridor is not detailed enough.

The heavy rail corridor should be used for light rail from Broadmeadow to Newcastle stations while incorporating green space and access to the harbour from Wickham to Newcastle stations

The ideas proposed encroach on the existing transport corridor and destroy its future potential for restoring heavy rail to Newcastle Station or for other future transport options. This transport corridor is of great present and future value to our community and should never be compromised. These proposed ideas would deliver long term pain for no community gain.

The light rail is located in totally the wrong place, and the transport interchange is located in totally the wrong place. It (interchange) needs to be at Woodville interchange where the old gas works, etc was located, and there's room for a large bus depot adjoining the rail terminus. Light rail could go from there all the way around the city, gradually expanding to fill the whole city & suburbs.

the light rail or whatever it is should not go along hunter street

The light rail should follow the existiting rail corridor with extensions from Newcastle railway station looping to both Nobby's and Newcastle Beaches.

the light rail should go down the corridor and the green aspects not be bargained away for development. All transport between west End and east End will be catastrophically bottlenecked at Civic otherwise.

The light rail should run on the existing rail corridor

The linking of development at the Newcastle Railway Station Site and the increase in mixed use development along the railway corridor is wrong. The development and utilisation of the old station site should be a given and the amount of development along the corridor either minimised or avoided totally as originally assured to us by the government.

The old rail corridor should become the pathway for light rail and bikeways. Totally stupid todoanythingelse.

The people of Newcastle voted in 4 liberal members in surrounding electorates in the previous election based on the Revitalisation and renewal of Hunter St with the rail line still operating. Almost all the development applications were approved with the level of transport support in place. Since Urban Growth has come to town and with the support of the Department of Planning & Infrastructure there has been no revision of the transport needs. It is obvious that putting light rail down Hunter & Scott streets will create traffic havoc and not cope with volume for example where 4,000 students stand whilst they wait for the light rail to stop outside the new university building. If you start at the Woodville Junction Hub and just use the existing stations, think about the facilities that currently exist and the proposed developments. Private enterprise has already made their investment decisions.

The proposed ideas remove the railway from the city centre. This is just stupid. A major city needs to have a rail connection with the surrounding country towns and Sydney. Putting the tram lines down the streets would be costly, disruptive of local business and drive shoppers to the malls in the suburbs. The removal of the railway has been a major disaster, reeking of corrupt politics and backhanders. Please restore the railway and get Newcastle back on its feet. Or at least put the light rail down the existing tracks, a cheaper and more friendly option than any of those proposed.

the rail - heavy or light - should run on the existing corridor, not on Scott street

The rail corridor should be retained for rail or light rail with greening of the remainder of the land. No buildings!

The rail corridor should remain a corridor for future transport needs. I don't mind it being used for light rail and it can be diverted onto Scott St for re-use of the existing station. But to re-route the light rail down Hunter Street does not make sense to me. If developers get their hands on the corridor it will be a disgrace

The rail line should be terminated at Civic. Termination prior to the area of highest future demand - Civic Theatre, Courthouse, Uni Campus, etc is insane. Light rail should link Hunter St, Beaches, Darby St, Hamilton, Stadium, Westfield Kotara and JHH.

The rail should be retained or at a minimum the corridor should be used as green space and light rail pedestrian or cycle ways. The thought of construction a new line including shifting utilities, reconstruction of road pave, nets etc is absolute madness and a waste of public funds Those who advocate all the current proposals are those that initially said the corridor would not be built on REMEMBER

The train needs to be re-installed on the existing rail line.

The tram line should be on the heavy rail line. It does not make sense to spend so much money installing the tram on hunter st. It will be slower to build and use and will cost a great deal more.

The focus should be on an excellent terminal with good transport connections. Excellent connections to the waterfront. Useable public space.

The government should limit commercial development to the areas where the work is required to assist the function of any development meeting the above criteria.

The. Light rail runs through an already busy Main Street. Why not run it through the existing corridor. The traffic flow has already been choked with the addition of the bathers way. Building these great assets will only bring more people into a congested road network.

There is no provision for easy access via public transport and NO planned parking.

There are elements in each plan that are good but not all in the one plan so choosing one option over another would create a false positive.

There is too much development proposed with a big row of buildings along the rail corridor. The public transport is poor. If there has to be a light rail then it should be along the existing rail corridor. This has not been presented to the public as an option and I resent this.

There should be no development on that rail corridor. If the normal train service is not to return, then that route should be used for the light rail and dedicated cycleway (not a green line on the edge of the traffic) and green space. The light rail down Hunter Street is much more expensive as it does not make use of existing facilities but necessitates making a new route. It will create more traffic problems, less parking, and is unpopular with business owners.

They all allow private developers to benefit. Keep it all public land. However doing this will probably have the interesting side effect of everyone losing interest in it.

They all compromise the ability to reinstate intercity and regional train services at some future time. Other cities that have made this same mistake have had to spend many millions of dollars to reacquire lost corridors. We shouldn't make the same error - if the current government isn't prepared to reestablish these services, we shouldn't be compromising the ability of a future government to do so. In Fremantle, a rail line (to Perth) was able to be reestablished ten years after it was cut (when they realised what a poor decision they'd made in cutting it) because the corridor was retained.

Option 1 is the least worst of the options offered, but none of them is as good as reestablishing the lost rail services.

THEY ALL DESTROY THE ONLY MEANS TO GET TO THE FACILITIES PROVIDED

1000 ? DWELLINGS = THOUSANDS ? CARS AND ROADS CLOGGED BY TRAMS. CONVERTS THE INNER CITY AND ITS BEACHES TO ? SLUMS

They all eliminate the direct rail service to our Capital City where the State Government spends most of the money sourced from the Hunter Valley & Newcastle without a democratic consultation on the destruction of this great asset.

They all lack long term vision and prosperity. The greatest attraction to 'Newcastle City' is its proximity to the coast and waterfront. This needs to blend with an outdoor shopping culture experience. Examples of this would be Manly NSW, shopping precincts like Robina and Harbour Town in QLD. Yes, we could have the Newcastle Train Station full of the Hunters fresh produce, but Newcastle novacastrians deserve better than this. As a born Novacatrian, I would like to be proud to show any potential visitor, overseas or interstate, that we have more to offer than a suburbia shopping experience like Garden City Kotara, or Charlestown Square. Take a good look at what is happening in Sydney City waterfront locations !

They all move the rail line to Hunter St which is an enormous waste of money. None of them address efficient and cost effective public transport into the city.

They deny the opportunity to use rail line for transport as heavy or light rail. None indicate the reality of transport interchange and traffic difficulties at hanell st.

They do not provide for the 150,000 people of Newcastle. They are just interested in the 4000 city centre people

They do nothing to reduce cars entering the city. They sterilize the opportunity for mass transit down the railway corridor. An inter city connection reducing travel times between Newcastle and Sydney is forfeited. There is an emphasis on roads and parking rather than a viable public transport. Proposals for the Newcastle Rail Station and Bus terminal seem temporary (as temporary / ephemeral as any other market in Newcastle - as if the area has some other plans for the area not talked about.

Those ideas are leading and leave no room for other ideas.

To create these green ways for people to access where is the parking people don't want to pay parking to go somewhere to walk along a green strip apart from Newcastle Beach Newcastle has no attraction at all to visit !!

Too much built features. There should be no large buildings in the corridor at all other than a decent facility for entertainment. We need a facility larger than the Civic Theatre and and less ornate but that looks like it was finished unlike the warehouse at the showground. That place is a joke.

too specific

Traffic congestion, lack of parking, inadequate transport. Return railway!@!!

Transport must be kept in the corridor and landscaped

Urban growth is an ethically corrupt body with a dual role of developer and planner.

The plans are derived from the wrong starting point. They are small minded plans that have duded Newcastle.

use existing rail corridor for light rail - also transport hub previously suggested for Newcastle West totally inadequate and doesn't address added transport issues i.e. taxi ranks, buses, parking etc.

Utilise the existing rail corridor for light rail still allowing for major cross-over and access points.

Refurb Hunter street as a more pedestrian and bicycle-friendly space including green space. Please remove the busses from Hunter street. they are noisy and take away form any enjoyable pedestrian / cycling experience. use the amazing old Store building as a major interchange / mixed-use business and accommodation space. also the old museum. Make people friendly improvements to what we have.This will also assist with growing numbers of students and residents. Better walking and riding along with light rail will reduce use of vehicles. Please don't make Novocastrians wait another 20 years for something that is less than effective from a people point of view.

want the rail back. was the worst decision government ever made. it now does not have new people going into town,because it terminates at Hamilton. no where near newcastle

We already have a rail corridor for public transport. Commuters are frustrated enough without creating more problems by putting a light rail down Hunter St. (We will become Sydney if that is the only solution, and that is not a good solution) Why is no one listening to what the people want? just to solve GPT's 'problems'?

We are not interested in a light rail connection. DIRECT public transportation into the CBD is the ONLY acceptable option. I don't want to swap and change and go through multiple transport types to get to a place I would have directly accessed at one stage.

We had been told that there would be no development on the rail corridor, all of these plans include development

We need that railway line and faster connection to Sydney. Honeysuckle isn't finished yet, sort that first and get some jobs up here. This is a terrible place for professional people to find work. Can't get to Sydney for work so might have to move soon.

what I don't like is being "socially conditioned" to vote on something we don't want

What is the 'mixed use' opportunity that continues to be mentioned. Without the specifics of what building codes will be used, the plan is unable to be assesed.

whatever we do, I think we need public transport along the rail line. Putting public transport down the main street leads to further congestion, which is already problematic, particularly on weekends, particularly in summer.

Where is the "unique historic city" it already exists just keep it low rise. Put light rail on existing track. Have any of these planners any idea of the assets here? Could be an international tourist destination. Apart from parts of Fremantle and Hobart our history has been obliterated. This is a unique opportunity to preserve restore and promote not overpopulate and obliterate in the interests of developers here and abroad and the goverments damaging acceptance of 300,00 migrants a year. Unsustainable . How can you plan a lunch when you don't know how many guests . Let alone plan cities. A moratorium on hyper migration might help planners.

While there are some good aspects to all the options, the areas I disagree with are:

* The rail corridor as greenspace particularly between Worth Place and Brown Street will not provide attractive space and will invite vandalism due to its enclosure between existing buildings.

* Connectivity can be maintained between the city and the harbour whether the light rail is in the railway corridor or on Hunter St / Scott Street.

* The existing railway corridor is sufficiently close to Hunter Street for customers to use the light rail to access the businesses without needing travel past the front door.

* Locating the light rail on existing road network will reduce its capacity, impact on parking with consequential impact on the main street businesses.

* The city doesn't need additional large parklands on the waterfront as foreshore area provides large open spaces. Removing the heavy rail and associated stabling areas and replacing with light rail will provide an open corridor sufficient for smaller parks, cycleways and connectivity between the harbour and the city.

* Opening the heavy railway corridor to development just provides cheaper development opportunities directing private capital away from renewing / rehabilitating the existing building stock.

why not restore the railway along the existing corridor, with more options for access by cars and pedestrians across the railway line, either by high level or subterranean crossings. There is much said about what is happening in the CBD. I contest this was already happening in an organic way, and certainly have seen civic amenity decline since the abandonment of the rail service.

Any first-world city worth a crumpe is enhancing existing transport options, not cutting them off.

I find all the proposed options offensive, because they are limited and beg the vital questions about the future development of Newcastle as a great place to live, work and visit. Which it is already and will continue to be with a bit of balance, imagination and concern for its heritage, aesthetics and amenity.

With the new University and no parking poor public transport I can only vision a City packed with cars and no parking spaces, a frustrating place to stay away from.

Without the heavy rail I can only access the city by car. Many others are in the same situation. I need one continuous mode of transport from Maitland to the CBD.

Without the main rail more people would try to get into the city causing more congestion and fumes. I expect the city would be happy with the increase of parking costs that will in turn put a lot of customers including tourists from coming into the city, and that would be a great shame.

Wording too generalised & vague! What is an "enterprise" adjacent to the station? What is "mixed-use development" etc?!

You are not listening to people. We need additions to the existing public transport, not removals. Our roads are gridlocked in peak times. Take a look and give people an alternative.

you can't get to town to enjoy them not enough free parking no trains to the top of town it is all a waste of money when no one will come

You have not offered any integrated transport with any of them. Newcastle is a peninsula with only 3 main roads coming in. You have taken away a major transport corridor and with all this increased activity you are going to increase substantially the traffic. It is already a nightmare travelling the roads with a car as it can be very slow. However, I usually ride a bike, and that is proving to be extremely unsafe. I have to resort to footpaths and pedestrians do not welcome that.

I want to see very good public transport into the city and its surrounds, and not just buses that make the roads slow, and also make the roads unsafe for bikes.

Use the corridor for transport.

You have taken out a working rail system and given us a number of options which appear nice but are aimed at freeing up railway land for high rise development.

You state that with Greenway ,open space "could " be established. Nothing is promised in any of the plans except more buildings

you've got buildings on the rail corridor! we don't want ANY buildings on the corridor. When the trams went down Hunter & Scott street the traffic was a nightmare for cars & trams & pedestrians got hit & killed. Speak to some old people that remember

Appendix J - Civic Link

REASONS FOR SUPPORT / OPPOSITION

Q15: Level of support	Q16: Briefly, why do you feel this way?
Strongly opposed	Access to the harbour front can be provided by under or overpasses with escalators or travelators as appropriate. Some simple landscaping using more eye-appealing fencing would open up the view just as well.
Strongly opposed	Active transport corridor is a misnomer here. Active transport is pedestrian and cycling and that is impossible with this design. I am in very much in favour of a North-South connection here but not at the expense of removing the inter-city rail line. The rail line could either go below ground level or a proper overpass should be built with well-designed cycle and pedestrian facilities.
Strongly opposed	Again BRING BACK THE TRAINS
Strongly opposed	All that work and disruption for views of the harbour please,,,,,
Strongly opposed	Because this is a functional railway station. Put the rail back in. And perhaps purchase some of the UGLY buildings beside it for knock down if you have to open that space up. As the picture indicates - we can have open space and transport together.
Strongly opposed	because the heavy rail should continue to at least Civic. see earlier comments re Uni and other major employers and entertainment
Strongly opposed	Buildings on railway corridor.
Strongly opposed	CIVIC STATION IS REMOVED. IT HAS AN APPEAL THAT RELATES TO IT'S DIFFERENCE TO THE SURROUNDING BUILDINGS. IT IS ALSO FINE IF THE TRAM IS NOT ON HUNTER ST AS A COVERED STOP. I WENT AND TRIED TO ALIGN THAT VIEW CORRIDOR IN THE PICTURE IT IS A SERIOUS STRETCH VISUALLY.
Strongly opposed	Civic Station needs to be retained.
Strongly opposed	Civic station should be retained and used for the Light rail to run on the existing corridor
Strongly opposed	could of had the same without removing heavy rail
Strongly opposed	Creates congestion and angst for everyone! All this can happen & still maintain the mass transport system that did exist before Urbane Greed or the State Government's dirty tactics.
Strongly opposed	Developer land grab!
Strongly opposed	Direct link between Civic and Sydney Central . Minimize time spent on travel.
Strongly opposed	Dislike light rail.
Strongly opposed	Does not provide a DIRECT transport link.
Strongly opposed	Does not solve any of the problems that have previously been experienced. I think you may be viewing the back of buildings... not the harbour..
Strongly opposed	Don't want to live in ersatz Los Angeles
Strongly opposed	Gave my reasons

Strongly opposed	Given the \$190M developments which would bring potentially thousands of workers to a spot nearly opposite Civic Station, Don't you think a railway train would be a good idea? It has the advantage that the infrastructure is ACTUALLY THERE!!
Strongly opposed	Heavy rail link is a must - look at Wollongong as well as other SIGNIFICANT cities in the world.
Strongly opposed	how are 3000 proposed student movements going to be catered for??
Strongly opposed	Hunter St already crowded without adding light rail, are only showing a small channel in artists drawing not including increased density from buildings on rail line
Strongly opposed	I don't like the look of this plan. Too much concrete and palm trees.
Strongly opposed	I don't think the expense of the construction of light rail infrastructure is justified when the existing corridor can be used for much reduced cost. It runs parallel and would have the same results
Strongly opposed	I feel like it is all spin to give developers to have free reign to privately profit and leave a sorry state of a city behind. Be sensitive to what is here and working. New for new sake is not always better.
Strongly opposed	I live in the city and am sick of the huge increase in cars since the closure of the rail line. The state govt has now replaced the purported rail barrier a honeysuckle drive/wharf road car axis. It is a physical gash through the our community, a direct consequence of removing the transport corridor from service and promoting vehicular traffic flow along the waterfront. The state government have acted as bullies. I refuse to engage further with this corrupt process.
Strongly opposed	I prefer the light rail to be built in the heavy rail corridor
Strongly opposed	I think it will be dangerous to have light rail in this area.
Strongly opposed	I want the existing heavy rail to stay
Strongly opposed	If people want to be on the waterfront they will walk there people are not going to come because it is to hard to get here by PT & there is no where to park if they come by car
Strongly opposed	If the Civic link means the light rail must go along Hunter St then a bad idea. The rail corridor must be maintained as a public transport corridor.
Strongly opposed	If the corridor was used it could still be achieved for less cost and disruption to existing businesses and transport (busses down a construction zone is a problem)
Strongly opposed	If the railway line was to continue to Civic and terminate there, this could be a reasonable option. The ridiculous change from train to light rail for 1 stop is ridiculous, costly, unnecessary
Strongly opposed	If this is supposedly so much of a great idea why were the trans that ran years ago removed !!
Strongly opposed	if you say you are opening up the view of the harbour from Civic just HOW do you propose doing this.....pulling down the current museum and demolishing Crown Plaza? Razing Civic Station?
Strongly opposed	In the picture the museum seems to have disappeared. Again wires above the road are ugly. We don't need to look like Melbourne. Keep part of the Civic station to reference heritage and still have connection links to harbour.
Strongly opposed	It appears to require demolition of the Regional Museum in the heritage building, the historic former railway workshop.
Strongly opposed	It is all spin and no substance. Develop for good of the city no developers.
Strongly opposed	it is nothing but a land grab by the developers.
Strongly opposed	It looks cheap and nasty

Strongly opposed	It would modernize the area and improve transportation while maintaining harbor views.
Strongly opposed	Its just a land grab.
Strongly opposed	I've had a look at the angles involved in the artist's impression for this concept, and I just can't correlate the image with the alignments of the actual structures involved. I think removing Civic Station (in part or whole) compromises the ability of a future government to reestablish a station in this location, which will be required for the city's future development (especially with a new university campus in the vicinity).
Strongly opposed	Keep Civic rail station with rains to allow university staff & pupils, and law court staff and attendies easy access.
Strongly opposed	Keep civic station for the return of the rail'
Strongly opposed	Keep the light rail off the streets. Put it back in the existing rail corridor. Keep pedestrians sage
Strongly opposed	land grab.
Strongly opposed	Leave the railway where it is. Already people are not coming into Newcastle because the train has be stopped. More people have to drive, and cannot find a parking space, which means those of us who live here also cannot find a park. This will be worsened if urban growth goes ahead with their 3 very tall buildings in the city centre
Strongly opposed	light rail in hunter street
Strongly opposed	Light rail is a BIG mistake running down Hunter St and giving up the corridor is short changing the public.
Strongly opposed	Light rail should be in the existing rail corridor.
Strongly opposed	Light rail should be on the old rail corridor.
Strongly opposed	Light rail should go into the existing heavy rail corridor. It is ludicrous to suggest that we should spent considerable extra monies to move the rail line some 25 to 30 metres to the south. Use these funds to 'revitalise' other areas of our beautiful city. Also it is ludicrous for people movement to only have 'one' line of track up Scott Street to Pacific Street. Going the extra 150 metres from the Newcastle Railway Station to Pacific Street to 'supposedly' get people 'closer to the beach' is laughable. Thousands of kids have been getting off trains with their surfboards, etc for thirty or more years. The proponents of all of these deliberate 'corralling' alternatives should all be 'damned' for their deliberate 'con' on Novocastrians.
Strongly opposed	light rail should not go along hunter st.....other information about what is proposed is too vague
Strongly opposed	Light rail should not go down Hunter Street.
Strongly opposed	light-rail issue aside ... even the cost of the law court and university highlights the excessive wasteful approach of gov't investment.
Strongly opposed	Need a complete safe pushbike network. And integrated active transport including public transport.
Strongly opposed	Need heavy rail returned.
Strongly opposed	Needs an identifiable link from harbour to civic but this is too open and not a good use of the space
Strongly opposed	No parking limited access
Strongly opposed	Not necessary
Strongly opposed	ONLY TRAINS CAN FEED THE PEOPLE TO AND FROM THE FACILITIES. MARKETS AT THE STATION ARE ? TO TRACKS ? AS WELL AS CUSTOMERS

Strongly opposed	Open up views to the harbour from the civic area?? All public buildings are jammed or will be in the Civic Block. Tall buildings are already established on the waterfront & traffic will cause a bottleneck because of lack of parking.
Strongly opposed	Oppose train truncation. Barrier to the harbour not about the train line but ugly buildings along this part of Hunter that block the harbour views. Support alternative ways of linking to Harbour.
Strongly opposed	Opposed due to concern about the loss of the rail corridor to private ownership and the profits being lost from Newcastle and transferred to Sydney never to be regained.
Strongly opposed	Painting a picture is easy but the reality is different and it is not going to work as you draw it.
Strongly opposed	PUT RAIL BACK OR PUT LIGHT RAIL WERE HEAVY RAIL IS. TO MANY BIG BUILDINGS FOR A GOOD VIEW.
Strongly opposed	Rail corridor should be preserved transport solution should be in the corridor not buildings with egress across to connect with forshore
Strongly opposed	rail line has been cut
Strongly opposed	Rail on the corridor is essential. If light rail is used then all fence like barriers to the corridor can be removed and public access is available along the length of the corridor
Strongly opposed	Relocation of the Uni is wasteful and will be a logistical nightmare. No parking = stupid. Relocation of the courthouse away from the legal precinct and police station is wasteful and a logistical nightmare. No parking = stupid. Are you seeing a pattern here?
Strongly opposed	see earlier comments, this can be achieved with light rail on existing corridor
Strongly opposed	See previous answers.
Strongly opposed	SEE PREVIOUS COMMENTS, BUT ALSO BECAUSE IT IS NOT POSSIBLE TO PLAN PROPERLY IN ISOLATION. URBAN GROWTH, GPT AND THE STATE GOVERNMENT ARE DIVIDING THE CITY TO MAKE MONEY INSTEAD OF ALLOWING PROPER PLANNING.
Strongly opposed	Stop the light rail, but keep the areas open for the cycle and walkways, or reinstate the full rail
Strongly opposed	The best link is the one provided by the heavy rail. We do have passage between Hunter St and the foreshore in several places.
Strongly opposed	The idea is to bring people into Newcastle but no satisfactory transport is available anymore. The train line was a very good and I believe the figures published for usage were grossly underestimated.
Strongly opposed	The light rail along Hunter street will cause traffic chaos.
Strongly opposed	The light rail corridor should run in the existing rail corridor as has been recommended
Strongly opposed	The light rail in Hunter St will be a debacle - loss of space for cycleways, loss of kerb side parking and impacting on traffic flow. THE rail corridor needsto b efree of development to enable restoration of the heavy rail in future.
Strongly opposed	The light rail on Hunter St is no more than 50 m from the rail corridor and would achieve the same link between Hunter St and the foreshore and an active transit corridor.
Strongly opposed	The light rail should follow existing rail corridor but as a shared pedestrian way as well as green areas and extend as comments to Q10 (extend light rail to other areas such as The Junction, Merewether Beach.
Strongly opposed	the light rail should run down the existing rail corridoor
Strongly opposed	the light rail will be a hindrance in the position that they propose for it

Strongly opposed	The push to create a connection between the city and the harbour and we can see the light rail overhead cables, Second best again for Newcastle unlike the first class Sydney light rail
Strongly opposed	The rail line should be re-opened and the council should get back to the job it supposed to do
Strongly opposed	The same objectives may be achieved at much lower cost without rail running along a roadway. How do high vehicles cross under the ugly overhead power lines - for several kilometres?
Strongly opposed	The transport needs to be kept in the existing corridor
Strongly opposed	There is an existing link to the harbour!
Strongly opposed	There needs to be a more detailed explanation of these alleged advantages. The conservation of Civic Theatre has to be a top priority. Are they advocating the destruction of such an iconic heritage building such a Civic theatre??
Strongly opposed	This concept has been in the melting pot for yeas and has never got any traction.
Strongly opposed	This offers (Novocastrians) little that continuing to use the rail corridor for the light rail doesn't - and introduces significant minuses
Strongly opposed	This picture shows the light rail in Hunter Street at this point. THIS IS WRONG! Bring the light rail out into Hunter Scott street any point east of here, preferably Perkins /Brown street. But I love the idea od cycleways linking through here.
Strongly opposed	THIS WILL NEVER HAPPEN WITH THE BAIRD GOVENMEMT
Strongly opposed	this would take away the civic railway station which is part of the heritage of the civic precinct being one of the three aligned 1920s view of the city, namely the town hall , the civic theatre and the railway station
Strongly opposed	Traffic
Strongly opposed	Use the existing corridor for the light rail!
Strongly opposed	Vehicle access where light rail is after some idiot put pasig years in King st
Strongly opposed	Waisting Money
Strongly opposed	Waste of money. Put the trains back at least to civic but slow them and have frequent crossings.
Strongly opposed	Wasteful destruction of Civic Stn. Innovative ideas should be called for to retain this rail link setdown and pedestrian access either side
Strongly opposed	WE DO NOT NEED TO REMOVE THINGS THAT ARE THERE FOR EVERYONE TO USE THAT BEEN USEFUL FOR YEARS
Strongly opposed	We have access to harbour now and it is not a crowd using it.
Strongly opposed	We still have the barrier of the light rail ... good heavens Hunter Street must have widened ... BTW, where are all the cars going???
Strongly opposed	What about parking and areas for the buses?
Strongly opposed	What do you mean when you say "temporary food and entertainment pop-up activities"? 2 days?? The language you are working with is unbelievable!
Strongly opposed	Who's crazy idea was it to have light rail? The train worked really well. Light rail will not be an improvement.
Strongly opposed	Why would you demolish a heritage building. The link can be provided without the demolition of the building and will maintain more heritage. The building could also potentially be reused and made into a major stop for the light rail.

Somewhat opposed	According to the plans, light rail doesn't go anywhere near the harbour. The artists' impression looks appealing, but it's a pipe dream.
Somewhat opposed	active transit corridor is ridiculous - how many years & money did it take to fix hunter street after trams/trains removed because they were obviously useless as public transport
Somewhat opposed	All smoke and mirrors. If it works as predicted and developers kept their greedy hands off the sites and the light rail worked as promised it would all be wonderful. I suspect otherwise.
Somewhat opposed	as for the last answer
Somewhat opposed	Because our rates will go through the roof to pay for it..... Even though it does look good.....
Somewhat opposed	Because the light rail on Hunter Street is not the best option. This has only been used in other areas where they do not have anywhere else to put it, we do have a dedicated transport corridor that will become a real asset in the future.
Somewhat opposed	believe that the Civic Station is a necessity for the Light Rail concept, especially with the Uni Accommodation opposite.
Somewhat opposed	Can be done without light rail up Hunter St.
Somewhat opposed	Civic Station - what shame to lose proper access for students to the new Uni Campus and for those attending the courts. Can light rail get 5,000 students + to where they need to be?
Somewhat opposed	Civic station should remain as a station for the law courts and university.
Somewhat opposed	Disappointed you can't use the old station building as it is a nice structure
Somewhat opposed	I don't like what looks like offices/appartments built on rail corridor
Somewhat opposed	I don't want to see the light rail on Hunter Street
Somewhat opposed	I support the railway line
Somewhat opposed	I want to see the rail line continue to be used.
Somewhat opposed	I'm suspicious that the 'temporary' pop-ups will become permanent and we will lose public spaces. We still don't have a rail plan that will provide adequate public transport. Hunter St will be so busy with traffic that it will spoil the ambience and make crossing Hunter Street dangerous. Too much is being made of a small window between tall buildings in trying to justify losing the rail.
Somewhat opposed	It couldn't look like artists impression, with museum & car parking being accounted for.
Somewhat opposed	It has "thrown the baby out to get at the bathwater" - there is no need to put the light rail in that location.
Somewhat opposed	Its just a stupid new name for an existing street.
Somewhat opposed	Keep it further from the city centre.
Somewhat opposed	keep the rail corridor as light rail

Somewhat opposed	Light rail in Hunter Street has the same minor intrusive/blocking effect at much greater cost to the community.
Somewhat opposed	Option will be good for the uni students and criminals attending court.
Somewhat opposed	Parking??????
Somewhat opposed	prefer proper trains
Somewhat opposed	rail
Somewhat opposed	Temporary food stalls should not be allowed to set up in direct competition to rate paying food businesses.
Somewhat opposed	The main active transport corridors that need improvement are the north - south connections, and not along Hunter Street.
Somewhat opposed	The proposal shows light rail down Hunter Street. Making Hunter Street more congested (with additional transport) is short sighted and backward.
Somewhat opposed	The rail line makes more sense, there will be thousands of University staff and students every day trying to get in there with no parking. Making transport in there difficult and slow is a terrible waste.
Somewhat opposed	The whole proposal was instigated by vested interests.
Somewhat opposed	This is the area that may have some life with the University and law courts. It need good public transport. Such as Gish - maybe a rail line from Sydney!
Somewhat opposed	This looks good, even appealing, but the reality would not be a pedestrian friendly centre.
Somewhat opposed	transport in walking areas
Somewhat opposed	what is the plan to bring people to the city????
Somewhat opposed	When is the supposed light rail coming? How are you going to provide transport for the people to work and study in this area?
Somewhat opposed	Worried that there is development on the corridor, should be left as green space
Somewhat opposed	You very conveniently leave out all the cars that will clog up the area.
Somewhat opposed	Your picture completely ignores ther presence of car traffic, which if your assumptions about increased activity are correct, will be clogging this area even more. Not to mention the traffic generated by the nbew courts, for which there ewiull be no viable public transport options beyond a tram that starts only at Wickham and does not serve the suburbs of Newcastle.
Neutral	architects pretty picture, this was meant to be previously but view corridors that had previously been planned were sold off to development and now can not be opened. this could not be achieved without the removal of civic railway station.
Neutral	BECAUSE IT'S NOT GOING TO HAPPEN. FROM WHAT I RECALL THERE ARE A SERIES OF BUILDINGS IN THE WAY AND I DON'T SEE THEM BEING DEMOLISED.
Neutral	Can't see it happening this century
Neutral	Can't see map
Neutral	Done as a cheap option it will disrupt and delay traffic and slow commuting into the city down.
Neutral	Dont agree with light rail in hunter st
Neutral	feel the presented artistic impression is incorrect = a direct line of sight between civic station and river clashes with old railway workshop (current museum) building

Neutral	Financial support is a major requirement. Newcastle Council has a primary obligation to the Municipality, totally - not just a dreamy east of Hunter Street illusion
Neutral	How many "pop up" entertainment zones Newcastle support. Opportunity already exists for this type of activity however has not been strongly supported. Why build capacity for more ?
Neutral	i am appalled by the bypassing of parking regulations in the design and development of this precinct. The buildings will be under-utilised as a consequence of lack of parking and an inability to access the city centre without the inconvenience of two rail journeys.
Neutral	I am in the city every day and I have never seen hoards of people crossing the line to get to the harbour. Honeysuckle is always a bottleneck. Its a very poor piece of development.
Neutral	I didn't support the removal of the heavy rail line.
Neutral	I don't believe this is the best possible solution for the area.
Neutral	I don't understand why these plans were not worked out before our rail was cut , if these plans were decided and started before the rail was cut people would have accepted change a lot easier as we would have seen that we did not have to wait for years to see something is going to be done 8 months after the closure you still have no plans set to go how many months or YEARS will we the people of Newcastle have to wait
Neutral	i don't use public transport
Neutral	I feel that Civic Station can be utilised as a kiosk.
Neutral	I notice that there is a lot of high rise to the left of the photo. I'm disappointed that this high rise is almost out of view, so people voting on this option love the opening up of Civic Station and don't notice the extra development. I don't like the high rise development on the left but like the opening up and greening and access to the waterfront. I would prefer the rail line to be reinstated.
Neutral	I think there is too much debt. I like a quiet county feel
Neutral	I want to be excited but I don't believe a word of it.
Neutral	I will believe it when the light rail is in
Neutral	if light rail is placed on the road AND NOTE MY EARLIER COMMENTS then the opening of this area is considered appropriate.
Neutral	if the "active transport corridor" is the rail corridor, fine. perhaps get rid of the Crowne Plaza if there are to be reconnections between civic and the River. HDC has created a cynical blight on the "reconnection" ideal by placing a seven storey wall of buildings between to City and the River and failed to address the need for vehicle parking in the area.
Neutral	I'm satisfied with the development around civic. I believe a similar outcome can be provided while maintaining light rail within the heavy rail corridor
Neutral	I'm unsure of what the real purpose is behind the proposal - smoke and mirrors often cover the reality, as has been demonstrated
Neutral	It is irrelevant what I think. Big Brother (sorry Urban Growth Sydney knows best..).
Neutral	It seems to be at a scale that is too big for the building size in that area. Do you have any data about students and court attendees combing a visit to the water with their visits?
Neutral	It would be possible to beautify this area with the light rail going down the existing rail corridor. In fact it would be better without the light rail in Hunter Street. Many towns and cities overseas have light rail where people walk across the tram lines safely.
Neutral	It's a step forward
Neutral	Left out the Art Gallery, Library and civic park as part of that precinct and forming a hub leading onto Darby Street and the Southern Beaches
Neutral	Light rail should go on rail corridor
Neutral	Looks fine, but don't trust the plan to be delivered in a timely fashion. don't trust that developers won't try to build on the corridor. don't trust the public transport solution will

	work
Neutral	no need to remove the rail can do both.
Neutral	No reason specific other than I prefer our city focus on creative arts and culture.
Neutral	Not a fan of the light rail there is not parking at either end of the light rail and it doesn't really go anywhere?
Neutral	Not really relevant to me
Neutral	Nothing i would go there for and light rail will make access into town worse
Neutral	Sceptical about high rise
Neutral	Still concerned as to how mist students would get to the uni. with no railway.
Neutral	The Civic railway station is an architectural gem. People from across Australia love it. Why wreck an asset?
Neutral	The information supplied is to brief to make any comments.
Neutral	The light rail should travel along the existing rail line
Neutral	The link is there already just remove the station & have the Tram stop @ grade
Neutral	The only existing thing at Civic we might use is the Civic Theatre
Neutral	The Sydney centric state government is taking too long to do too little
Neutral	The university building and law courts are good. But the light rail should ru I theexisting corridor
Neutral	There is already links there
Neutral	There is no fence around the train in the picture and I believe that is an accident waiting to happen
Neutral	Where's the parking? Where's the public transport? Any functions and use of civic theatre, civic park, law courts, uni and any other activities will be terrible "poor planning".
Neutral	While the proposed idea would be nice, implementing this at the cost of the existing heavy rail services is idiotic, especially with the new university campus and law courts that will result in larger numbers of rail commuters.
Neutral	Will never happen.
Neutral	Would like to see options to keep and incorporate the old station.
Neutral	Would like to see the light rail down this corridor plus links with walking, cycling paths
Neutral	Would prefer light rail to go down heavy rail corridor as less disruption to traffic and no development of rail corridor. Also what was originally promised and recommended by Transport for NSW (who are the transport experts NOT urban growth)
Neutral	You are spending huge amounts of money to replace a system that was working.
Somewhat supportive	A link to the waterfront at this point is a good idea, but there is nothing spectacular about the plans.
Somewhat supportive	a new light rail system asap will be essential to advancement of the city centre with the new law court and campus coming on board from 2017
Somewhat supportive	Access to Harbour
Somewhat supportive	Addition of cycle ways
Somewhat supportive	Again appears good at a glance
Somewhat supportive	Again I don't trust them. Still it would be hard to come up with a more ridiculous and unsympathetic structure than the thing the University wants to build.
Somewhat supportive	Again noise level for residents
Somewhat supportive	Although strongly opposed to the cutting of the rail line, this seems a good option.

Somewhat supportive	Any improvement in this area would be an advantage. Don't really like the idea temporary "pop up" activities/businesses.
Somewhat supportive	Any opening up of Hunter Street to the waterfront is to be applauded.
Somewhat supportive	AS explained in previous reply.
Somewhat supportive	Beautiful outlook
Somewhat supportive	because growth is the future
Somewhat supportive	Change is better than not.
Somewhat supportive	Civic is the ideal place to have a main harbour pedestrian link especially with the new Uni campus. It will link Civic Park, Wheeler Place and the harbour
Somewhat supportive	Civic station is ugly.
Somewhat supportive	Civic station should be retained as a train station and the rail line reopened, if this can't happen it would be a great tram stop.
Somewhat supportive	Connectivity is great.
Somewhat supportive	could be improved.
Somewhat supportive	Council needs to spread the load of people traffic along the length of Hunter street with pivotal points such as West End, Civic, East End bearing the load. Where will people park at night? Young ones may overwhelm the public transport? what about older people and children?
Somewhat supportive	creates easier access
Somewhat supportive	creates open space
Somewhat supportive	Cutting the rail line was completely short sighted given the number of students who will be coming to the new uni building. The parking provided is ridiculously inadequate.
Somewhat supportive	Cycleways important.
Somewhat supportive	Forget about cycle ways - They have been given dedicated areas and allowed to use pedestrian walking areas also - lets be fair to the drivers and walkers like us who pay rego. Like the idea of opening up vision and access to foreshore.
Somewhat supportive	FOWARD THINKING
Somewhat supportive	Generally this will stimulate this area.
Somewhat supportive	Good but no parking to make this workable, especially for families and the elderly
Somewhat supportive	Good idea
Somewhat supportive	Good use of the area if rail corridor used not Hunter St.
Somewhat supportive	Good utilisation of present area but limited by lack of car park, (limiting access to entertainment / family facilities), and poor public transport infrastructure for surrounding commercial precincts.
Somewhat supportive	great
Somewhat supportive	Great idea, but planners have already closed off the openness by allowing a monstrous red brick building to be built on the waterfront.

Somewhat supportive	harbor links to honeysuckle are important.
Somewhat supportive	Harbour views are our best feature.
Somewhat supportive	hard to open up views to harbour with heritage newcastle museum and Uni gym buildings in way!
Somewhat supportive	I agree that the area should be open space for public use, but the light rail should not run down Hunter Street.
Somewhat supportive	I am concerned that this may split the city and make it difficult to transit the area in a car.
Somewhat supportive	I am not so vested in this area.
Somewhat supportive	I am wary that development here may detract from the significant heritage buildings in the area.
Somewhat supportive	I believe that a lot more pressure will be put on Beaumont St which is now a right mone to negotiate at any time of day with the truncation of the rail line there.
Somewhat supportive	I believe the civic station should be utilised by the museum for their school holiday and weekend activities. They often use the green space at the back of the museum and on hot days it's too hot to be there. Partially de-construct the civic station would be optimum.
Somewhat supportive	I can see some benefit.
Somewhat supportive	I donot want light rail on hunter street
Somewhat supportive	I don't feel that the rail line really precluded this option but as the rail line apparently isn't an option I would like to see open access look like this.
Somewhat supportive	I like the direct access to the harbour.
Somewhat supportive	I like the direct link to the harbour and maintaining the active transit corridor.
Somewhat supportive	I like the idea but would prefer that heavy rail was maintained to Civic.
Somewhat supportive	I like the link to the harbour bu would like to see the wonderful civic station retained
Somewhat supportive	I love the idea of walking /cycling area. Why open up views? For the employees of the council and the courts? By all means, get rid of ugly buildings but not at a cost .
Somewhat supportive	I prefer to retain the rail line to Newcastle Station
Somewhat supportive	I think everyone who was involved in removing the rail line should be ashamed of themselves! If removal of the rail line really is going ahead I think it would be nice to link to the harbour, noting that there's a giant hotel blocking harbour views. This isn't really about linkage to the harbour at all and it's not as if the community doesn't know it. This is about greed.
Somewhat supportive	I think it would be good to be able to walk from Hunter St to the harbour
Somewhat supportive	i want open space
Somewhat supportive	I work in this area and it desperately needs revitalising.
Somewhat supportive	I would prefer to keep the station, but I do like the open flow through to the harbour area
Somewhat supportive	If we ever get a light rail this would be a good idea.

Somewhat supportive	Im all for opening up the city to the harbour but I still would ask for light rail to use existing corridor.
Somewhat supportive	I'm supportive of efforts to revitalise this area but not at the expense of green space. I think if we completely build over the rail corridor then we completely rule out any future opportunities this area may offer.
Somewhat supportive	important link established
Somewhat supportive	It could be a pleasant space if transport is made easy
Somewhat supportive	It enhances and is right for that part of the city.
Somewhat supportive	It has to be better than what we currently have, it currently looks disgusting
Somewhat supportive	It looks and sounds good, but still concerned about lack of parking and poor public transport connection to light rail.
Somewhat supportive	It looks pleasant
Somewhat supportive	It makes sense to link the Civic area to the harbour/honeysuckle area better to encourage pedestrian and bike travel between the two. Civic should be a hub.
Somewhat supportive	It seems like a good idea
Somewhat supportive	It will just get filled up by developers
Somewhat supportive	it wont cost too much and its a good idea to open up that part
Somewhat supportive	It would be a good connection to the harbour
Somewhat supportive	It would be good to open up a link from Hunter Street to the harbour with bicycle tracks to enable people to cycle everywhere.
Somewhat supportive	It would be nice to see the harbour from the civic centre. Cant envision the light rail being operational in my lifetime!
Somewhat supportive	It would open up the area and make it more attractive.
Somewhat supportive	It's a great way to connect the city and keep the corridor development free. Connects the museum to the civic centre.
Somewhat supportive	Keep the light rail in the green corridor.
Somewhat supportive	Looks attractive, seems to create a community feel
Somewhat supportive	Looks great, but I will miss the kiosk. They provide good food options at a much more reasonable price than the Museum.
Somewhat supportive	Making the food and entertainment pop-up activities will not work. For it to be successful, they have to be permanent. The short-lived success of the Market Street Markets, because they were temporary, showed how desperately temporary stalls can fail so quickly.
Somewhat supportive	maximizing connectivity between cultural facilities in a Southbank (Bris) kind of way is a good thing... Also enhancing connection with the harbor is a major attractor for visitors.
Somewhat supportive	Minimal residents in the current area so good potential to revitalise without disturbing existing users. This area is a natural link to the waterfront.
Somewhat supportive	more could be made of the food/entertainment activity idea than what is shown in this concept. Like the flow through to waterway but a bit too much concrete and give up on the Palms!
Somewhat supportive	More people will be encouraged to live in the area.

Somewhat supportive	Need more detail than flashy renderings opposed by a small pictured of a now disused rail station.
Somewhat supportive	Needs to be linked to light rail
Somewhat supportive	nice to see the water
Somewhat supportive	NO EATERIES , DO NEED MORE 4 TO 5 STAR ACCOMMODATION
Somewhat supportive	Not enough tree shade provided, very wide area of hardstand. Based on this impression there is a tall building to the left of the image. How wide a view will actually be possible?
Somewhat supportive	Not sure about transit.
Somewhat supportive	Not sure that the transport links will be adequate.
Somewhat supportive	Once again looks good, I still don't know where the people attending the law courts will park?
Somewhat supportive	Only provides a glimpse of the harbour Foreshore. Congregates a lot of foot traffic through a narrow space to a business road corridor. Light Rail Civic station could be included
Somewhat supportive	Open areas suit the climate and make good gatherings and resting places
Somewhat supportive	open feel,
Somewhat supportive	Opening up rail land for parkland for public use, strongly opposed to high rise development.
Somewhat supportive	Opening up the area for pedestrian flow is a people-friendly improvement.
Somewhat supportive	Opening up the area to parklands and the waterfront is desirable.
Somewhat supportive	Opening up views seems positive.
Somewhat supportive	Opens up the city to the harbour
Somewhat supportive	Opens up the harbour to access from Hunter street. Keeps public space.
Somewhat supportive	people don't want to catch a train then hop on a bus with all there bags plus not enough free parking
Somewhat supportive	Please revitalise Hunter street BUT I don't believe we have to spend so much money re-establishing a 'rail corridor' (which a tram effectively is) when there is already one. Urban Growth revitalise Hunter street, meet the objectives above but don't build higher than the Cathedral- as in Melbourne- which is a modern, happening, effective, city with such a restriction. Everything else in this picture is achievable and fine.
Somewhat supportive	Positive use of the location.
Somewhat supportive	Progress
Somewhat supportive	Put focus on waterfront.
Somewhat supportive	seems a logical use for transport
Somewhat supportive	Seems OK but not enough detail to comment.
Somewhat supportive	some vision

Somewhat supportive	Sounds good. Perhaps here to small / medium stage for entertainment and / or movie screen for outdoor entertainment. Keep it simple so I have has it booked the street entertainer may entertain the public.
Somewhat supportive	Support the connection to the waterfront but not the light rail in Hunter St
Somewhat supportive	the area is open to the harbour
Somewhat supportive	The connection to the waterfront is very important
Somewhat supportive	The light rail will take a lot of the road and parking sites
Somewhat supportive	The link between the rapidly expanding legal/academic precinct and the harbourside is to be supported.
Somewhat supportive	the photos look good
Somewhat supportive	The transit corridor does not belong on the main street.
Somewhat supportive	The University will see more people in the area
Somewhat supportive	This area should be as open to the harbour as possible, with green areas for people to enjoy! No buildings on the area at all! I am open to the ideas of temporary food stalls and entertainment pop-up activities!
Somewhat supportive	This area should be upgraded and be more imposing. However the the rail corridor should be on the former heavy rail corridor not Hunter St.
Somewhat supportive	This area will clearly become a new focal point for the city.
Somewhat supportive	This is good use of this space, and this is where you would locate the entertainment hub, close to the University, law courts, where it would allow for day and night use of the area. Also not too much in the way of residences, so noise disturbance at a minimum.
Somewhat supportive	this sounds like a better option than is now there
Somewhat supportive	This will become an highly user friendly area for the city with all the current developments
Somewhat supportive	too many dead unused buildings underutilised sitting vacant need occupation and renovation. instead of building on clear land we should be repurposing and utilising buildings that already exist.
Somewhat supportive	Unsure as why the uni needed to be in the heart of Newcastle ? .. I understand its already completed -- it should have been decentralised
Somewhat supportive	Views to the harbour are already blocked by the scale of development around Civic.
Somewhat supportive	Views, walkways and cycleways are appealing
Somewhat supportive	wait and see what will be on offer finally
Somewhat supportive	We have a great harbor but it cannot be seen very well due to highrise apartments built there
Somewhat supportive	We need to have a purpose
Somewhat supportive	What's with the temporary food? We have enough permanent food places in Hunter Street or Honeysuckle.

Somewhat supportive	With high rise residential development it may save the Hunter St retailers but the MarketTown precinct has already taken a big slice of that market.
Somewhat supportive	Would be nicer than we have now.
Somewhat supportive	Would like to see this area opened to the harbour, but with the light rail on the existing rail corridor
Somewhat supportive	Yes looks good but keep the rail corridor open See comment above re leaving room for a museum expansion.
Somewhat supportive	You only need to look at the before and after shots. I like the link to the harbour, and the green space/pop-up area.
Somewhat supportive	You want to keep the old but you now want to make way for a pathway
Strongly supportive	.
Strongly supportive	.
Strongly supportive	A big improvement and a step forward
Strongly supportive	A city divided becomes a city united.
Strongly supportive	a feeling of connection, space design features access etc
Strongly supportive	A flexible use of the area.
Strongly supportive	A good city light rail and walks would enhance the livability of the area.
Strongly supportive	A lot of the time, a decision is made to either go to Honeysuckle or the other side, as its so difficult to intermingle between the two areas.
Strongly supportive	A picture is worth a 1000 words. Bring it on.
Strongly supportive	access between harbour and city
Strongly supportive	Access to the Harbour area is important. The City needs to be opened up accessed. Go anywhere like Hungary / Poland / Croatia, all the City spaces have easy access around to all areas of the City both old and New and access to the water front.
Strongly supportive	Access to the harbour needs to be opened up otherwise its still a concrete jungle along Hunter St
Strongly supportive	Access to University and Law courts
Strongly supportive	Aesthetically good, practical connectivity between harbour & City.
Strongly supportive	Again the location is exploding with potential - open up the space and open up the opportunities for small business venture for all the community to enjoy!
Strongly supportive	Again the same reason
Strongly supportive	Again this is not a new thought bubble but an idea that has evolved over 20 years.
Strongly supportive	An "avenue" between Hunter St and the Harbour would be great

Strongly supportive	An excellent passageway to the harbour.
Strongly supportive	An open area for pop-up activities such as markets, food & wine shows or noodle markets would be great. Near uni and law courts is a good idea.
Strongly supportive	Anything that joins the foreshore and the main st is a positive.
Strongly supportive	beats whats there now, easys access.
Strongly supportive	Because I feel that the Harbour is our biggest ASSET - where the coming and goings of many kinds of boats adds interest
Strongly supportive	Because it opens the city for people use instead of vehicle use.
Strongly supportive	Because of openness and link to harbour
Strongly supportive	Better connection to the waterfront would be great
Strongly supportive	Better usage than what is there now. Buildings and venues that can be used by people
Strongly supportive	Bring entertainment section to the harbour. Eg see a show at civic theatre and then walk over to harbour for dinner. Perfect!
Strongly supportive	Bring open space and get rid of the tired old Civic Station
Strongly supportive	brings the city together
Strongly supportive	Civic is an underutilised area that can provide social and cultural activity and i think what is proposed would increase its attraction to locals.
Strongly supportive	Connecting development along Hunter Street to the harbour.
Strongly supportive	Connecting the water front to the transit corridor and attracting people in. Cycle lanes are a big attraction to me.
Strongly supportive	connectiveness
Strongly supportive	Connects the Civic Precinct, Darby Street and the Waterfront. Allows for maximum accessibility between Newcastle's key assets
Strongly supportive	Critical element in cementing the civic as the city centre, links the park and art gallery to the harbour.
Strongly supportive	current use is non beneficial
Strongly supportive	Cycle pedestrian ways and access to foreshore.
Strongly supportive	Direct link to harbor and existing commercial properties
Strongly supportive	Encouragement of use of public transport plus cycling and walking.
Strongly supportive	Engages the harbour, includes bicycle access. More welcoming feeling.Highlights the best of what Newcastle has to offer.
Strongly supportive	Excellent
Strongly supportive	Excellent complementary use for these spaces
Strongly supportive	feels like the place to be

Strongly supportive	For relief from today's busy life style for children and adults lets walk, cycle, light rail and sit and look at the clouds.
Strongly supportive	Good idea.
Strongly supportive	good oportuneity for relax
Strongly supportive	great
Strongly supportive	great for public events and good for the possibility of an open space for future Commonwealth Games.
Strongly supportive	Great idea
Strongly supportive	Great idea to move a large number of people quickly and efficiently.
Strongly supportive	Great idea, opens the area right up.
Strongly supportive	great link between Hunter Street and Harbour
Strongly supportive	Great to have access to the harbour front from many different areas
Strongly supportive	Great to see the harbour from Civic.
Strongly supportive	Has a good feel about it. Unifies the aspects of the precinct
Strongly supportive	however reuse of existing railway platform building/stairways would be excellent as part of the reuse. There is still no direct view corridor as the drawings suggest.
Strongly supportive	Huge wide corridor to the Harbour and planting of palm trees - look great
Strongly supportive	I always make 'weekend day' visits in to town that are a mix of beach, park and town time. This Civic link would make it much easier, if there is parking close by, or at the end of the tram line.
Strongly supportive	I get this feeling just by the changing outlook of the pictures.
Strongly supportive	i like it being linked to the foreshore
Strongly supportive	I like the opening up of the area.
Strongly supportive	I love the idea of open space for views to the harbour. Encourage walking and cycling
Strongly supportive	I support all that is proposed here as it will greatly improve the area.
Strongly supportive	I support light rail but it needs to be further rolled out.This revitalisation is still cbd centic
Strongly supportive	I support safe walking/cyclways.
Strongly supportive	I think it will be great to connect the harbour/water front with Hunter Street for ease of getting around and enjoying the views, making Newcastle a more walkable city.
Strongly supportive	I think the more open the better.
Strongly supportive	I think this is an important part of the city where a lot of people visit and it is worth investing to further enhance this area.
Strongly supportive	I want to see the CBD grow and be active

Strongly supportive	If done properly would be great
Strongly supportive	I'm a fan whenever the word "entertainment" is used :-) plus it'll look great with it opened up to a more naturalistic view.
Strongly supportive	Interconnectivity at this location is very important
Strongly supportive	IT APPEARS TO BE A VERY GOOD CONCEPT
Strongly supportive	It brings the beauty of our harbour to the city.
Strongly supportive	It is a no brainer, it makes perfect sense
Strongly supportive	It is already an active area and I think the changes would enhance this
Strongly supportive	It is one of the must do opportunities from truncating heavy rail. However the lightrail stop should remain within the old rail corridor, integrated into the new plaza.
Strongly supportive	It is the heart of the city.
Strongly supportive	It isn't overdone
Strongly supportive	It just makes sense. It combines all the best ideas into one - transport, opening to the harbour and walking/cycle ways. If the new ANZAC walk is anything to go by, people love to get out and about in Newcastle - we have the climate for it and it is great to see so many people being active. We need to bring this into the city, as well as providing transport options for other occasions and also for those unable to get around easily. I personally think that opening the city up to the harbour possibly has the single greatest potential to change Newcastle.
Strongly supportive	it looks and appears good.
Strongly supportive	It looks much more inviting and clean rather than drab like it is currently. This will assist with the harbor being utilized more.
Strongly supportive	It opens Hunter Street up to the harbour. With the new university building and courthouse, it will make access to the Harbour, and its amenities easier.
Strongly supportive	it opens the area up...think Barcelona!
Strongly supportive	It opens the city up
Strongly supportive	It shows our city at its best
Strongly supportive	It will be an important link between two places of significance. However the greenway must be continued westward and not truncated here.
Strongly supportive	It will encourage use of the area.
Strongly supportive	It will work.
Strongly supportive	It would be great to access the water from the point in the city.
Strongly supportive	IT WOULD BE SO NICE TO GO TO THE THEATRE AND THEN WANDER OVER TO THE FORESHORE FOR A DRINK OR DINNER.
Strongly supportive	It's a beautiful area and would be so great for more people to enjoy.
Strongly supportive	Its a great idea

Strongly supportive	It's a great idea to link the university campus, entertainment and civic precincts directly to the waterfront. Civic Station is an eyesore and I'd rather see and link to the harbour.
Strongly supportive	It's a great solution
Strongly supportive	It's a no brainer as the civic area of any city is very important and with the legal centre/university/ town hall/council headquarters/ATO/Telstra al in this area that is a lot of people so the outdoors have to be as attractive and comfortable as possible
Strongly supportive	It's a really important part of the future structure of the city - many great cities have these sorts of strong "formal" linking elements.
Strongly supportive	Its environmentally friendly and there are no new high rises.
Strongly supportive	It's fantastic
Strongly supportive	It's important to have easy access between these two areas
Strongly supportive	Its just another part of the jigsaw. Its integral and it, or something very like it, must occur.
Strongly supportive	its modern, clean and will bring people to Newcastle.
Strongly supportive	It's much better. If the heavy rail is gone at great cost then there needs to be many benefits and this is an obvious improvement.
Strongly supportive	It's possible to open this space without altering current line corridor
Strongly supportive	Linkage to Foreshore
Strongly supportive	Linking of the Civic precinct to the harbour shows the city centre off to its best effect. There would be a natural flow between cultural facilities: Art Gallery, Library, Museum, Maritime Centre.
Strongly supportive	Linking the Civic precinct to the honeysuckle entertainment waterfront precinct is great.
Strongly supportive	Linking the harbour through view corridors and other parts of the city via light rail would be ideal.
Strongly supportive	Looks amazing being able to see the harbour from this central hub and will be a great space to connect these two areas and bring people together at cafes/spaces created here. Will increase community in the city
Strongly supportive	Looks excellent
Strongly supportive	Looks fantastic
Strongly supportive	looks good
Strongly supportive	Looks good and badly needed
Strongly supportive	looks good. wish it could happen tomorrow
Strongly supportive	Looks great. Like the temp stalls to keep things interesting.
Strongly supportive	Looks much more appealing than the current situation.
Strongly supportive	love it! bringing in something new to the area. not creating small pockets of access between hunter st and harbour but opening it up and providing connection and flow through. This meets some of the needs of the new law and education precincts

Strongly supportive	Love the idea
Strongly supportive	Lovely idea
Strongly supportive	Make more use of this area and bring it to life
Strongly supportive	More people around
Strongly supportive	Much more attractive!
Strongly supportive	New open space & civic area linked to harbour front
Strongly supportive	new transport options are required.
Strongly supportive	Newcastle foreshore needs to be opened up to Hunter Street and commercial establishments via open space planning
Strongly supportive	OF GREAT BENEFIT TO ALL
Strongly supportive	ONCE AGAIN WE NEED DESPERATELY TO REVITALISE OUR BEAUTIFUL CITY, NEWCASTLE IS BEAUTIFUL
Strongly supportive	One of the best things growing up in the Newcastle and MAitland region was that you could take a train straight through the city and only have a 5 minute walk to the beach. This will help to reconnect all of the areas of Newcaslte once again without all of the noise from the trains.
Strongly supportive	Open and inviting
Strongly supportive	Open aspect of plan. No development separating these areas from the harbour
Strongly supportive	Open space community area is perfect. Temporary pop up activities are low cost and allow the area to be continually offering something new.
Strongly supportive	open space, combined cycle/walking ways, great! easy access to the harbour!
Strongly supportive	Opening the views, walking areas and cycleways to encourage people to walk and cycle again - good for health of the city and discourage cars
Strongly supportive	Opening up the city to the harbour will be of a great benefit.
Strongly supportive	Opens the city to the harbour with walkways and cycleways and also provides public transport to area.
Strongly supportive	Opens up the harbour. Creates one city instead of two separate precincts. Lots of cultural activities in one place.
Strongly supportive	people need to cross, linking the foreshore easily to Hunter St
Strongly supportive	Provides a safe family friendly area to share
Strongly supportive	Redundant civic station is better utilised in the above scenario in creating s level access to the harbour
Strongly supportive	Revitalisation. Spending and stimulation.
Strongly supportive	same as before
Strongly supportive	Same as previous

Strongly supportive	Should be pedestrian friendly
Strongly supportive	Should ensure that the area doesn't deteriorate and look neglected, like Civic Station already does.
Strongly supportive	Social and civic destination. Attractive to locals and tourists/ visitors
Strongly supportive	Sounds awesome! I support it
Strongly supportive	Subject to the trains not returning, yes a good idea.
Strongly supportive	The city has always had a vision to connect it civic precinct through to the waterfront . Now we have the opportunity
Strongly supportive	The civic hub needs enhancing reflecting its "capital" status.
Strongly supportive	The Civic is an important precinct linking it to the harbor. Would be great
Strongly supportive	The Civic needs this to bring the area alive again.
Strongly supportive	The cultural axis from library.art gallery through wheeler place to the museum and then honeysuckle is an obvious link that should be maximised.
Strongly supportive	the honeysuckle redevelopment has shown what can be done
Strongly supportive	The photographic vista describes what we need. How wonderful when cruise ships visit and see our modern history with its unique preserved history.
Strongly supportive	The space, the ability to move between civic precinct and honeysuckle
Strongly supportive	The university and law courts will bring people into the city. Opening up sight lines to the water is fantastic. Pop up activities are great for bring more people into the area
Strongly supportive	The walkability of the area is a highlight.
Strongly supportive	The way that Hunter street is now is an eyesore and it shouldn't be this way - we have an amazing working harbour lets take advantage of bringing this to the forefront of our city.
Strongly supportive	There are already a lot of activities at East Newcastle. This would bring more people to mid Hunter St, which currently can feel like a ghost town.
Strongly supportive	There is a definite need for a defined and enticing Civic precinct. For too long there has been no clearly identified hub/centre for our city. The newly expanding uses of this area demand expansion of it's attraction to all types of activity and connection between features/facilities.
Strongly supportive	This appears to be the best solution for the People visitors or residents.
Strongly supportive	This area is the ideal link between the library/cooks hill area and the waterfront
Strongly supportive	This area will be important in the future so it should be developed as sympathetically as possible.
Strongly supportive	This is a good idea but what about parking ? If we have all these attractions where will the people park as public transport from the suburbs is a lot to be desired
Strongly supportive	This is a good location to create this sort of precinct, especially with development of the new University campus.
Strongly supportive	This is a really excellent idea and opens up the Civic area. I do wonder however that since people are currently focussed around the harbourside WHY they start walking up the Hunter St (what is it on Hunter and King St that would attract them up from the Harbour ... so what are the people in the front of the picture doing??

Strongly supportive	This is important to have connectivity to the foreshore it can be ? by light rail on old tracks anyway
Strongly supportive	this is long overdue and will revitalise the civic area - getting the transport frequency will be the key to making this a success.
Strongly supportive	This link is begging to be established.
Strongly supportive	This would be amazing and would put our city as a destination in its own right, not just a place to travel through when going to port Stephens or the wineries. I would definitely be proud to meet up with friends in the city if it was opened up like this.
Strongly supportive	This would change the tired look and feel of the civic area. It will provide the best connection between the water front and the revitalised Hunter Street, new uni and law courts. I believe this proposal is fantastic and could definitely see myself and family using this area.
Strongly supportive	This would mean full utilization of area available both functionally and aesthetically. True Vision.
Strongly supportive	To be a vibrant, an area needs a mix of open space, easy free transport, culture, and eating areas.
Strongly supportive	Very appealing, very modern
Strongly supportive	View corridor to Carrington pumphouse?
Strongly supportive	Views Of Harbour
Strongly supportive	We are fortunate to have this area available to the public. We should beautify and use it!
Strongly supportive	We need better access to the harbor - this appears to achieve this.
Strongly supportive	We need better and easier to use public transport to and from the city
Strongly supportive	We need to connect the business hub of Hunter Street to our beautiful harbour. Just like the Canadian's did with Vancouver.
Strongly supportive	We need to have maximum flexibility for moving between Hunter St and the foreshore area.
Strongly supportive	We need transport but also links to harbour which is missing now
Strongly supportive	We need transport options
Strongly supportive	Will be great to open up all the space for better use
Strongly supportive	Will bring together the civic theatre and honeysuckle
Strongly supportive	Working with gravity - where the action is now occurring in the City and therefore will have groundswell of market support. Blighted by the light rail - unnecessary. Activation around the Uni, museum, Honeysuckle, the Courts and existing office, retail, residential and entertainment (dining etc.) uses - no brainer! Get on with it.
Strongly supportive	Would be great to see glimpses of the harbour from Wheeler Place - it really connects the city to the waterfront
Strongly supportive	would be nice to open up the area and have light rail.
Strongly supportive	You can have this with heavy rail too. It does not have to be removed. Savings of \$200M+ by not installing new light rail can then be better spent elsewhere

OTHER IDEAS FOR FUTURE USE

Q17: And do you have any other ideas on future uses for this site? (Civic Link)
/this is a good secondary idea but it will not draw big daily crowds to the area.
1. Run light rail on it.
2. Build a multistory car park on the site of the existing car park behind the Museum.
A conference centre.
a ferry wharf at the Marine centre
a lovely new 'train station'..... not one that looks like civic station, or a carport...
A train station.
ACCOMMODATION HOTEL ETC.
adaptive reuse is the key, light rail office or amenities would suit
After-hours activity needs to be increased.
Again, further green space is preferable to questionable pop-ups
An entry and exit point for buses running along the transport corridor.
any public transport will need to function reliably so as to relieve the use of private vehicles. there should be enhanced cycle ways and a velo exchange system for the city. Even Brisbane has this!
Anything but commercial, or retail!!!
Anything that attracts people into the city is a good thing
area around can be revitalised to accommodate increase in population with students and law courts using the existing area and trains/ trams should come through to Civic for ease of travel
Areas where you can just sit and enjoy the view and atmosphere of the harbour.
As above
As above
as before i believe that there is no need for the light rail a fleet of mini buses with racks for bikes and surfboards etc could do the same job but cheaper
As part of this development has there been allocation for an overseas passenger ship terminal?
As stated, renovate Civic Station and use as a kiosk and cafe
ban high rise commercial buildings, support art and cultural activities.. Put the international cruise passenger terminal at Lee Wharf. Spend some Bucks, dredge it, upgrade the wharf. This will really boost this Civic area. Think Barcelona!
Believe Dr Jerry owns most of the property around Civic. Best get his ideas .
Better served by dense commercial and residential
Bite the bullet & get on with it
Bring back the rail.
Bring back the trainline
Bring the train to connect the two campuses of the university or put in a light rail directly between the two
Business will grow to cater for population increase.
Change the design of the University building, it appears to be the elephant in the room
Civic park could do with some upgraded facilities: Toilets and shaded bar-b-que areas for a start.
Civic Train station area would be perfect for a cultural precinct like Federation Square. This would form as a strong link between Civic precinct and Honeysuckle.
Connections into the harbour, stairs or pool that creates a connection to the harbour. More ferry terminals.
Consider all suggestion previously stated

Continue what Renew Newcastle is doing. More reasonable size apartments in town. Not luxury ones , but apartments built at a price that ordinary people can afford. We already have a vibrant restaurant and café culture, and since the earlier closing of hotels the city is a very pleasant place to live
Cultural focus - cluster around the theatre: Galleries, dining, etc. Run the rail line to civic.
Curve the rail link to utilise the Civic Station enabling people to reach the Museum & Honeysuckle area more easily.
Cut & cover the heavy rail, retain all the current roads space in all streets, no light rail cluttering it up, still have "connectivity" with the harbour, have extra bicycle/walking paths above the underground rail.
dedicated cycleway, particularly east-west along existing corridor. water feature would be nice
develop the existing station into the plans such as using it for shelter for the markets etc
Doesn't prioritise enhance or improve assets
Don't have any buildings in the corridor at all ... ONLY light rail. Could have portable coffee outlets, seating, etc.
dont know
Don't like the idea oh lite rail
Don't mix road traffic with light rail!
Don't plant palms. This is Australia and we are known for our beautiful shade trees. Promote what is endemic and give the birds a reason to visit the city/waterfront (apart from Indian mynas).
Don't stop.
ensure any open space in this area accommodates both cyclists and pedestrians. In addition, ensure the area is green space that is designed to be used for people to eat and play
entertainment and play!
Everything Urban Growth comes up with is temporary or "pop up". What are the long term objectives?
explored underground pedestrian access and crossings including business opportunities for food Cafe etc in those underground areas
Extend the museum into this area too, with open outdoor exhibits of art or the huge coal machinery that was at the old site.
Get rid of the light rail down Hunter St so that people have alternatives for getting into the city. Maintain the rail corridor. It is just plain good sense
Great potential to improve this area without losing train line but instead improving streetscape and built environment.
Great what is being done so far but courthouse has no parking. Future congestion nightmare - Europe can revitalise and blend adequate parking with walking areas and buildings.
Greater access to the water could still occur
Happy with predicted developments but do need to look at Civic Park make area more user friendly- kiosk, play equipment, fitness equipment, seating, it feels like a bedraggled walk through yet is a city feature
Heavy rail.
Heavy train station (as it is) to bring people from Callaghan campus to the new uni campus.
High rise is OK west of Darby street
How about a police station/shop front right in the middle that police have to occupy. I never see any police patrols around town
I don't understand where all the uni students are going to park or be accommodated.
I like the idea but more thought needs to go into ways of attracting people up to Hunter St to make the area used (e.g. the open square opposite next to the Civic Theatre which is a similar idea to connect Hunter St to Civic Park is an empty wasteland most of the time).
I like there other ideas.
I love the thought of decent transport orientated cycleways lining through here. There is existing park and open space that could still be well used.

I see NO problem with leaving the rail given its value to the city access
I think active recreation is missing and can see opportunities for exercise in Civic Park and skateboarding would be welcomed by the locals. Many skateboarders attempt to skate the area and degrade the infrastructure. Providing a dedicated facility would be appropriate. Also inclusion of water into the open spaces with ponds and water harvesting/re-use to irrigate would provide diverse vegetation and refuge from extreme heat
I think someone need to takeba trip to Cairns ans see how they developed the foreshore for public use.
I think that, with all development in this revitalisation, we must not compromise on our values. Increasing height limits on new buildings, for example, would be a mistake. Newcastle has an opportunity to become that city used as an example of successful city renewal. We won't achieve that by ending up identical to every other overdeveloped coastal city.
I would prefer the light rail on the existing line going right up to the beach
If this mad idea of light rail goes ahead, it should go down the existing rail corridor, not Hunter / Scott Street, as this would cause too much traffic interruptions.
If you are really committed to bring back people to newcastle make it appealing free functions activities and parking the old rail link be introduced that provided cheap transportation if we look at what has happened to newcastle for eg lets for eg take the Post Office would have great to convert into the museum instead we give it to the aborigines now we have a derelict building the soldier that stood with pride out front must surely hold his head with shame with what newcastle once was and now is !!
I'm happy with the proposed development if the light rail runs along the existing corridor
Integrate the station
invest this money into existing public transport. love the direct link to the harbour. would prefer more permanent shopping & dining opportunities.
It looks okay in the concept drawing but concept drawings have an awful history of looking nothing like what ends up happening.
It would be nice to somehow keep Civic Station the building??
Its really important that there are good bus drop off and pick up zones for schools, people with disabilities etc.
Just walk way through to water front where art works or pop up market stalls could be.
Keep Civic Station for light rail.
keep current building station for some use - i.e. cafe, amenities etc
Keep its railway station as a showpiece.
Keep light rail in the existing rail corridor
Keep the corridor for light rail. Landscape and beautify ugly parts of it. Add cafes etc.
Keep the light rail on the existing rail corridor and add a few extra crossings.
Keep the rail system as it is until some really Newcastle centric decision that is clearly in Newcastle's best interest is formulated. Also it is very important to have this transport option.
Keep the station to service the new University and Law Services
Keep the station.... Everything else is ok
keep trains build ore stations to the beaches and suburbs
Keeping the original architetur of Newcastle is a must. Having a Newcastle with skyscrapers and looking like Sydney or Surfers Paradise would be devastating. The Ideal Newcastle is small and quaint but with an explosive personality waiting to be discovered through exploration of its small streets.
Leave in the rail line. Makes trains travel at less than 20 kilometres per hour so people can just walk over the lines like they do with light rail anyway.
LEAVE IT ALONE
Leave it as a green space for the public
Leave the rail corridor for light rail, clean up some of the ugly buildings, and open up possibly 2-3 more pedestrian accesses between the harbour and Hunter Street.

Leave the train
Let buses go up and down Hunter Street. If you really want to 'open up the harbour' knock down the Crown Plaza hotel and associated buildings
lets just knock down everything and turn it into parks, walkways and cycles
Light rail and bikes to old corridor
Light rail corridor, cycling and pedestrian paths, linked to other cycling and walking routes. Open space and parkland.
Light rail down rail corridor
Light rail is no answer,see earlier comments.
Light rail onto the foreshore would be perfect.
Like the proposal
like with all city spaces, bring back bus conductors, community connectors, corner shops, free bikes, clowns handing out balloons, giant statue of a paper bag for mcclloy's memory and as a symbol of democracy, have a giant interactive welcome sign where people can record where they are visiting from
Live/theatre events. Open air
Look at What it has done for San Francisco.
MADE FOR TRAINS USE BY TRAINS
Major stop for the light rail incorporated with the existing train station. Could be a middle interchange for taxis or an area for future growth if a second line was put along Darby street or down king street to the junction via Union street.
Make Civic the end of the railway line. It then terminates at a centre point of the city where administration and education and culture come together
MAKE IT THE ENTERTAINMENT HUB OF NIGHT TIME. SHOWS ECT
make it the rail terminus.
Make sure the light rail progresses down the existing rail corridor and this will give access to all the harbour for everyone. We can remove Civic Station if necessary and this will open up the civic area and make it easier for the students going to Uni and the others using the court house.
Mandate a percentage of affordable student/artist/supported accommodation as part of any residential development. Cater for artists and creatives with supported spaces (studios, galleries, etc)
Maybe a railway station with easier access for paedestrians across the tracks.
Maybe some artist shacks down by the Foreshore for artists to display and sell their works
MAYBE WE COULD PUT A TRAIN STATION IN THERE TO CARRY THE LARGE NUMBER OF PEOPLE THAT WILL BE WORKING/ATTENDING THE LAW COURTS AND THE UNIVERSITY.
More bike paths for family use (not necessarily commuter bike use).
More eating places, more opportunity for people to meet.
More green space
More outdoor dining and facilities for young people
more permanent seating areas and parks for play. A bike track for cyclists to safety ride around the city. Dog friendly areas including cafes
Move the light rail back into the rail corridor
Music always makes people feel better. Introducing it via speakers or live musicians I believe will draw people to the space.
My concern is that parking will be lessened, hence making it difficult to access these changes.
my main concern is the need for parking and improved public transport for people to get to this area
Need a complete safe pushbike network. And integrated active transport including public transport.
need more public shaded areas, esp for summertime use.
Need to protect pedestrian safety from traffic leaving Merewether Street
Needs dedicated bicycle pathways and bicycle parking

New art gallery
Newcastle Council has no money and spends so much of money they don't have doing surveys and independent valuations that never go through
NEWCASTLE IS IN DESPERATE NEED OF A SPECIFICALLY DESIGNED AND 1ST CLASS ENTERTAINMENT CENTER. (NOT THE TIN SHED CURRENTLY AT THE SHOWGROUNDS. THIS AREA WOULD BE AN IDEAL LOCATION
No (but you need to include SAFE cycleways, especially given that the new University campus is being built. These would also benefit the other areas of the city).
NO GOOD AS IDEA SUGGEST
No high rise
no other uses ok.
None as good as the proposed option!
Open green spaces for the public are ideal
Open green spaces linking to the foreshore via the Light Rail on the existing rail corridor
Open it up to a café/bar. As I said you do not have open after the theatre is closed.
open recreation and entertainment space
Open space for public
Open spaces and auditorium for rallies and political demonstrations close to the legal precinct
outdoor dining
outdoor performance area/theatre space.
Over plan now and it will become non functional... Start with open space.
Parking station
Parks, playgrounds and fitness activities could be great for this area.
Pedestrian overbridge over railway line
Perhaps more access of cycleways and cycle parking. Shelter for shade and protection against rain.
Plans are good except for the transport corridor. Run the light rail and local rail to Newcastle station
Please do a better job than Wheeler Place.
Pop up bars, shops and events.
Possible 'market' and open air entertainment hub
Proliferation of cafes, small business and ever opportunity to provide access from town to harbour, with imaginative pathways shade/Rest ares and landscaping
Promotion to create another diverse identity for Newcastle to attract visitors, residents and users of facilities.
provide free parking and have the trains go to Newcastle then beautify the place and it would be less costly to the rate payers
provision of green space along with the above
Put a tram along the rail corridor and dont clutter up Hunter St.
Put public use first and ensure the vested interests can't benefit. If this could be guaranteed then the civic link option looks good.
Put the light rail along the the old rail corridor
Put the tram back onto the existing rail corridor, along with pedestrian traffic a la the 'Low Line' concept. Knock down some buildings on the harbor side of Hunter Street so that you get a true flow through effect.
Rail line should be underground along the existing rail corridor.
rail link on exosting rail line
Railway station
Random temporary pop up activities will make the area look messy and unkempt. There is already a direct link to the harbour.
Redevelop existing commercial sites not build new ones in the rail corridor

Reinstate rail services. If not, keep the Civic Station building and use it for a purpose that does not compromise the ability of a future government to use it for its intended purpose. There are plenty of low-impact uses to which it could be put (a community meeting facility; an extension of the museum (perhaps a rail museum), etc.
Reinstate the rail line to at least Civic station
Remove electricity infrastructure and fences so modified deisal trains can transit at low speed.
Remove trading restrictions, encourage additional social night time activities/options (not markets! We have enough of these) but maybe food trucks.
rest of plan ok
restore it to originals
restore the heavy rail and improve the service
Retain the station building
REturn its use to heavy rail
Return the rail line to working order.
Return the trains to Newcastle int the transport corridor.
Run a railway.
see above - 'evitalisation' does not have to be all about pretty views!
See above.
See notes throughout
See previous answer.
See previous question
Several well designed fountains. Seating areas for outdoor entertainment that can provided - for example by students from the conservatorium etc
Small theatres, educational opportunities in arts, dance, theatre etc
Some permanent retail buildings for cafes etc
Sounds good. Perhaps here you put a small / medium stage for entertainment and / or movie screen for outdoor entertainment. Keep it simple so I have has it booked the street entertainer may entertain the public.
Sufficient 'wet-weather cover'.
Take some of the vacant spaces in Hunter a Street and make then free three hour parking not everyone will use public transpor, they smell bad and are usually dirty, people put their feet on the seats, they disrespect fellow passengers, can be rude, loud and obnoxious! Why would you want to use public transport when it's not even safe to do so in this day and age. I would not use public transport yo come into Newcastle CBD
The above (running light rail on existing corridor with extensions to other locations) would stop the complete upheaval of Hunter St whilst the light rail is being installed.
The blending of mobile machinery (cars, trams) on the same space as people along this corridor will create a bottleneck for private transport on one of two viable corridors. Consider separating urban transport from pedestrian activity. Put the public amenity over the top of the transport.
The buildings and connections / pathways described fit perfectly with a level-landscaped light rail on the existing line. If that sensible option were adopted I would support that.

<p>The failure of each and every option to show the rail corridor as a transport corridor demonstrated the total bankruptcy of the proposals and the total lack of vision of what is wise use of public money delivering the most for the most in the community and for the most vulnerable. I would imagine that your proposals mean you have failed to consider the needs of the frail aged and the Wheelchair bound people in our community. Most people fail to even consider them until they find themselves in a wheelchair for a season. Just to demonstrate most wheelchair accessible foot path modification are too steep for many wheelchairs as the driving wheels of the wheelchair often become out of contact with the road surface; as well the footrests on many wheelchairs come in contact road surface as well at such locations. The best option is to use the rail corridor for a train/tram service (many European Cities do this well) with an open track that is a paved or grassed track area for pedestrian use. If there was need to build over the track then this could also be done as it has been done in many places in the Sydney area. The Buses should not duplicate the rail service by running on the roadway adjacent to the track But should feed the rail line (Perth WA is now doing this quite well but that was not always the case) Both Transport and parking are keys but after that the need for a strong development of family friendly business need to be established and not just the lucrative hotels, bars and such like places. The over emphasis of the alcohol trade has cause most of the problems in our city because the main entertainment is alcohol based and as such this feeds the eruptive anti social behaviour around our city that keeps many decent people out of the city at night and some weekends. New plans are required and with the Government attempting to have a bill to remove the rail line totally and the statements that sale of some land will be needed to be able to deliver a revitalisation program put great suspicion that this whole exercise is smoke and mirrors for a plan not yet disclosed. In other words I do not believe the truth is here; as there are far too many contradictory statements being made in different area.</p>
<p>The food and entertainment can still be encouraged without taking our trains. Has putting trains underground ever been investigated.</p>
<p>The large area through to the harbour would be good for pop-up activities especially for the Uni-students. A bike track should go the whole length of the old railway corridor to keep bikes away from cars and to make it safer for children.</p>
<p>The main obstruction to all this is the Post Office somethings needs to be done & soon</p>
<p>The Museum should continue to operate on the site.It may be that a corridor can be achieved without demolition of valuable heritage buildings</p>
<p>The North South public domain connections look great but these images fail to show East West development.</p>
<p>The open space plaza connection between wheeler place and the museum and honey suckle is perfect</p>
<p>The proposal is an ideal option</p>
<p>The stations need to be modernised to be accessible to wheelchairs, prams etc. The overpasses need to accommodate this as well. There are many ways to provide this. This city has a history worth preserving.</p>
<p>The Tramway should run down the existing Rail Corridor, NOY down the middle of a busy toad.</p>
<p>The transit corridor would be better sited on the existing heavy rail corridor. The use of the rail corridor could also include green space, pedestrian and cycle paths, opening of shops, cafes hotels and apartments to the corridor and reduce congestion on Hunter Street. Further, Hunter Street has immediate access to the corridor and the waterfront along the entire length of the rail line.</p>
<p>The Uni and Law courts will be the drivers for how this area develops. Their customers will dictate what services, restaurants, entertainment is needed.</p>
<p>The use of auditoriums / amphitheater for public events may be a useful inclusion considering the closeness to theatres and the like.</p>
<p>There are ways and means to incorporate most of the revitalisation ideas without putting light rail on Hunter Street</p>
<p>There's a lot of space around here and it would be great to use some for educational purposes (as it's a very family friendly area) - could have information stations about Aboriginal tradition and culture - present it in a fun way though, eg through art and story telling (imagine large didgeridoo or totem pole type sculptures that have stories written around them and that make music or something fun. So many exciting fun ways to celebrate Newcastle's history and future</p>
<p>They should connect to a safe walking/cycleway down the old rail corridor and down the waterfront.</p>

This is a good idea in principle and could be incorporated with light rail down the rail corridor. But I guess it is being used to force us to accept light rail down Hunter St.
THIS SITE COULD BE ENHANCED BY OUTDOOR THEATRE.
This site should be a real civic centre with well-planned facilities that don't wreck future possibilities as this design does. This site demonstrates the need for Hunter St to be free of any light-rail or trams so that we can put in excellent cycleways and pedestrian concourses. The train line should go below ground so that connective features can really put in place here.
This will be a very busy area. Keep road for separated cycle ways for bikes and vehicles. encourage students to access uni site via public transport / bikes not cars.
This would create even more opportunities along the lines presented here. Light rail can be crossed by pedestrians after all!
Traffic needs to be slowed and pedestrian given priority when crossing Hunter Street.
train station underground
TRAM STOP. FORECOURT COULD BE IMPROVED AS GREEN SPACE AS A GREAT MEETING POINT.
Truth, transparency with career politicians their fingers in their ears, left out if.
Trying to encourage eco buildings with a low reliance on fossil fuels could make this area a showcase for Newcastle.
Turn it back into a railway station.
Underground carpark at civic park then redesign of civic park with some commercial ventures.
upgrade existing rail facilities and link foreshore with under passes
Utilise civic station for light rail, Hunter street for cars and buses etc and open up areas as theorised
Walk development like New York
we can have most of that with a rail line
We need better and safer cycling ways and more motorbike parking
We need parking for caravans etc so travellers and bus passengers can see the good things
We want our public transport link to Sydney back; and we want to maintain our heritage city per se.
weekend markets, art displays, concerts
What about a mini botanic gardens.
Whatever is built there HAS to be permanent. The word 'temporary' gives the impression that developers are hedging their bets. Either they are committed 100% or they aren't. If they aren't, eventually, any development will fail.
Whatever you decide - there needs to be better consideration of access.
Why not add in council workshops for the community to learn and contribute to our local environment - arts, horticulture and health activities!
Why not include the ART Gallery and Library as part of our civic heart
widening the pedestrian crossing facilities to encourage safe crossing directly in front of wheeler place and the theatre. the whole block from merewether to aukland streets could even be a slow traffic zone to allow the institutions along that strip have safe crossings to whatever "Civic Link" changes are made on the harbour side of Hunter St.
With the new legal building and university something needs to be done to 1. create additional parking and improve current parking facilities.
with the Uni, law courts and museum there will be huge human traffic generated
would like a more open factor, eg remove the crown plaza hotel, should have not been built on this watersite as it blocks and shuts out a good vista.
Yes, advance the Harbour more as a good place for tourist boat to visit.
yes.
Yes. A railway station!

Yes. Read the Save Our Rail (SOR) documentation that gives many more economical & efficient solutions while maintaining the greatest asset this City has.

YES. SEE PREVIOUS COMMENTS

Yes.....use a train. It takes 4 ,minutes to travel the 2 kilometres.

Appendix K - Entertainment Precinct

REASONS FOR SUPPORT / OPPOSITION

Q21: Level of support	Q22: Briefly, why do you feel this way?
Strongly opposed	"entertainment hub" suggests crowds on public transport and increased need for paring of private vehicles. how would all this be managed with the paucity of space available? Council cannot now manage pop up events on the Foreshore such as the trail bike fiasco this year. Residents are riven to distraction by the frequent ill conceived use of the Foreshore for these events.ther is traffic gridlock for the duration of the events and Council officers are nowhere to be found. the concept is a thought bubble and does no service to the City. At best it is a sop to the City for taking away the rail corridor
Strongly opposed	Achieves little that continuing to use the rail corridor (2 track widths) can't do - whilst ruining Hunter and Scott Street transport (and pedestrian) access
Strongly opposed	All this can be achieved and ENHANCED by an active light rail through the station.
Strongly opposed	Another failed market! Why would this be different. No where to park. It would be different if the light rail went to the suburbs but there are no plans for that.
Strongly opposed	BECAUSE I AM ANGRY ABOUT THE "SLEIGHT OF HAND" TACTICS USED BY URBAN GROWTH
Strongly opposed	Because turning a functional and beautiful railway station into a play space is offensive. You can put these sorts of play spaces in all manner of sites. You cannot put a functional railway station just anywhere - as I'm sure Urban Growth are discovering with the mangling of Wickham and Islington.
Strongly opposed	Cheapens the city image and creates social problems
Strongly opposed	Dislike light rail.
Strongly opposed	Do not destroy newcastle station. It is a heritage building and should remain as it is but preserved. An entertainment precinct is fine in theory but the rail corridor is full of contamination so that rules out sandpits. Realistically t his is just a ruse to get the ok to sell off the corridor to developers. We already have an entertain,met precinct at Honeysuckle, we don't need another so close.
Strongly opposed	Don't like this idea, there isn't enough diversity to attract a broad rang of people.
Strongly opposed	Dont need another market Park area works really well now with out ant more infastrutere as open space
Strongly opposed	Existing Broadmeadow markets are in the right place. Families may prefer to take children to Blackbutt Reserve playground.
Strongly opposed	Far from increasing green area to be enjoyed by locals and tourists alike, these models obviously dramatic reduce green area.
Strongly opposed	free parking free venue and activities for the public
Strongly opposed	Have told you
Strongly opposed	How would you get the thousands of people to and from large events without any parking or train service?
Strongly opposed	I can see no reason why the rail line can't terminate at the station and that markets be located in the current foreshore.
Strongly opposed	I like it as it currently is.

Strongly opposed	I live in the city and am sick of the huge increase in cars since the closure of the rail line. The state govt has now replaced the purported rail barrier a honeysuckle drive/wharf road car axis. It is a physical gash through the our community, a direct consequence of removing the transport corridor from service and promoting vehicular traffic flow along the waterfront. The state government have acted as bullies. I refuse to engage further with this corrupt process.
Strongly opposed	I prefer the grass as opposed to fenced in play areas
Strongly opposed	I think it is all a pipe dream I bet none of this will happen!
Strongly opposed	It appears to be removing parkland and replacing it with a motley assortment of features
Strongly opposed	It is a rubbish proposal without good public transport. That is, light rail running along the ex istingrailcor
Strongly opposed	IT IS A TRAIN STATION AND STILL SHOULD BE
Strongly opposed	It is one thing to pain a picture it is another to deliver reality
Strongly opposed	It takes away green space from our city.
Strongly opposed	It will not be able to be easily accessed from the suburbs or from out-of-town, restricting it mainly to local community people and others will have "one visit only", just to have a look, then never return.
Strongly opposed	It's a railway station
Strongly opposed	It's existing function as a terminus should be used.
Strongly opposed	land grab
Strongly opposed	looks pretty shit, it might be all well and good spending money to put the facility theres however people are lazy and wont use it to its capacity. later down the track it would be good to put something there that is useful that the future increased population of newcastle need. any pipedream of a 'darling harbour' for newcastle in the next 15 years is crazy
Strongly opposed	money could be spent in more appropriate areas
Strongly opposed	Need a complete safe pushbike network. And integrated active transport including public transport.
Strongly opposed	Newcastle penninsula is a dead end. The traffic will be dreadful if there are markets at the station. And where are you going to put the parking?
Strongly opposed	newcastle station should be retained as a station for either continuation of heavy rail or light rail
Strongly opposed	Newcastle station should be used for light rail, not as a market as suggested by ill informed Prue Goward
Strongly opposed	No "pop-up" entertainment areas.
Strongly opposed	Not enough parking and public transport in this area to support it
Strongly opposed	Not interested
Strongly opposed	Open parkland not junky landscaping and Disneyland. Park simple park.
Strongly opposed	Opposed at present as a casino/hotel hasn't been ruled out for the heritage station precinct
Strongly opposed	Opposed due to concern about the loss of the rail corridor to private ownership and the profits being lost from Newcastle and transferred to Sydney never to be regained.
Strongly opposed	Pretty picture but who is going to maintain it, when are people going to use it ? existing parkland is used for passive purposes now during weekdays, more extensively at weekends - because its a haven for relaxation in a natural environment in the city. These people won't be interested in contrivances proposed unless the entertainment is spetacular. When that happens we face traffic gridlock as we do noe with the Maritime festival, New Years Eve, Anzac Ceremonies etc. and this is before we reduce road volumes with a monorail.

Strongly opposed	Pulling down of rail stations is not a good option. use them as figure 8 shows but with more playspace also integrated
Strongly opposed	Put the entertainment centre in the West End so that it can bring people back to Hunter Street.
Strongly opposed	Reinstatement of heavy rail will refresh BIG sataion building and some additional uses could be found for the unused spaces
Strongly opposed	Reopen the train station (use it as a light rail stop), or turn it into another innercity school. The after pic of the "popular regional play space" is extremely ordinary - it looks like a dust bowl.
Strongly opposed	See previous comments.
Strongly opposed	See previous entries
Strongly opposed	Should be green space
Strongly opposed	Should be returned to a train station to the original purpose it was built for and functioned perfectly well as.
Strongly opposed	should be used as a train station
Strongly opposed	Speers point park is great, but this inner city area does not have the space for something of this scale. PArking is tight enough as it is, where do you think the hundreds of cars coming on weekends are expected to park?? That does not include beachgoers etc. By all means improve the current playarea in foreshore park, expand it a bit but keep it in proportion. The beauty of the harbour/beach areas are the open spaces, there is no need to put a manmade footprint on every bit of land. The markets work well at Pacific park, there is no need for another market at the railway station.....better use could be made of this location. As much as I support farmers markets, the site would be better used for a second school to cater for the expected increase in population.
Strongly opposed	That second diagram looks cluttered, rather than open.
Strongly opposed	That wouldn't work, no one would go there.
Strongly opposed	The before picture is more attractive than the artist impression. People already use the harbour front in the east end.
Strongly opposed	The city doesn't need it. Get more novocastrians involved in these decisions.
Strongly opposed	The current grassed area id beautiful. It would be a waste of a spend. It would petition the area too much and take away the lovely open space.
Strongly opposed	The east end is not where development is required. The west end is where most investment is needed
Strongly opposed	The entertainment precinct needs to consider the Civic theatre which is a wonderful asset. We don't need active play areas near the beach. We have two beaches and two pools in walking distance from this area. Speaking of polls, what happened to the tender process?
Strongly opposed	The great possibility that the building would become increasingly and gradually destroyed, like the Post Office!!!
Strongly opposed	The Light Rail should utilise the Newcastle heritage station by running on the existing corridor
Strongly opposed	The Newcastle station idea is terrible. It will flop
Strongly opposed	the revitalisation of these precincts should not be at the cost of the rail transport corridor to Newcastle Station.
Strongly opposed	The simple grassed area is quite beautiful and relaxing, ideal for a city worker or tourist to relax and unwind.
Strongly opposed	The station is a station, purpose built and designed It provides shelter and facilities all of which your proposal will need to create elsewhere Or hopefully that is the intention
Strongly opposed	The station should be returned to its function as a terminus for the railway, not the cheap nasty function proposed
Strongly opposed	The transport needs to be kept in the existing corridor.

Strongly opposed	There are enough parks in close proximity just improve the facilities in them.
Strongly opposed	THERE ENOUGH ROOM NOW FOR PEOPLE TO USE THE EAST END AS IT IS.
Strongly opposed	There is already space available for this in the foreshore park. Where is the parking to cope with the demand? Development on the rail corridor. Keeping the rail corridor free from development will allow restoration of mass transit heavy rail which will be needed to service this area and the 100s of new apartments on the Royal site.
Strongly opposed	there is no evidence that there will be any benefits at all
Strongly opposed	There is no parking. What will happen at night?
Strongly opposed	There is no room for people to access the area. There is no availability for parking and the light rail will take years to set up. Even when it is set up there is no park and ride opportunities at the interchange. The event space should be located at honeysuckle where it was originally proposed.
Strongly opposed	These play spaces look lovely, but could be put in many other spaces. They should NOT replace valuable transport infrastructure like the railway station and the bus terminus. Moving the bus terminus will cause all sorts of logistical problems for bus timetabling and efficient usage of bus and drivers' time.
Strongly opposed	This area does not need an "Entertainment" label as land east of this is already allocated for this use. To realign Wharf road and take public land including memorial position is once again robbing the public of what they already own.
Strongly opposed	this concept is an extension of the light-rail consideration ... this type of entertainment "hub" falls short of a nationally and internationally renowned city like Newcastle.
Strongly opposed	This is not such a bad idea. How about putting it near Wickham Station instead. You could even get there by train!
Strongly opposed	This is the wrong place for a playground - it should be near the railway carriages in the foreshore park, where it will be much safer for the children. The light rail should run on this corridor.
Strongly opposed	This plan includes substantial development on the rail corridor.
Strongly opposed	This should remain in public hands as a tram station Interchange
Strongly opposed	This very situation was destroyed when the rail was removed.
Strongly opposed	Too much development. I like the green space that is there currently. Open spaces providing areas for all uses.
Strongly opposed	Totally airy fairy and it could easily end up just as The Post Office is today.
Strongly opposed	Traffic. No residential or commercial development in the corridor
Strongly opposed	trains/light rail should go into Newcastle station. There could be some of the recommendations incorporated around this.
Strongly opposed	U have a bunch of clueless professionals who have no idea what people want or how to get people into the city so it prospers
Strongly opposed	Unless you're planning on a more ridiculous thing so that the new light rail runs up Hunter Street, why aren't you showing the ugly new rail infrastructure which MUST be built on Stott Street if these plans proceed? Start being honest.
Strongly opposed	Unlimited boozing
Strongly opposed	Urban Growth has no mandate from the people of Newcastle to sell public land and remove a quality public transport service
Strongly opposed	Want to keep trains. If trains go would like station used for small scale craft/artisan shops or galleries
Strongly opposed	We have already three of the above "...happen here" points
Strongly opposed	We have precious little green space as it is, with a predicted population increase, and big residential development plans proposed- that will need green space.
Strongly opposed	We need the heavy rail returned.
Strongly opposed	We wish to be connected to Sydney CBD: high -speed train on the rail corridor.

Strongly opposed	where will all the cars be parked. a total waste of a great railway station
Strongly opposed	Will negatively impact existing residents and businesses with traffic and people congestion. limited road width, parking and public transport in the area.
Strongly opposed	You have missed again transport to the top of Newcastle area has been lost we needed the rail line right into town town
Somewhat opposed	Access might still be an issue..parking, transport etc.This must be thought through.Not fussed about play areas and screaming kids but I am probably too conservative.
Somewhat opposed	All that is shown are 'artists' concept drawings which are generally in accurate. Where will all the cars park?
Somewhat opposed	All there activities would require vehicle access & parking, which dont exist. Newcastle people are poor users of public transport, so parking would be a issue. Would be in competition with already existing markets & facilities.
Somewhat opposed	Another old railway station no longer used as such just makes me sad. Get rid of it and then the area can be adapted for public use much more effectively
Somewhat opposed	appears too congested
Somewhat opposed	Because of the proposed transport system
Somewhat opposed	Because the wording used just confuses me as to what is trying to be achieved. It seems all hype and no actual substance. Plans seem to be duplicating what council is doing in foreshore park.
Somewhat opposed	busy enough, fort scratchley, little parks, beach, swimming pool, busy enough, not enough parking
Somewhat opposed	City east centric. Too many people in a limited space.
Somewhat opposed	cluttering of open spaces
Somewhat opposed	Don't trust the council to keep the area for public use. Instead, they will allow developers to take ove, create even less free parking in the city now and create ugly monstrous huge buildings resembling the ones in Gold Coast.
Somewhat opposed	Entertainment ought to be in the city itself not at the end of a railway line.
Somewhat opposed	Entertainment Precinct could still be done without the loss of green space for development as proposed in Plan 4
Somewhat opposed	How can u say regional tourist attraction and local asset close to transport when transport is located at Hamilton. And when play space and markets decline the area becomes ugly and prone to vandalism and this costs someone money to improve.
Somewhat opposed	I have already expressed my views on this.
Somewhat opposed	I like the station market idea but the playspace is not needed, there are plenty of nearby beaches for sand play and large playgrounds. This grassed area is often used for picnics or just sitting watching the activity on the harbour.
Somewhat opposed	I prefer the current open space on the harbourside and after being caught in a traffic jam on Saturday morning while visiting the Olive Tree markets in Civic park I don't think the city can cope with the traffic and there is not sufficient parking options.I have a 4 year old son so I appreciate playgrounds but I think the area should be open space.
Somewhat opposed	I see a play area were are the parents supposed to sit to watch over and how would I get there anyway with nowhere to park the car.

Somewhat opposed	I support the markets at the Newcastle Railway Station - but will this operate 7 days per week through the year; only during school holidays; at weekends only. I refer 7 days/week, but understand there must be enough attendees to make it profitable. I oppose the children's playground at that site. What is wrong with playing on the well tended lawn?
Somewhat opposed	I think this area needs a strong landscape plan. The proposed diagram is not appealing
Somewhat opposed	I want the rail line operating.
Somewhat opposed	I want to keep the station as a station. However it could be modernised to be more user-friendly.
Somewhat opposed	I would like to see the green space maintained as that is what so special about Newcastle - no over development. However I am happy to see the railway station reused (as old buildings should be before they collapse and deteriorate) perhaps as an arts and cultural centre with a market would be great.
Somewhat opposed	I would not consider using public transport to this destination and i am sure that there is nothing wrong with the use of the area as with train station for trains
Somewhat opposed	If by closing the rail link,you are going to reduce the number of visitors so,although very nice,it would be all for nothing
Somewhat opposed	I'm not opposed to public use space like the regional play ground (play space) -- these are beneficial. And the train station should be retained, and its use as markets could be nice. BUT I would not want to see too much development, with the result of interruption of the railway corridor greenspace leading to the Civic precinct.
Somewhat opposed	Inadequate FREE vehicle Parking.
Somewhat opposed	It is nothing special, JUST another park
Somewhat opposed	IT LEAVES THE WEST END WITHOUT AN SIMILAR AREA WHICH MEANS THE TERMININUS IS NOT USEFUL FOR LARGE THINGS LIKE FESTIVALS & CONCERTS.
Somewhat opposed	It seems like a lazy option with no real benefit proven for the community.
Somewhat opposed	It should remain a station. It should be the end of the light rail if we have to have it. There is not much room for cars, buses, light rail and people at this area.
Somewhat opposed	Light rail should go into the existing heavy rail corridor. It is ludicrous to suggest that we should spent considerable extra monies to move the rail line some 25 to 30 metres to the south. Use these funds to 'revitalise' other areas of our beautiful city. Also it is ludicrous for people movement to only have 'one' line of track up Scott Street to Pacific Street. Going the extra 150 metres from the Newcastle Railway Station to Pacific Street to 'supposedly' get people 'closer to the beach' is laughable. Thousands of kids have been getting off trains with their surfboards, etc for thirty or more years. The proponents of all of these deliberate 'corralling' alternatives should all be 'damned' for their deliberate 'con' on Novocastrians.
Somewhat opposed	Limited access access from suburbs money hungry council
Somewhat opposed	Looks better in the "before"
Somewhat opposed	Looks ok but still suspicious re vested interests.
Somewhat opposed	Meaningless as it stands

Somewhat opposed	Need the rail station for the trains. Need some people for the play spaces.
Somewhat opposed	need to see more
Somewhat opposed	Newcastle station was a functional asset as it was. How do you expect people to patronise an alternative use when it is so difficult to get there or there is no parking.
Somewhat opposed	NO MARKETS WILL IMPACT ON FIXED SMALL BUSINESSES
Somewhat opposed	no quick ,efficient public transport to area. Cluttering of limited open space. Green space is valuable for itself doesn't need "facilities" added to it
Somewhat opposed	problems of access. If light rail is ever built, parking will be impossible. Weekend traffic jams happen whenever anything on in East End now@!!
Somewhat opposed	Quite like the community hub at the station. Hate the playground concept.
Somewhat opposed	Relinquishing the corridor is a mistake. Using the corridor for light rail is inefficient if travel times are taken into account for inter city commuters.
Somewhat opposed	Station to remain as a transport link which links in to the trains to other parts of the State. The journey to Sydney now takes half an hour longer.
Somewhat opposed	Support reuse of Railway Station. Don't like redevelopment of Foreshore green space.
Somewhat opposed	<p>The entertainment precinct feel contrived and reminiscent of the Darling Harbour development of the mid 80's.</p> <p>The majority of the outcomes suggested in the pictures above could be delivered while retaining light railway within the heavy rail corridor.</p> <p>The option requires the removal of the bus terminal. While I don't necessarily disagree with its removal, I don't believe the current proposal for the Wickham interchange provides sufficient space or accessibility for it to be relocated there. What are the other options to ensure that easy public transport access to the city centre for all modes of transport are maintained.</p>
Somewhat opposed	the idea seems to be that any area of plain old green space must be built upon or used as opposed to just being there.
Somewhat opposed	The station could still operate as a station for light rail and be used as an arts hub for artists with some retail. There would be significant noise concerns for nearby residents if the focus was for permanent live music.
Somewhat opposed	This concept substantially duplicates the excellent and well-used facilities in adjacent Foreshore Park.
Somewhat opposed	this would be ok if it didn't involve shutting off the rail
Somewhat opposed	use station but open parkland for the rest
Somewhat opposed	We don't need an entertainment precinct. The foreshore should be for passive recreation as it is now.
Somewhat opposed	WE don't need to be entertained!
Somewhat opposed	What kind of entertainment? Discreet, such as busking or intrusive, such as amplified music.
Somewhat opposed	Where are you getting the Date Palms from, the Middle East or taking old plantings from elsewhere and destroying elsewhere's amenity? The drawing is all spin and no substance.
Somewhat opposed	why do we need more entertainment areas????

Somewhat opposed	Will depend on noise levels for residents in the area
Somewhat opposed	Would cost a lot of money
Somewhat opposed	You think of the old Daivd Jone's building that has not worked very well. I do like the idea of the playground by the water front.
Neutral	Additional landscaping and outdoor facilities would be nice, but again not at the cost of the rail.
Neutral	Can be achieved without removal of rail connections. To demand removal of the rail is shortsighted and uneconomical.
Neutral	cant see anything happening for a long time
Neutral	Can't see diagram
Neutral	Don't believe any of this will be done once the trainlines are gone.
Neutral	dont want to lose any exsisting green space
Neutral	FROM WHAT I'VE SEEN THIS WORK INVOLVES TRUNCATING WHARF ROAD AND I CAN'T SEE THIS HAPPENING. IF THEY CAN INCREASE GREEN SPACE AND IMPROVE PEDESTRIAN ACCESS THROUGH THIS AREA IT WOULD BE A POSITIVE.
Neutral	How many markets have been successful in the city. Several million were spent in developing the arches in the mall for markets, they now make good under cover parking for city residences.
Neutral	I agree with protecting the heritage of Newcastle Station for some kind of community hub. A new regional playground would be good but not a farmers market - there is no parking for customers and how would the traders get their trucks/goods in and out of there. Plus we already have a very successful farmers market at the showground can Newcastle sustain 2 - i don't think so.
Neutral	I am not convinced that Newcastle Station has the heritage significance others have attached to it.
Neutral	I belief the Sydney to Newcastle rail link is as good an asset as any
Neutral	I do not live in the East End, so cannot comment on what residents may feel about this There is limited space in the East End, so I am not sure about further conjestion. Certainly they would want easy access to entertainment and amenities, but I am not sure that there will be a majority of families living in this area, more adult entertainment may be more apt.
Neutral	I donor mind if this building is demolished, instead of compromising the design for an old building with little appeal.
Neutral	i don't go into newcastle to dangerous
Neutral	I like the concept but I am concerned that public transport access and green space will be compromised. Can we please have local native trees instead of trying to look like some outdated concept of tropical idyll or Norfolk Island! Get rid of the ugly 'dick' tower.
Neutral	I like the idea of adaptive re use of the station but I am not impressed by the children's play area. At the moment there is a park which is used by everyone. Dedicated children's spaces means that teenagers, single people and older people who do not have kids. I also don't see how it can be an entertainment area with bands and performance and have a children's play area so close by. I assume when you use the term entertainment, then we have bands, outdoor performance, bars, eateries etc. A sand pit close to such entertainment could be difficult. I am not interested in the sand pit for kids.
Neutral	I like the market idea but the play space area looks beter in the before photo.
Neutral	I love the green empty spaces of Newcastle's foreshore. I wonder if having more play spaces will in turn attract more graffiti and destruction?
Neutral	I think the light rail should run down the rail track - with openings to the mall

Neutral	I won't go into Newcastle unless there is a train to take me there and there are others who feel the same way.
Neutral	I worry that the east end is already congested with traffic due to limited parking.
Neutral	I would like the rail line reinstated. If this doesn't happen then I would be happy with a produce market, entertainment etc. I don't like the regional playspace, I like the rolling green lawn that is there at the moment.
Neutral	I would like to know how the transport of cars/light rail is going to work.
Neutral	I would like to retain as much green space as possible without development
Neutral	I wouldn't use it
Neutral	Idea is good but worried about what aspects of the rail corridor would need to be surrendered to enable this development to occur
Neutral	If the future of Newcastle is just Newcastle Station, then what is the transport linkage
Neutral	It depends on the type of Entertainment activities proposed. I support family based activities but strongly oppose activities that rely on revenue from alcohol and that are likely to result in late night antisocial behaviour.
Neutral	It looks a bit cluttered.
Neutral	Its a gimmick. But thats fine
Neutral	lacking vision. look at european cities this is just so so-so
Neutral	Like the idea of a playground, could be a playground similar to the popular playground in Speers Point Park. Otherwise would not like the area to become too commercial.
Neutral	Looks messy.
Neutral	More detail required on the Newcastle Station development.
Neutral	need more information...too vague about what exactly is proposed
Neutral	Need to keep more green areas
Neutral	Newcastle Station is so "valued" but not enough to let the train transport people to it! Why re-create a light rail when you have existing rails?! Why couldnt it be revitalised anyway?
Neutral	No imagination by you again. What about a badly needed top hotel in the vein of the Sydney Intercontinental at Newcastle Railway Station plus some European style cafes. No more markets.
Neutral	Not a produce market.... We need to up market the space. Congestion of vehicles would be a problem
Neutral	Not particularly relevant to me
Neutral	Not sure exactly what would constitute an entertainment coridoor? More detail needed?
Neutral	Note enough detail to comment in detail.
Neutral	Nothing will happen, as with the post office, and the soon to be empty courthouse.
Neutral	Open to development of entertainment and play spaces around this area but I believe we should retain heavy rail access as close to the beach as possib;e\\le
Neutral	places like this are good when they are new, but can quickly lose their shine if not well maintained. Observation tower needs work! Cocos palms are out of place.
Neutral	prefer open space
Neutral	rubbish, another pretty architects view, no intention of putting any money into the area, again existing railway corridor lost to future generations
Neutral	See need for appropriate leisure activities in this area but feel market in this area will be counter productive for retailers in mall. Not sustainable in long term. Markets have been attempted insufficient attendance
Neutral	see previous - happy for something appropriate if light rail is (ever) placed on the road.
Neutral	Seems fine from the images supplied, especially by retaining the existing railway station which could be made much more attractive. I have visited rail stations that have done this.

Neutral	The artist shows no light rail on Scott St. Where is it to go? no Space??
Neutral	The best use of Newcastle station is as a railway station. However, in the time between now and when the city/state government realises this again, interim uses should be such that they do not overly compromise the station's future use as a station.
Neutral	The Newcastle East area is already well visited and anything that emerges there, especially in an important building like the old railway station MUST be authentic. Markets are an OK idea if parking, transport, and other obstacles are solved, but really that site could be so many things if just allowed to happen naturally.
Neutral	Unless access improves i.e trains and better timetables, then i avoid town like the plague
Neutral	Urban Growth have their own agenda and will sugar coat everything and do their own thing.
Neutral	we need to vastly improve public transport not just car access. the car will eventually go from society or at least become more environmentally sustainable. long term planning should be the priority.
Neutral	What ever is agreed on this Council will delay or procrastinate to the point that nothing is achieved. How many surveys will money wasted on
Neutral	What is the use Urban Growth could not careless what people would like they will only please Baird and his Govt. and what they want
Neutral	Where do the parents sit while the kids play and what retail will be in the pop ups?
Neutral	Where is the money coming from? Selling the rail line to pay for this?
Neutral	Why does everything involve having to build? What is the objection to open space used for passive recreation?
Neutral	Wow ! Let's paint up the old train station, put in an oversized sandpit for the kids, and bang, we have our 'Entertainment Precinct'
Somewhat supportive	A "Southbank" development is a good idea.
Somewhat supportive	A top line children's play area would be well used
Somewhat supportive	Activities need to be ones similar to what is shown. Large scale noisy ones that would be over a long period or late in the night is not pleasant for people close by. I can hear things happening there and I am quite a few blocks from the harbour.
Somewhat supportive	Adaptive reuse of Newcastle station
Somewhat supportive	Again this is a no brainer and not exactly rocket science.
Somewhat supportive	All of the above could be achieved with the Light Rail Operating
Somewhat supportive	An entertainment precinct linked to good public transport is a good idea.
Somewhat supportive	Any development to encourage people is positive,When one returns from overseas one feels we live in a ghost town
Somewhat supportive	Appears good at a glance
Somewhat supportive	Appears to open the site for use of community.
Somewhat supportive	Area close to park and beaches would encourage use.
Somewhat supportive	As long as it is focused on families.
Somewhat supportive	As long as the integrity of the Rail Station is honoured then I am for it.

Somewhat supportive	At least it won't be wasted space
Somewhat supportive	Because it would result in a community resource (noting the vision needs to be as bold as Brisbane's SouthBank).
Somewhat supportive	Concept is good however I would need to see more specific plans to be fully supportive.
Somewhat supportive	Concern that while it might be well on the weekends it would be 'dead space' during the week.
Somewhat supportive	Could be ok but with Councils limited outdoor staff who would keep the sand pits free from glass and dog poo
Somewhat supportive	Depending on the level/theme of the development proposed. Newcastle's historical culture and laid back vibe needs to be maintained and not obscured by an overly commercialised use of this space.
Somewhat supportive	donot want high rise there.
Somewhat supportive	Don't believe playspace is adequate use of space. Prefer entertainment/pop-up market place aspect.
Somewhat supportive	engages families in the city centre - but please get rid of the phallic symbol
Somewhat supportive	Generally a good idea, more specific details will be needed, as the devil is as always in the detail.
Somewhat supportive	Given the beach is close by, I am not sure a sandy watery play area is a good idea? In addition, having a market in the east end is not very accessible for the rest of the city?
Somewhat supportive	Good for families
Somewhat supportive	Good idea but needs strong support structures and ongoing support to keep it functional and world class
Somewhat supportive	Good idea to bookend the corridor with people attracting activities however need to ensure they are measured and integrated.
Somewhat supportive	good mix
Somewhat supportive	good to have play areas etc but how are people going to get into the city easily , where to park, not timed costly meters,
Somewhat supportive	good to see some ideas
Somewhat supportive	Good way of keeping up the maintenance of the station otherwise it could turn out like the old post office.
Somewhat supportive	GREAT
Somewhat supportive	Great idea, what about using the old station as boutique city accommodation?
Somewhat supportive	<p>I am amused by your description of the area today. I think a more accurate reflection is that "Some idiot decided that a perfectly good station should no longer be used for its original purpose so we can spend lots of money achieving very little at some locations outside of the city centre, and achieve an even worse traffic nightmare than we already have. Now we're worried that Newcastle Station is going to become the next Newcastle Post Office so we think we'd better do something with it that will likely cost a lot of money and possibly fail terribly".</p> <p>It is hard to comment positively on this proposal given how angry I feel about removal of any viable public transportation to the city centre.</p>
Somewhat supportive	I believe the train station should be used in a way that everyone can enjoy it. But the grass area around the foreshore should be left.

Somewhat supportive	I believe this can be extended to Newcastle West.
Somewhat supportive	i believe we dont need the train to run to Newcastle station and that land could be transport/green space
Somewhat supportive	I can see some benefit.
Somewhat supportive	I do not think a market is the answer to the railway station, yes kept the heritage of the main building as offices or residences.
Somewhat supportive	I dont care about the playground it isnt important
Somewhat supportive	I have young children and would love somewhere to take them that is low cost.Parking is my main concern and the cost!
Somewhat supportive	I like it because it is one of the ways to bring life back but there is some fear that it could be tacky if not implemented sensitively and carefully.
Somewhat supportive	I like that the existing station will be used and maintained, but unsure of what types of entertainment will be allowed, for example, live concerts could cause noise pollution for residents and attract out of towners who leave our city with trash and drunken activities.
Somewhat supportive	i like the idea of a market for the people of newcastle
Somewhat supportive	I like the idea of reusing the existing station building, it is a beautiful structure, with significance to the population and must be maintained. I am unsure about the proposal to host markets there. Markets have varying levels of success in Newcastle and only tend to bring people on weekends - will there be activity there through the week as well? Could there be option for dining for the people who owkr live in Newcastle through the week?
Somewhat supportive	I like the idea of turning the train station into something like markets, but what on earth is going on in the second picture? Leave the park as it is.
Somewhat supportive	I like the ideas, especially of the re-use of the rail station
Somewhat supportive	I like the prospect of reusing the present buildings and making it a community area for local groups, as well, creating play areas for the children.
Somewhat supportive	I like the reuse of the station
Somewhat supportive	I see benefits but parking is a big problem
Somewhat supportive	I still don't understand why the rail line can't be kept.
Somewhat supportive	I support reuse of Newcastle Station
Somewhat supportive	I support the development of the existing railway station for public access.
Somewhat supportive	I think Markets Distract from a City and take money from Local Retailers.
Somewhat supportive	I think the idea is right but not sure the current proposal is the best way to enact the idea. I believe some development of the existing buildings would be required to fully realise the potential.
Somewhat supportive	I think there is a strong need for more outdoor recreational areas in the city centre.
Somewhat supportive	I would be concerned that the Station building's use and any activity facilities in the greenspace are consistent with providing well for passive recreation in the parkland/greenspace.
Somewhat supportive	I would like to see more detail, but in general I am supportive.

Somewhat supportive	I'd like to see stronger retention of the station's heritage features
Somewhat supportive	I'd rather it remained as a great heavy rail station but if that opportunity is lost the buildings should be preserved, cared for and used for something useful and meaningful whether that be public or private use. The idea of having a produce market here is naive. There is no adequate parking and traffic access.
Somewhat supportive	if it is not used it will fall.
Somewhat supportive	If we have to lose the rail then an entertainment precinct would be best use.
Somewhat supportive	If you are going to put a playspace that close to the water, it better be fenced! I don't really understand the need for permanent and temporary entertainment. The market idea is terrible. How many markets have been tried in the CBD and failed?
Somewhat supportive	I'm not sure produce Markets would be the best use of the railway station. However, happy with all other aspects.
Somewhat supportive	It already attracts a high number of visitors so building on it will just provide more opportunities for people to 'do stuff', help with people flow and maximise the most beautiful part of Newcastle.
Somewhat supportive	It does offer something for everyone. The station does need to be a part of any development in the East End.
Somewhat supportive	It is a great area to be used wisely - I'm not sure being a regional entertainment area, rather anything should be on a smaller scale. Regional facilities should generally be located further west to the city for the use of LMCC, and Maittland people. Anything major in the City area will have difficulty being serviced with parking and car transport
Somewhat supportive	It is a ready made area for entertainment.
Somewhat supportive	It is an area in need of development
Somewhat supportive	it is pretty good, but the world does not exist solely of people who have small children who want to play and people who want to shop. adults enjoy interactions that aren't necessarily economic too.
Somewhat supportive	it will bring more people and that means growth.....which is great for us all
Somewhat supportive	It will integrate well into a safe cycleway/walkway, light rail down the old rail corridor.
Somewhat supportive	It would generate visitation
Somewhat supportive	It's a good idea to utilise station as an open market place
Somewhat supportive	It's a start to building a better city space.
Somewhat supportive	It's an improvement for involvement/activity, but it looks like almost all of the green space has been removed.
Somewhat supportive	It's okay if it provides sustainable jobs without high rise.
Somewhat supportive	It's the best option available.
Somewhat supportive	Just not sure how viable the station markets will be
Somewhat supportive	like it don't i
Somewhat supportive	Like the idea of using the station as a community hub.

Somewhat supportive	Looking at the images it does not look any different to what already exists. If was to go ahead I think it should be to the standard of darling harbour.. I also have concerns about access. Parking options in the west end with regular public transport at low cost should be considered. No parking in this area would be best . Traffic on the foreshore of a weekend is already heavy
Somewhat supportive	Looks great. More people will use the area
Somewhat supportive	Looks okay
Somewhat supportive	Looooong overdue.....
Somewhat supportive	Love the idea of the old station being used as a central focus and enabling people to walk around the area minus cars. I am not sure however about the concrete jungle approach using water scapes, I like the idea of grass and water not concrete and grass . The idea of walls and subsections to explore may be better than they look here but first impression I don't like the segregation and block of views - I like the feeling of space and being open
Somewhat supportive	Make the station a draw card, eg markets
Somewhat supportive	Markets are good idea however there is a need for general groceries because there is dearth of basic needs in this part of the city
Somewhat supportive	MARKETS AT STATION ARE NOT PRACTICAL NO ROOM FOR SUPPLY TRUCK OR CLIENT TRUCKS MAKES THIS TOTALLY IMPRACTICAL USE STATION FOR TRAINS
Somewhat supportive	Markets do not have a proven track record.
Somewhat supportive	More Space it this area would be great for families
Somewhat supportive	My main concern is that Station be used wisely and that we do not see buildings placed on the green corridor, this should be left as open space and can still be used for entertainment and cultural activities!
Somewhat supportive	Need for sympathetic restoration of heritage buildings may not be Urban Growths forte!
Somewhat supportive	Need more information- will it be like Speers point park? Yes please! Or Hudson park? No thanks
Somewhat supportive	Needs to be less-concentrated in the same precinct.
Somewhat supportive	new use found, must bring life back to city, a practical use, need, desire, helps tourism etc
Somewhat supportive	Newcastle Station must be repurposed and not lost to the city. The green space in the East End, through the focal point of the harbour, should link to the West End.
Somewhat supportive	no mention of working with existing heritage items - no understanding of the sites history
Somewhat supportive	Not a big fan of the regional playspace design
Somewhat supportive	people have to get there no trains or enough free parking
Somewhat supportive	Protect the heritage attributes of the Newcastle Station.
Somewhat supportive	Public amenity is improved
Somewhat supportive	Public play spaces can be great
Somewhat supportive	Put in free parking spaces for at least 400 vehicles otherwise the public will not use it.

Somewhat supportive	Put the playspace further west and make it like Spears Point Park. leave the grass open space as it is for sustainable festivals etc. Its lovely as it is.
Somewhat supportive	Railway station would make an ideal Tourist Information site
Somewhat supportive	Retain the use of the old Newcastle station
Somewhat supportive	Same as previous question
Somewhat supportive	Seems slightly inspired by Brisbane's excellent Southbank precinct.
Somewhat supportive	Seems to encourage family activity
Somewhat supportive	Some overdevelopment on possible Green space areas. Good to see the proposals for play spaces and Railwar Station redevelopment.
Somewhat supportive	Something needs to be done with the station and I would prefer this option to pulling it down.
Somewhat supportive	Sounds good - needs good parking
Somewhat supportive	Sounds good.
Somewhat supportive	Sounds great
Somewhat supportive	The area is already supported and more activity will flow.
Somewhat supportive	The artist impressions look good, but are not an accurate picture of what will be.
Somewhat supportive	The idea of markets, might actually work better if people could arrive by train and depart by train without having to access myriad other transport forms.
Somewhat supportive	The more families visit these areas it will push out the less desirable people.
Somewhat supportive	The parking and access would have to be vastly improved to make this feasible. It costs too much to park anywhere that is if meters are even working. This needs to be addressed
Somewhat supportive	the rail station building will be used for public enjoyment
Somewhat supportive	The space should be able to be utilised by all, and not wasted (as seems the case with the old post office)
Somewhat supportive	The station is a lovely heritage asset and if not used for rail (the best option) it should be well looked after, used and a benefit.
Somewhat supportive	the station is a lovely old building and needs to be used
Somewhat supportive	The taking away of the trains has brought about the Station becoming what it is now and if the trains are not returned, then some public facilities need be implimented, otherwise it will become derelect like the Post Office.
Somewhat supportive	There must be a practical re-use of the Station buildings, linking the area from Foreshore Park and the Customs House plaza.
Somewhat supportive	There needs to be more/better playground space
Somewhat supportive	This area would be best used in this way. It should be done in such away as to encourage the maximum number of people to the area.
Somewhat supportive	This can still be done with light rail in the corridor.

Somewhat supportive	<p>This has some potential but it is too 'busy' with too much of the open space lost to new structures.</p> <p>It isn't clear enough about retaining public ownership of public land.</p> <p>I think we are still going to have a transport problem.</p> <p>The markets idea has already be demonstrated to be impracticable, so they need to come up with something better.</p>
Somewhat supportive	This is a good idea and could easily be incorporated into a scheme with the light rail running down the existing rail corridor. The permanent entertainment to be minimal impact on the skyline and not to encroach too much on the green space in the area.
Somewhat supportive	This is already happening without needing artists impressions
Somewhat supportive	This should be a bus station at the top end of the bus transport corridor, allowing travellers to alight and board buses to go further around Newcastle via the beaches and to travel west to go to other suburban areas.
Somewhat supportive	This should be an area separate from shopping or residential areas
Somewhat supportive	Use of station fine & play area
Somewhat supportive	uses many existing resources
Somewhat supportive	Very attractive. How do we get there?
Somewhat supportive	we need more entertainment in the city centre
Somewhat supportive	<p>We need to be able to get there and back. Light rail to all parts of Newcastle please. Perhaps lots more car parking??? Car parking at commencement of light rail??</p> <p>The space itself looks like a good idea.</p>
Somewhat supportive	We still need to keep plenty of open green space.
Somewhat supportive	While I agree the City's East & West Ends need improving. However, I strongly oppose the rail corridor being anything but transport (ie, light rail, cycle way, pedestrian).
Somewhat supportive	Will be good if you can police area. Especially at night
Somewhat supportive	will brighten up and encourage more Tourists into the City precinct.
Somewhat supportive	will bring all people into the area for a variety of reasons
Somewhat supportive	Will it be maintained ?
Somewhat supportive	<p>Worry there won't be the population to support it.</p> <p>An interesting idea though, if done well.</p>
Somewhat supportive	Would prefer more specific use of Station as well as mixed adult/child use of any play Areas.
Somewhat supportive	You need more people living and working in the city to make this area work... Parking is a problem and good transport options is needed to bring people in to the city.
Strongly supportive	A "go to" place for locals and visitors alike

Strongly supportive	A creative use of the area.
Strongly supportive	A great opportunity to improve the visitation to this beautiful location
Strongly supportive	A great place for families to go and enjoy the day, buying lunch after a play
Strongly supportive	A great way to encourage families into the city.
Strongly supportive	A place I can enjoy with my children
Strongly supportive	A variety of options of enjoy the outdoors
Strongly supportive	Activation and diversity of uses is important and this scheme has the potential to deliver this.
Strongly supportive	Adaptive reuse of the heritage items at Newcastle Station. Builds upon existing activity so it likely to be successful. The idea of markets though is somewhat questionable ... why come to an area where you can't park when the Showground markets are already successful and less travel for most people.
Strongly supportive	adds character to the area, ease of access.
Strongly supportive	At last Newcastle is getting what its great CBD deserves!It will bring more people and money to town for family outings .
Strongly supportive	Because at this movement city is nowhere and looks rundown
Strongly supportive	Because it is so
Strongly supportive	because its a good place to bee
Strongly supportive	becomes a focus point
Strongly supportive	Better use of the area.
Strongly supportive	Bring families and visitors to a vibrant place. Seen good reuse of heritage stations in USA while residing there
Strongly supportive	Bring life to Newcastle centre
Strongly supportive	Bring people into the city and keep them here
Strongly supportive	Bring people, families to facility.
Strongly supportive	C.reates a useable space
Strongly supportive	Consolidates the outdoor recreation facility of the east end
Strongly supportive	Encourage more families to come into the city.
Strongly supportive	Enhances use of the station, uses public space for a variev of activities.
Strongly supportive	EXCELLENT IDEA TO ENSURE THE RAILWAY IS MAINTAINED AND UTILISED WELL.
Strongly supportive	Excellent use of this historic building and the surrounding areas.

Strongly supportive	family friendly good use of what is there
Strongly supportive	Give Newcastle a great market space like the Victoria markets to encourage people into Newcastle as it is you have business or cafes and restaurants, nothing that is entertaining to tourists or interesting or different
Strongly supportive	Gives people a reason to visit. Makes use of heritage building so it doesn't just sit there.
Strongly supportive	Great activated spaces with a range of places for everyone to enjoy.
Strongly supportive	great idea just dont focus too much on the kids play adults need play areas as well
Strongly supportive	great use of the current unused buildings. interesting architecture round here would be suitable for markets.
Strongly supportive	Great use of the former rail station
Strongly supportive	Great way to reactivate the Station. Markets have tried and failed before, I hope it works this time.
Strongly supportive	I feel maintain and keep Newcastle heritage and buildings like the old Post Office and part of unique history. We don't Gold Coast with high lit light on detail. What the buildings on built and how heavy rail corridor is be retained for the public recreation. The don't Newcastle to be the Gold Coast high rises the shadowing everything and no atmosphere.
Strongly supportive	I like it, I'm sad to see the trains go but I market is a good idea... although wasn't there a market in Honeysuckle before that no-one went to?
Strongly supportive	I like keeping the heritage of the station and making it use for all, also having a play space is great
Strongly supportive	I like the use of the station and the turning the area into a showcase of our city and our beautiful harbour.
Strongly supportive	I love the use of the station as a tourism hub. It will bring the people in and the fact it is so close to the harbour and the park
Strongly supportive	I really like the concept.
Strongly supportive	I really would like to see the station buildings used and not fossilised
Strongly supportive	I strongly support the revitalisation of Newcastle Station (although I'm sure it wasn't offered in Option 2) - reusing the space to showcase our produce is a sensational initiative. I'm broadly supportive of placespaces as long as they are well considered and well maintained. Although there is also a case for open grass areas overlooking the harbour.
Strongly supportive	I support all that is proposed here as it will greatly improve the area.
Strongly supportive	I think a mix of attractions will entice a variety of people into the city, particularly if public transport in and around the city is improved.
Strongly supportive	I think the old Newcastle station is well-positioned for a precinct as described in the plan.
Strongly supportive	I value the heritage aspect of the Station and feel it would be a wonderful tourist drawcard with markets or family entertainment venues.

Strongly supportive	I would a Newcastle to be proud of not what we have now
Strongly supportive	If this is no longer going to be the business centre of Newcastle then a focus on community, health and tourism takes advantage of existing assets.
Strongly supportive	if we don't we die
Strongly supportive	Interactive play spaces are great for families - seating, play equipment, visually attractive landscape design & various plantings makes the space interesting, sustainable and usable - which is it not currently happening now.
Strongly supportive	Involves all walks of life
Strongly supportive	Is a visionary concept if well done and if it has plenty of grass and isn't just concrete
Strongly supportive	It has been well thought through and researched.
Strongly supportive	It is a beautiful heritage building perfect for pop up spaces and markets and play areas. It will bring families into the city
Strongly supportive	it is a good use of the area and considers other important factors, eg heritage
Strongly supportive	It is a great site and different types of entertainment can occur and display our beautiful assets.
Strongly supportive	It is time for change and growth for the future. Y
Strongly supportive	It is unused empty spaces atm good for nothing really. Better to provide some activity areas.
Strongly supportive	it looks great and a place to go and enjoy
Strongly supportive	it needs to become a more fun place for families and to make you want to bring your kids in to play and appreciate the historical value this great city
Strongly supportive	it opens it up and is user friendly.
Strongly supportive	It showcases Newcastle talent and creativity
Strongly supportive	It will re-vitalise that area.
Strongly supportive	It would be a great place for locals as well as tourists. When the cruise liners pull up they are sending people up to the Vineyards or Port Stephens - maybe they may stay a day longer if Newcastle had something to offer them. I think Novocastrians love a day out even if they don't live in the city and somewhere like this would cater for everyone
Strongly supportive	It would be great to have more families and people engaged in this area of Newcastle - playing, entertainment
Strongly supportive	It would create an open space to reconnect both sides of the city
Strongly supportive	It's an ideal location and space to create an Entertainment precinct. The heart of any City should be thriving with Entertainment Options. We have the new NewSpace facility currently being built by Hansen Yuncken and this will have up to 3,000 Interstate and International Students visiting. Newcastle should have more than one option in town for dining out (Honeysuckle at present).
Strongly supportive	It's brilliant, people love entertainment
Strongly supportive	it's utilizing whats already there
Strongly supportive	It should bring a mix of people to the city for the different activities

Strongly supportive	Just do it already!
Strongly supportive	Looks fantastic. Currently station is a dangerous place to be.
Strongly supportive	looks good
Strongly supportive	looks good
Strongly supportive	Maintaining the historic Station is important. A playspace seems like a good use of the space.
Strongly supportive	Make good use of existing building re station
Strongly supportive	Makes it a space all of the commuity can use
Strongly supportive	makes it more exciting to visit
Strongly supportive	Makes use of the Newcastle station, and sounds like an exciting prospect.
Strongly supportive	Making use of revitalised station building
Strongly supportive	market is an excellent use of a historical building.
Strongly supportive	More activity for children
Strongly supportive	Much better use of land
Strongly supportive	New vision
Strongly supportive	Newcastle inner-city is currently a scattered disarray. The East end desperately requires a united vision and local support to sustain a viable entertainment precinct. I support any motion that develops the city in this regard.
Strongly supportive	Newcastle needs something to draw residents and visitors to the CBD couple with say a cruise terminal or major feature including restaurants this may be achieved
Strongly supportive	Newcastle needs to move forward
Strongly supportive	Newcastle Station is a beautiful building in a great location and deserves to be fully utilised in an attractive re-use, particularly one that highlights Hunter produce and art/crafts, etc. to visiting tourist market (and locals). Family-friendly spaces on the harbour foreshore also appeals - providing facilities for residents.
Strongly supportive	Newcastle Station is a redundant asset
Strongly supportive	Newcastle's east end is a wonderful space that needs the governments attention and respect- how many other Cities in Australia with this type of geographical location and potential are lacking community support and government funding to create attraction? Not many! .
Strongly supportive	No further comment
Strongly supportive	Opens up the area to a mix of uses--residential, entertainment, and not just late night bar precinct.
Strongly supportive	Other cities have these precincts with huge success. Increased security is required however, the benefits outweigh the costs
Strongly supportive	Our city is unattractive and doesn't rate compared to beautiful city's like perth and Adelaide. We need a gorgeous city Centre worth traveling to from the suburbs that goes beyond the beach.

Strongly supportive	Pop-up markets and entertainment is really missing from the area.
Strongly supportive	Preservation and active use of Newcastle station.
Strongly supportive	putting land to better use for the public.
Strongly supportive	retains history and links to harbour
Strongly supportive	reuse and engaging with the harbor is great
Strongly supportive	re-use/redevelopment of station buildings plus improved public facilities within current open space
Strongly supportive	Same again as my answer to the previous question.
Strongly supportive	So supportive of creative use of space that would otherwise be under-utilised, especially use that is inclusive of all people.
Strongly supportive	Social gathering space for East End residents and tourists
Strongly supportive	Sounds a little vague at this stage, but adaptation of station definately needed.
Strongly supportive	Stimulation
Strongly supportive	SURELY IT WILL BRING PEOPLE BACK TO THE CITY
Strongly supportive	The after pictures of what it could be like makes it look so inviting. Newcastle needs to attract visitors and make it a place where people want to come and relax or be entertained
Strongly supportive	The amenity this would provide is rich and more diverse. It will increase foot traffic around the area and stimulate business in the retail and entertaining surrounding precincts.
Strongly supportive	The are needs to be user friendly and occupied by people enjoying the harbour area.
Strongly supportive	The attraction of consumers can only be a great thing for newcastle city
Strongly supportive	The city centre/east end should be as attractive to locals and visitors as possible. Also, Newcastle Station should not be allowed to deteriorate in the same way the post office has.
Strongly supportive	The city needs a drawcard space to bring people in.
Strongly supportive	The City needs all the help it can get - it's dying now.
Strongly supportive	The existing rail corridor could be productively re-assigned to open space connecting through to all the open space north of the Railway Station, Customs house, and the existing Foreshore park and railway sheds.
Strongly supportive	The foreshore park needs rejuvenating. A playground for young and old. Leave railway station for use by light rail upon existing corridor.
Strongly supportive	The harbor is one of our best features, which is currently sheltered.
Strongly supportive	The harbour is beautiful at the moment with all of its greenery and space. However, by adding entertainment into the mix, it will make it even better and a fun day for all when visiting and exploring the town.
Strongly supportive	The inner city needs to be redeveloped to increase residential and tourism growth, balanced with commercial opportunities

Strongly supportive	The old train station is a great building, turning it into a cultural or entertainment area is a fantastic idea.
Strongly supportive	The station building can be retasked as a market space. Care must be taken with playspaces and would better be placed east of customes house ro separate as child friendly area.
Strongly supportive	The station building is so distinct and historically important to the city that any plans to re-invent it for recreation and entertainment should be strongly enforced.
Strongly supportive	The station deserves and requires a new lease on life. This kind of attraction could cause that.
Strongly supportive	The station has historial signifiance. Mixed use and re-use attract activity and access.
Strongly supportive	The station needs to be looked after and utilised and this sounds like a good plan.
Strongly supportive	The station needs to stay, and in the public domain.
Strongly supportive	The station precinct seems to present an ideal opportunity to draw people and to productively use the heritage buildings.
Strongly supportive	There needs to be new life in the area surrounding the beautiful railway station
Strongly supportive	These are both great ideas to make the space effectively utilised
Strongly supportive	These locations need 'attractions' to draw people.
Strongly supportive	this and Civic Station need to be protected and there needs to be a focus for end of town
Strongly supportive	This area is the best opportunity to make a real difference. This space needs to provide worthwhile family oriented open space community facilities.
Strongly supportive	This end of newcastle has the best of all natural beauty being public green space, harbour and beaches. It is not currently utilised or planned well as present though. Needs to have a identity with good family spaces through the day but also some glass single storey structures as dining/bar/cafe areas to activate at night.
Strongly supportive	This has the potential to be a world class facility. Please get rid of the bus depot and move it to wickham.
Strongly supportive	This part of the city is already a family attraction, particularly on weekends. There must be a dedicated bicycle path as people will ride in family groups to the areas of entertainment and play - Just have a look at Joy Cummings promenade on a Sunday and the mix of pedestrians, bicycles, skateboards, rollerblades, dogs etc and it is mayhem in some places.
Strongly supportive	This part of the city is SO under-utilised and just holds so much potential - it really needs to be transformed and given the space and outlook could become a hugely popular area for a diverse range of people. This plan is trying (and succeeding) to offer a combination of things that mean the overall offering is broad and has something for everyone.
Strongly supportive	This will encourage residential development in the East End but will only work if there is easy access by light rail or sufficient parking.
Strongly supportive	this would be a better use of the area there would be more reason to come into the city and harbour
Strongly supportive	To attract business and people something quite different needs to occur and anything will be an improvement on the current station precinct in Scott/Hunter Sts.
Strongly supportive	Upgrade all the ares
Strongly supportive	usable people friendly spaces, that engages all ages

Strongly supportive	Use of the train station and brighten up the area
Strongly supportive	Using existing building we do not want them to be unused like the post office.
Strongly supportive	Using What Is There
Strongly supportive	waste to leave as is .would make an ideal dining and entertainment area.
Strongly supportive	We are blessed with many unique and beautiful buildings and all are so well located. This UG. Idea, renovate, preserves and allows a new life for our now derelict, disused locations
Strongly supportive	WE NEED IT
Strongly supportive	We need more entertainment and usage of existing assets, such as re-use the old post office. Such an old, precious building should not go to waste. It could be such a highlight and must-see to visitors and residents.
Strongly supportive	We need to move forward and this option sounds perfect
Strongly supportive	We need to revitalise this end of town and what better way than to bring people and families in to make it their space
Strongly supportive	Will attract more people to the area
Strongly supportive	Will enhance the current development of this area and will be an important reminder of our past
Strongly supportive	Will give a reason to visit
Strongly supportive	Will help bring life and activities back into the city.
Strongly supportive	would attract locals as well as tourists!

OTHER IDEAS FOR FUTURE USE

Q23: And do you have any other ideas on future uses for this site? (Entertainment Precinct)
24/7 permanent markets in the Newcastle Rail station will be focal point for other things to morph from this. Do not over plan now.
A decent Information Kiosk with employees who know Newcastle. At the current kiosk at the Maritime Centre they do not know where Fort Scratchley is. A recent visitor from Qld phoned with this complaint.
A fine site to raise some good works of sculpture, of historical figures of Newcastle's past. I can give you some names!
A free waterpark like they have in Cairns and townsville. Water could be shut off in winter and brought back to life in summer.
A hybrid of what is currently in existence combined with some family and business rejuvenation and more greenland.
A light rail station with cafes, and small boutiques
A market and Entertainment / theatre venue
A market in the railway station and surrounding area along the lines of the Mercado San Miguel in Madrid (highlighting local produce) would be a mecca to the locals and an international drawcard.
A rail terminus perhaps. At least for the light rail.
A railway station, with underground rail (cut & cover), and build all this "entertainment" stuff over the top, then there would be a chance for it to flourish from increased patronage, instead of wither from disuse
A school for the residential population that is being planned for this area.
A second Art Gallery run by Newcastle Art Gallery perhaps? That focuses on Newcastle artists?
A strong emphasis on community and people connecting with one another
A TRAIN STATION FOR HEAVY RAIL AND SO LIGHT RAIL CAN GO FROM THIS POINT TO ALL THE CITY BEACHES AND NEAR BY SUBURBS AND RACECOURSE PLAYING FIELDS ETC
A train station that functions as a train station would be useful.
A train station. If not possible Perhaps something that is open each day and adds to the life of city such as art gallery, cafes, etc
A transport interchange would be ideal. Could have cafes, stalls, etc incorporated.
Absolutely no high rise, this would destroy the historic character of the area
Adaptive reuse of the rail staion is a must - what about a major art Hub
Addition of Gym stations along the foreshore
Affordable parking and BBQ and playground for people to come into the city and use free facilities without having to spend to much money. Or even as the bus terminal.
All of the ideas have merit "Let Urban Growth" start and control the outcome, maybe then we will get somewhere.
All of whats on page V
all sounds good but you need to have transport to these places
All this plus retaining the active (light) rail station will set Newcastle as a "go-to" destination.
Also use the Station as the city's Information Centre--and provide free parking for visitors' cars, RVs, etc.
An all-weather venue (glass structure) with good harbour and city views. A place that people want to go to every other day, not just for special events - a very accessible site, interactive art and other installations (temporary and perpetual).
An extra Museum space or some such PUBLIC BUILDING. It will need public money to keep it and maintain it. The State govt should be able to afford it. How much is out taking from Newcastle everyday from the coal loaders, the selling off of the port? Surely a little bit could;d come back to Newcastle??
An integrated library, performing arts and civic centre similar to Chatswood with community space available at free or low rates.
art gallery/expo location
As a station for light rail with vision for expansion

As above
As above. Not too much concrete, low rise, plenty of grass
as is, open green space that gives sense of breadth, a vista, somewhere for picnics or simply sit on the grass
As previous, the idea is right
Avoid infrastructure that quickly becomes worn and shabby.
Bike paths essential.
bring back the rail
Bring back the rail line. This does not exclude the use of the area as an entertainment precinct. It enhances it.
bring back the train to Newcastle Station
Bring back the trainline
Broadmeadow seemed the best solution for a transport depot and link to the city but the ground around is contaminated , so do we fix that put a multi storey car park there ?
By day a growers market, converting to a food stalls at night, similar to those in Asia.
cafe at the station
Car parking will need to be improved.
Clean the dirt from the rail tracks in install heavy rail.
Combined use of the train station, coffee shops, quality food shops and stalls, restaurants and shops. Like what New York has done to some of their buildings.
Continue to use it for its designed purpose, with other 'public purpose' uses for what will be redundant parts of it with only (presumably) two lines needed for light rail.
Could house a tourist info office
Could we include a room for display of photos, documents, small artefacts as exhibits of the history of Railways at Newcastle. I believe there would be enough railway enthusiasts available to run this as volunteers. Perhaps a limited size branch of the Newcastle City Library to lend suitable books. Showing Videos, or still pictures, as is now done at the Newcastle Art gallery, also seems appropriate.
Create a terminus for the light rail here
Current plan Looks great!
cycleways and walkways
Definitely require more CCTV and security/police presence.
Demolish existing station and make best use of the site
don't know right now
encourage local produce upcycled furniture and local made products keep multinationals and franchise out
Ensure quality play spaces to encourage kids/ families into the area and encourage physical activity - something like permanent circuit equipment?? Additionally, if markets are housed in the old train station in order to be effective it needs to be run by visionaries like those organising olive tree markets or the farmers markets. WE don't want another 'The Store' experience going in this critical community space.
Ensure use of the site is maintained and not left to decay like other building in Newcastle.
Entertainment center
Establish a water park such as the one in Cairns.
european styled indoor market and small shop precinct in station
extend the cycleway past the Custom House to the old railway shed and onto Nobbys.
Food and deli markets would be fabulous with the influx of new and old residents.
Foreshore park would be great for an artificial beach/kids pool and wet/dry funpark. Reference would be either Southbank in Brisbane or kids wet park in Southport Gold coast.
Foreshore rejuvenation is good. Perhaps playground and associated facilities could be integrated with the station building.

Forget the markets idea and think of other ways (complementary to the tourism/harbourside) to utilise the station precinct.
Get it started and new ideas will develop.
Get on with it
Green space
Have a weekly produce market like the Hunter Growers Market. The market could operate on a weekday instead of the weekend.
have the people doing these designs visited Newcastle or spent any time in the city centre on weekends or weekdays/nights?
Heavy rail line
Hotel accommodation to help support the adaptive reuse of Newcastle station.
Housing & smaller scale entertainment & food etc. You need people in there to keep it alive & safe
how about creating it as a space for an open classroom / museum where Indigenous culture can be celebrated, recognising the continuous presence of Indigenous culture and how the city is transitioning away from the damage caused by industrialisation -
How about open air rock concert venue, or paddy market type venue,
I am concerned about the Farmers Market idea. The current Farmers Market at the showgrounds is huge and has easy parking.
I haven't seen much evidence that vital infrastructure has been considered in the revitalisation.
One of the stated aims of the plan is to attract residents back into the city. The primary schools in the area are bursting at present, and I think that the Newcastle Station would make an ideal location for a new public primary school, especially with the mooted upgrade to the foreshore park facilities.
I like it as a railway station
I like the adaptive re-use of heritage sites - but suggest mixed development to make it more sustainable.
I like the green open spaces that are currently there, it probably doesn't need all the extra stuff in the park
I like the idea of the rail station as a hub for Newcastle/Hunter food industries. Link it to the Post Office and the Mall. Keep the mix of low rise residential buildings in this part of Newcastle.
I like the play city or allowing an "entertainment" city within limits, for example increase police presence and curfews.
I like your plan
I support the former Rail Station being used as exhibition or indoor performance space, or other public accessible function. Remaining area best preserved as further open space.
I think it definitely should be a showcase for the whole Hunter Valley as Newcastle is a gateway.
I think there needs to be some allowance for new development to be incorporated around the existing station to properly activate it, otherwise it is likely to remain half vacant and deteriorate. We don't need post office version 2!
I want a selection of kiosks, cafes and restaurants so I can visit with my family and still grab a coffee, a quick lunch or enjoy a meal for a celebration and the kids can play happily before and after!
I would also like to see some development on some of this space. Maybe a hotel convention centre incorporating the old station building or more apartments.
i'd like to see more restaurants, cafes and bars.
I'd like to see the station used as a station for the rail, whether the rail is heavy or light
If money is limitless I think this is a good idea, but I am not sure it is a priority?
If the rest of the LGA is progressing so will the city centre. If the city centre fails so will the rest of the LGA
If they want an entertainment facility then do it properly. Do a cost/benefit analysis on a Newcastle Entertainment Centre. Parking and transport interchange support would be a start for an entertainment facility.
I'm a light rail enthusiast- as uses the established corridor and provides green accessible spaces around it- is cost effective for us as a state. It could still be an active community hub at the end of the light rail line.

I'm not sure why it's not used as a final destination for the trams. It would make a lot of sense if the trams veered back onto the old rail corridor with shared pedestrian traffic (like in European cities) and terminated at the site of the old rail Station.
Imagination: its our only limit, Be Brave and take the chnaces. It will pay off.
In the Station building Fresh food markets, including stalls selling hot foods, cafes and the like.
include bike racks for people riding into the city
Incorporate state of the art indoor/outdoor eating & shopping experience which incorpates the waterfront.
Increased FREE vehicle Parking.
Information centre. Railway station.Backpackers puzzled when they try to buy a ticket to Newcastle!!
Investment in 'entertainment' space can end up being unused and wasted investment
It is a lovely old building and should be retained as the station.
It is a low priority. Get on with getting the transport right.
It is a specific built building for transport
it is pretty good, but why must play spaces always be for children? why is there no free spaces for adults for creative expression? (like an adult playground, or even some swings at the bus stop or something-all there is are pubs and shops and that)
It needs to remain in public hands as in fifty years it will be vital to have this area available to cater for the public needs of a much bigger city.
It should be a transport node
It would be nice to see some wonderful, community inclusive development with good public transport - especially considering recent apartment buildings have not included parking for each apartment, new Court House and new University Campus and no train. This is brown paper bag, profit driven, story telling, which will leave us with congestion, confused planning, cheap architecture and a few sad, sorry looking trees.
It would make a wonderful railway station!
Just do not let it be developed into another high rise living space
just fix it all up to make it useful
Just renovate it as a community use place markets etc like it says
keep entertainment specific to local talented artists.
keep it as green grass
Keep it as the main entrance point for Newcastle City visitors
Keep it green and welcoming for all people in the community
Keep it open - wide open spaces.
Keep it simple and keep for the people young and old, all different cultures, all year around entertainment in the form games, even speakers corner (Hyde Park Corner) and
Trail to for children to engage in. Small concerts / recitals / movies on the small stage.
Keep the area as a green parkland area where all visitors and locals can walk, cycle or just relax. Restore the Railway Station to its' former glory and use it for special events.
Keep the rail system as it is until some really Newcastle centric decision that is clearly in Newcastle's best interest is formulated. Also it is very important to have this transport option.
Keep the roads open and as they are. Place barriers between play areas road traffic.
Keep the station as terminal for either heavy or light rail
Keep the trains please and work around the line for all these ideas.
Keep the Wharf road as is and get smarter about Newcastle Railway Station. Markets will fail within six months because of parking issues that exist today.
Kick the housos out of the area.
Kiddies water park like Darling Harbour, they love it!
Lacks bicycle infrastructure parking and dedicated cycleways

Leave as park for family relaxation
LEAVE IT ALONE
Leave it as a green transport corridor with access to the Harbour made safe and easy.
Leave it as it is.
Leave it as it was
Leave it be!! Return heavy rail so that Hunter st. Can thrive and our customers can return!!!
Leave the parkland just that not trashy stereotypical plastic tourist playland
Leave the train
Light rail and cycleways on the existing corridor with no development. Newcastle station should be a community arts/cultural hub.
Light rail should run to the Newcastle station via the existing rail corridor.
lots of daily Tourist buses from Sydney can provide a lot more life to the CBD area
Maintain Newcastle station as a museum. Please allow buses to still go there as I get the bus to the east end to school.
Maintain the inner city heritage precinct; we do not wish you to destroy it with high rise buildings.
Make the changes shown, except leave the station as it is and keep the bus terminus.
Markets
Maybe a railway station?
Maybe leave as is. Folk can bring own entertainment.
MAYBE WE COULD PUT A TRAIN STATION ON THIS SITE FOR A HIGH SPEED RAIL LINK BETWEEN SYDNEY AND THE REST OF THE HUNTER VALLEY.
Modify your ideas to retain green areas - which is not just a few token trees, but is large areas of grass.
More cultural festivals and shows - though not the cheapo side shows
More parking..... Without the 4\$ an hour fee.....
more recreational /play space is great
Mural of Newcastle's Vision could be painted along or near the Station to excite people about what's coming up.
Activities to promote sustainable living
Need a complete safe pushbike network. And integrated active transport including public transport.
Need light rail or tram trains on the existing rail corridor
need to provide adequate public amenities such as toilets, drinking fountains (or where you could fill up a water bottles), benches, picnic tables, shade and undercover areas. Some ideas from UNSW - tables with power points to recharge mobile phones, laptops, tablets, etc; and provide air pump next to bicycle parking.
Need to safely separate people from traffic.
NEWCASTLE RAIL STATION FUNCTION CENTRE CONNECTED TO FORESHORE.
Newcastle Railway Station should be reinstated to serve as a heavy rail station.
Newcastle should be made to be an "Edutainment" town. Where the use of entertainment helps those to learn whilst they are there.
Newcastle Station could be used for low density housing & cafes.
The station buildings could be used for arts/music/events linked to the harbour.
Newcastle Station is a vast, appealing building! It is nonsense to suggest, as GPT/UG do, that food markets or other large enterprises be accommodated - NO parking spaces for cars nor do we want there to be! Urgently needed is a Primary School incorporating Pre-school as N.E.Public School is overflowing. Also there has been a STRONG application by Newcastle Community Arts Centre for use of Station/buildings to house their community activities + 40 working artists/ 2 small Art Galleries - the building where the Centre has operated from for 20 or so years has been sold and another site is URGENTLY needed!

No (but you need to include SAFE cycleways, especially given that the new University campus is being built. These would also benefit the other areas of the city such as the Newcastle Station area).
No commercial or retail or residential development
no whats offered is realistic
No. I like the proposed plan.
not going to waste any more time on this futile exercise..I have spent hundreds of hours saying and writing what I feel about this vandalism..my opinion (and that of thousands like me) has been ridiculed and ignored..and this survey will be used simply to support the unchanging position of Urban Growth..there is not one question about the return of heavy rail. I wonder why???. it makes me feel sick every time I come into Newcastle to see the rail line rusting away beyond repair..this whole nonsense is an act of extreme civic bullying
not usre I like the idea of the station being a market place. need to be mindful of not duplicating what already exists and works in other suburbs. Not compete with renew Newcastle spaces. whatever goes in their needs to compliment not compete
Office space or a tourist info centre.
Open plaza inside for eating and music.
Open space up by all means, but not so much built environment please
Options to have activity there all week long so the site isn't empty. For example, combine hospitality and education - a restaurant run by hospitality students from the TAFE for lunch time meals for business workers nearby.
outdoor cinema. cycleways. more green less sand
Park land and mixed use development would be smarter.
Parking - develop Bolton st and King st parking.
Passenger Cruise Ship Terminal.
People should except change for good
Perhaps a train station!!
Perhaps as a railway station?! No there's a novel idea!
Plans are good except for the transport corridor. Run the light rail and local rail to Newcastle station
Playground equipment , canoe boat bike hire etc,
please explore options of bringing Wharf road back to Scott Street, making Queens wharf parking accessible only from Scott Street, making it one way in front of Queens Wharf, or something to legitimately link the Harbour with the city. The existing high speed road is as big a block as the existing rail corridor.
Please provide adequate parking facilities for all these developments. Not everyone will want to wait for a bus or light rail connection.
possibly Carnival type attractions for children.
promote Fort Scratchely and the beaches and major tourist attractions
Promoted widely as a tourist destination as well as locally as an entertainment venue. Creative thought used to encourage events and performance variety for all areas. Maintaining a balance of family oriented and upmarket experiences to suit a wide variety of visitors and residents.
public green space and children's play area and public art would be ideal.
put a Virtual Reality gaming centre there.... that would not have been considered in these plans because the technology didnt even exist a few years ago. thats my point really, wait till we get new apartments and the population is greater, then decide on something thats useful at the time
Put back the rail system
Put public use first and ensure the vested interests can't benefit. If this could be guaranteed then this option looks good.
Put the rail station back into use as a railway station! It's a tourist attraction in its own right.
Quality accommodation

Quite like the pictures but again the fantasy and the reality could be far apart. Recreational activities and cultural activities.
Quite like this as it is.
Railway could be operated as markets but unlikely to be sustainable - most markets succeed by operating 1 day/week or fortnight. Possible use as unique boutique clothing shopping precinct if high quality goods. By constructing 2 or 3 storey parking on adjoining bus terminus would boost any revitalisation of the structure.
RAILWAY STATION
Read my previous statement on this matter
Really is lovely as it is.
Refer above.
Reinstate the rail line and return it to an active train station.
Relocate the housing commission apartments that scare kids off when (some) of the inhabitants are 'scary' or aggressive in the foreshore park. Regular Markets in the railway station.
Remain as the central transport hub. and open space community parkland
underground car parking end of line trams to the beaches
Remove trading restrictions, encourage additional social night time activities/options (not markets! We have enough of these) but maybe food trucks.
Renovate the tower structure so that it doesn't look so phallic.
repurpose existing areas
Restore heavy rail
Restore/preserve the railway station before it becomes another Post Office debacle and leave the open spaces open. With all the development at Charlestown Square and Westfield how about we have some passive recreation areas to showcase the city's natural beauty and working harbour.
Retain Newcastle Station as a railway station serviced by trains bringing families to the playground. Aquatic centre would reduce amount of open space and not be used year round.
REturn it to heavy rail
Return the train so people can access this part of the city
Run light rail on the corridor.
Use the parts of Newcastle station not needed for light rail station as coffee shops/restaurants and other shops and upstairs offices. You could use part of the old corridor as a cycleway.
run the tram down the rail corridor until proper train services are restored.
Run trains.
Safe the railway stations no matter what the markets could span from civic to central and be an awesome draw card to the city
See above
see above
See above.
See above.. A badly needed top class hotel. We were supposed to get one as part of the redevelopment of the old Newcastle Hospital site. Lets think past play areas and markets and follow the rest of the world.
Service the restored heavy rail.
Should include coffee shop or casual dining area, but no fast food outlets
Small scale entertainment in this area ok like a Dendy or Palace cinema complex or theatre for edgier productions
Solve the future of the neglected Post Office first.
Some cafes with water views on Station side of street, keep large green space alongside harbour
Someone should check out Gladstone, Qld. Waterfront redevelopment. It is great!

Special exhibitions
Spread the facilities further - allow for quiet/reflective spaces. Places to just sit and enjoy the view without crowds of all ages looking for entertainment.
Stairs that connect into the harbour. More ferry terminals.
station for a jazz venue [and blues] - and bar and restaurant and cafe's and al fresco
Take care not to make it too residential I don't think this would work as concerts, activities and attractions sometimes make noise and residents don't generally take kindly to this when it appears each week.
the area around the station could be used in the suggested way.
The area should be used for high technology or uses that will allow for large expanses of glass and interaction with other the street at ground level. Above ground level can be used for accomodation or business's.
The conference centre already there. How about ballroom exhibitions yearly. Page II railway station idea good. Customs house fountain already built
The failure of each and every option to show the rail corridor as a transport corridor demonstrated the total bankruptcy of the proposals and the total lack of vision of what is wise use of public money delivering the most for the most in the community and for the most vulnerable. I would imagine that your proposals mean you have failed to consider the needs of the frail aged and the Wheelchair bound people in our community. Most people fail to even consider them until they find themselves in a wheelchair for a season. Just to demonstrate most wheelchair accessible foot path modification are too steep for many wheelchairs as the driving wheels of the wheelchair often become out of contact with the road surface; as well the footrests on many wheelchairs come in contact road surface as well at such locations. The best option is to use the rail corridor for a train/tram service (many European Cities do this well) with an open track that is a paved or grassed track area for pedestrian use. If there was need to build over the track then this could also be done as it has been done in many places in the Sydney area. The Buses should not duplicate the rail service by running on the roadway adjacent to the track But should feed the rail line (Perth WA is now doing this quite well but that was not always the case) Both Transport and parking are keys but after that the need for a strong development of family friendly business need to be established and not just the lucrative hotels, bars and such like places. The over emphasis of the alcohol trade has cause most of the problems in our city because the main entertainment is alcohol based and as such this feeds the eruptive anti social behaviour around our city that keeps many decent people out of the city at night and some weekends. New plans are required and with the Government attempting to have a bill to remove the rail line totally and the statements that sale of some land will be needed to be able to deliver a revitalisation program put great suspicion that this whole exersise is smoke and mirrors for a plan not yet disclosed. In other words I do not believe the truth is here; as there are far too many contradictory statements being made in different area.
The future use of this area should include the restoration of rail transport to Newcastle Station.
The grass is fabulous. If the rail is not reinstated an Arts precinct and genuine local market - ie Hunter produce would work
The light rail could bring people to the retail and arts hub without the need for parking in the city. Upstairs could be refurbished as a backpackers or tourist accommodation. The original tea rooms/restaurant could be reinstated.
The markets idea is terrible - no-one will shop where they have to carry bags on public transport back to their cars.
The newcastle train station would be an ideal location to support local artists and produce - a cultural hub with minimal community impact - just as the old Christchurch station in New Zealand
The option was provided years ago prior to the closure of the rail line Passenger ships be docked on the Newcastle Harbour Side in the City the revenue that would have been created from passengers alighting would have been more than enough to revitalising the newcastle hub the opportunity of visitors taking a short train trip to maitland or trips to the venues would have bought life back into newcastle but in reality council doesn't listen to be truthful since the earthquake newcastle is dying virtually buried I could not believe that after the earthquake when newcastle centre was reopened I expected that at the end of the tyear there would have been a spectacular new years celebration commencing the rebirth of the city but in reality its just sinking further and further into nothing

The parkland needs some commercial ventures, eg cafes, kiosks to provide services for the visitors to the parkland. At present there is parkland for people to use but no facilities. Commercial activation should also reduce antisocial behaviour

The railway station is a transport interchange. Worked well for a while, why not keep it as such instead of building a new cheap one?

The smart thing to do is create a light tram link from the foreshore park around the coast to bar beach. Save all the money from what is being dictated by the State Government to Urbane Growth by giving something the population wants to open up our great City.

The station could house, tourist information office, bars, and eateries, little boutique shops that showcase the arts, produce and crafts of the area, much like the Salamanca area of Hobart. Perhaps the bus terminal could be turned into an open area for music or performance and art. I think you could build above part of the station - one or two floors and create a boutique hotel or further dining areas so the view can be enjoyed. But no high rise buildings.

The train station site could be more open space or something quite unique that will bring tourists to the city. Thinking, theme park, water park with wave pool.

There is a need to revitalise East Newcastle buildings such as the Post Office and many other buildings in the area

This is an extract of a larger proposal:
A gift to the people of Newcastle

A proposal for the re-use of Newcastle Railway station into a vibrant contemporary art space with a programme of events for the community and tourists. The building's and railway yards provides an opportunity for Newcastle to grow a unique cultural hub, that could also house a visitor information centre.

Overview

We are seeking an immediate NSW government commitment to gift the buildings and land to a not-for-profit organisation (to be formed) that will own and operate the Newcastle Railway Station on behalf of the public. In the heart of the historic east end of Newcastle and positioned on the harbour, its historic buildings, railyards and carpark provides the perfect opportunity to develop Artist Studios, Art Retail spaces, Cafés, Visitor Information centre. With a focus on creativity, culture and learning, the Art Station could become a home to artist studios that are open to the public and offices for small businesses, an open air cinema, food and craft markets, a gallery, an extensive program of events and venues for rehearsals, theatre and dance performances, classes, workshops and conferences.

This proposal is addressed to all three levels of Government to provide the necessary funding from Heritage, cultural and tourism portfolios to transform the Station and land into a place that has the potential for a large multi-arts precinct and harnessing the potential for cultural tourism and a focus for Newcastle's artistic creativity. This site could showcase the wonder of Newcastle, it's artists, writers, and creators, food & wine providers .

Context

The vision is to create a home for art tenants, festivals, outdoor cinema, artisan markets, galleries, art education facilities and a focused platform for Newcastle's artistic creativity.

Newcastle is the second largest city of NSW and is quoted everywhere as home to more Artists per capita than anywhere else in Australia. Yet we lack an Artists creative hub such as Salamanca Arts Centre in Hobart, The Abbotsford convent in Melbourne, The glasshouse in Canberra, Carriage works in Sydney.

An Arts hub in Newcastle railway station can provide another focus and reason for Tourists to come and stay in Newcastle in addition to enjoying the many beaches, restaurants and unique history of Newcastle.

Newcastle has a history of robust enterprise and an enthusiastic arts community that is ready to embrace

and develop the site's full economic, cultural and social potential.

Economically:

The Art Station has the potential to be financially sustainable after the initial grant funding to develop the site through:

Visitor onsite spending

Café / bar leasing

Market stall leasing

Outdoor cinema income

Event and festival development

Art education

Art / craft retail income.

. The Art Station can be developed not only as a place for the community to come together, but also as an economic driver, offering a large audience to its small businesses and offering new infrastructure for Newcastle's creative economy.?

The Art Station could point to a new era in Newcastle with a sustainable business model forming a new creative class in Newcastle away from heavy industry.

Newcastle's future is dependent on how well we innovate, and Newcastle Art Station could provide the platform for new ideas and creative development of a new future.

Culturally:

The Station can become a landmark icon attracting visitors locally and interstate for the Arts program.

The site itself, once established, will develop and deliver a large audience for Newcastle's creative practitioners. The site can operate 7 days a week with a calendar of events established to provide interest and activation all year round.

A diverse and interesting arts programme can be developed throughout the year to compliment existing events and to partner with them.

Socially:

The station is a unique and beautiful space with large open outdoor areas, where everyone from all walks of life can come together.

With the rail corridor leading to it, it can be a safe place for families and children to gather surrounded by greenery and heritage buildings.

With free entry and affordable hire spaces, a thriving catering and events diary can be developed.

This space can become a showcase for the Hunter and NSW for the sustainable development of an arts community precinct.

The art Station will be a showpiece for quality events and a magnet for developing ideas.

The Request

Newcastle is in a unique period of growth with potential to develop as a modern cultural city. With the truncation of the rail line, we as a city are poised to develop a world class diverse space that can be appeal to the public and tourists. We need to secure the Station's heritage architecture, to provide universal access and to enhance the outdoor landscape for a safe and vibrant space. Income from leasing restored spaces can be directed to a Sinking Fund to ensure the Station is protected into perpetuity and that its heritage form won't require ongoing government funding.

The large ground floor areas can provide interesting new spaces for:

Art & Craft Retail space

Visitor Information Centre

Art Gallery

Interactive Art Studios open to the public to meet the makers

Café / Bar

Educational spaces for workshops

The upper floors can be developed for:

Artists Studios

Emerging creative micro businesses

Creators as entrepreneurs

Meeting spaces for hire

The Outdoor areas can be developed for food & wine providore markets, Art Markets, outdoor events, and also used as a commercial space for leasing for weddings.

The benefits of having these creative all together provides platforms for mutual collaboration on projects further developing the creative use of the site. The site can provide affordable space for young talent to remain in the inner city, keeping the talent from moving to distant suburbs or to other cities.

Goals

- Secure and maintain a significant national heritage precinct so that its infrastructure is secure for the long term.
- Build a safe and accessible community hub for the public that enables connectivity and wellbeing for users.
- Create a vital cultural platform providing content that is appealing and inspiring to the Hunter community and tourists.
- Enable a productive creative cluster where skills are developed, ideas and resources are shared and capacity and value is built within the New South Wales creative sector and the wider community.
- Develop a sound, not for profit entity that will develop a strong plan of good management and strong governance to realize the community cultural hub vision by developing a 5 year self sustaining business plan not requiring on going government funding.
- Set a goal for many of the projects/studios to be installed within 12 months.

• Develop a short term plan to provide immediate site activation to keep the site open and active for the public while the longer term plan is developed.

• Develop a Diary of events to include:

Provedore markets showcasing the wine and food industry of the hunter

Art and Design Markets

Night food and music markets

School holiday programmes for music and art

Studio open days

Art festivals

Outdoor cinema

Rail corridor music and light shows utilising the backs of buildings as backdrops.

Venue as site for weddings and receptions

ART STUDIOS

The Art studios will be a mix of permanent spaces upstairs, and studio spaces open to the public on the ground level to interact with the artists across several mediums – Glass blowing, ceramics, paint, printmaking, textiles, drawing, multimedia.

Tourists and the community can witness live glass blowing, and art in the making.

A number of studios will be utilised as artist in residence spaces with a changing diary of artists from around Australia and Internationally. These can also be linked in to a school education programme.

GALLERY / RETAIL SPACE

A Diverse and tightly curated art retail space that can generate an income for local Artists and visiting Artisans, while also being an important income stream for the Art Station.

This is an extremely sensitive site and I doubt anything will happen to benefit Newcastle in my lifetime.

This is an opportunity to adapt the station to other uses with light rail out near Wharf Rd

This is pathetic.

I'd love to know what prof. Lehman thinks about this bullshit. He had vision. Newcastle has been duded with the state govt. selling our port and taking most of the proceeds back to Sydney.

This site is already very well used by the public for various activities. In my opinion, there's no requirement to 'load' the space with 'stuff'

This whole area could develop into a pedestrian friendly, interactive people place that is inclusive and shows caring for the past, present and future

tourism office supported by coffee shops and restaurants with upmarket craft shops

TRAIN STATION

train station.

Train station?

underground rail on the corridor, bike cycle ways on top. Do up some of the vacant old theatres in town. A museum of aboriginal artefacts from the centre with Joseph Lycett paintings
use as a terminus for the light rail cservice, or better as a stop with that service extended to Nobby's along Wharf Road. That will reduce the number of private vehicles coming into the City Centre.
Use as planned but retain green space surrounding station
Use it as a tourist information centre in conjunction with a conference centre and cruise ship and ferry terminal.
Use it as a train station. Seriously. Run the light rail through it, and then let business run whatever from different parts of the buildings. The old bus depot may be a good development site in the future.
Use it as a tram terminus. Some redevelopment to make the space more useable would be suitable.
Use only that part of the rail corridor over 2 track widths for 'entertainment'. This may include using part/s of Newcastle Railway Station for public (and semi-commercial) purposes.
Use the Newcastle heritage station as it was designed for - as a Public transport hub
Visitor information hub?
Water features or water playground for children. Similar to Townsville's Strand
We need a splash pool within a park for mums and little ones
we need to make the precinct a destination and make it easier to get there by public transport.
Well, we did have a great rail service.
What about restaurants or outdoor live music venue.
What is proposed is OK so long as light rail kept up the heavy rail corridor.
Whatever happens I would not like this area sold/leased to private interests.
When we are so close to the worlds best beaches water parkes seem to miss the point and be a waste of money
where will the Bus depot go? The majority of people will still come into town in cars and buses from the suburbs
While parking needs to be provided it can be an eye sore that negates natural beauty. The car park at Bar Beach is an example. It mars the beach scape as an ugly scar. Car parks need to be disguised and handled in a way that is not ugly.
Would like to see facilities suitable for families, not just adults going out at night.
Would love Station to become a Growers Market similiar to Victoria Sq, Adelaide and Fitroy Markets in Melb. With light rail stopping at markets and park/ride from Wickham, shopping at markets. Would be a relaxing and pleasurable experience. Also great for those visiting by ferry from Stockton.
Yes i will send my proposal
Yes I would like the people who are pushing this on the people of Newcastle to go back to Sydney. Everyone I have spoken to in regards to Newcastle revitalisation has been someone from Sydney. Talk to people from the outer suburbs of Newcastle who actually use the trains.
yes put a power station back on it like in the old days :)
YES, OF COURSE. BUT YOU CANNOT PLAN IN ISOLATION AS YOU ARE DOING.URBAN GROWTH AND GPT HAVE THE BACKING OF THE STATE GOVERNMENT AND THEY ARE GOING TO DO WHAT THEY WANT TO MAKE A GREAT DEAL OF MONEY FOR BOTH OF THEM. THE DESTRUCXTION OF NEWCASTLE AS WE WANT IT IS OF NO CONSEQUENCE TO THEM.
TOGETHER THEY HAVE THE POWER AND THEY ARE USING IT.
yes.
You could bring light rail through on its way to Merewether and back though the suburbs.

Appendix L - Hunter Street

REASONS FOR SUPPORT / OPPOSITION

Q18: Level of support	Q19: Briefly, why do you feel this?
Strongly opposed	Agree with all except the light rail going down Hunter Street. It's expensive to put in and Hunter Street is not really wide enough, esp at the mall end. Why do this when the rail corridor is already the.
Strongly opposed	An absolute waste of construction dollars and betrayal of past guarantees
Strongly opposed	As I said the removal of the train line and I don't trust polities!! They twist the truth!
Strongly opposed	Based on light-rail option PS beautification and maintenance should have incentives in place already ... jobs just don't appear it's the encouragement of small / med / large business that creates them.
Strongly opposed	Because I still believe putting light rail down the middle of a busy street is madness. Light rail should go down the existing rail corridor and leave the street to pedestrians and care.
Strongly opposed	because it is stupid idea that would never have been suggested if people didnt want to build on the land
Strongly opposed	Because it will not be delivered because it is stupid to move a rail line a few meters and kill of parking when better options are available - The artist impression might be good but the reality is very different to the drawing
Strongly opposed	Because light rail in Hunter St is a \$100 mln waste of money. Light rail should go in the rail corridor, this would save \$100 mln to be used better elsewhere on the many other infrastructure problems in Newcastle ie. Wickham interchange - current it is way below an acceptable interchange, Adamstown gates, Tousle St bridge, Glendale interchange
Strongly opposed	Because trams should not run down already hectic hunter street and heavy rail should be reinstated on the rail corridor
Strongly opposed	Because we need a better art gallery, rail service to regions, light rail to Merewether junction and broad meadow
Strongly opposed	Cars and lightrail do not mix
Strongly opposed	Concern about light rail in Hunter street, rails dangerous for cyclists, does light rail have wires above? This would not contribute to an attractive streetscape. Interesting choice of street view location in illustration. Light rail and vehicles and bicycles and pedestrians - not a good mix.
Strongly opposed	Costs to relocate services inconvenience to shop keepers how many millions will it cost to place the above into reality how do you intend to provide traffic flow parking plus run a light rail system in such a narrow corridor !!
Strongly opposed	Dislike light rail.
Strongly opposed	do not put light rail down the centre of Hunter St, or in Hunter street at all.
Strongly opposed	Do not want light rail in Hunter St
Strongly opposed	Donot want a rail line down the road when there is a railway line next door
Strongly opposed	Don't agree with Light rail in Hunter st
Strongly opposed	Don't want light rail in Hunter St. A lot of these improvements don't need train truncation and light rail.
Strongly opposed	dont want rail down Hunter St

Strongly opposed	dump the light rail concept through Hunter St.
Strongly opposed	Enormous cost when existing infrastructure could be used and the money saved used for more green open spaces.
Strongly opposed	first of all the way this "revitalisation"has taken place...shonky all the way..the money blown is mind boggling.,your brand "urbangrowth"has been damaged beyond repair. so when you finish wrecking this place and move on to the next opportunity,i suggest a name change,you know like last time
Strongly opposed	Firstly no cost effectiveness has been presented - no surveys of where people go, when, why. No serious consultation has taken place with public transport users from within and without N'cle itself, nor with shopkeepers already in situ
Strongly opposed	get rid of light rail from hunter street
Strongly opposed	Have told you
Strongly opposed	hunter st is already congested. Use the rail corridor.
Strongly opposed	Hunter St is too narrow for two light rail tracks. There would be very serious disruption to existing businesses if it was built in Hunter St.Good existing heavy rail transport is just a block away.
Strongly opposed	hunter street has become like a ghost town and the only shops that seem to do any trade are a couple of coffee shops.There is nothing of any interest now or in the proposal
Strongly opposed	Hunter Street is already having issues with filling shop fronts, we don't need more vacant buildings.
Strongly opposed	Hunter Street is already the main street of Newcastle. No changes that are shown in the picture suggests anything different. However, transferring the light rail on to Hunter Street will only create more traffic, which does not suggest in any way that 'after' will be an improvement on the 'before'.
Strongly opposed	Hunter street is not suitable maybe if the street was as wide as the one in Adelaide (where I have been) it would work
Strongly opposed	Hunter street is not the corridor for rail
Strongly opposed	Hunter street is not wider enough for cars and the the train. Parking would be horrendous (even worse than now, which is very bad anyway).
Strongly opposed	Hunter Street is organically reviving itself.. cutting the rail and the threat of handing our rail corridor to developers has created a deep dispair and feeling of powerlessness among many of the residents and visitors to the CBD
Strongly opposed	Hunter Street Mall is rejuvenating thanks largely to Renew Newcastle. This should be encouraged not replaced by a multi levelled shopping mall development.
Strongly opposed	Hunter Street Mall would not accommodate a light rail running through it without compromising its ambience and its present room for outdoor retail and hospitality. The light rail should use the current transport corridor.
Strongly opposed	I am opposed to light rail cluttering up Hunter Street.The building depicted (The Store) could be part of the interchange and become a hub.
Strongly opposed	I cannot see traffic flows of any type substantially improving with light rail on the road. Additionally, the services within the road will make the project monstrous, to say the least.

Strongly opposed	I do not believe Hunter Street can be revitalised with a light rail system that clogs all other traffic and does not bring people from a range of suburbs around Newcastle into the city. It will be no more than a hard-to-catch, short touristy vehicle. Linkages from harbour can only work as conduits to Hunter Street if you protect the existing corridor from bulky developments and clear existing buildings from the north side of Hunter Street to make the harbour visible. There is not a word about the kind of buildings Urbangrowth would put along Hunter Street. The best investment would be to re-purpose existing low rise buildings into apartments with easy access to both Hunter Street and the 'Low Line' and giving you that passive surveillance. High rise buildings (as in Newcastle West) will only create cold, shadowed, soulless and uninviting buildings.
Strongly opposed	I do not like the idea of replacing the rail corridor with shops/apartments - a built form defining street edges obstructs access to the harbour
Strongly opposed	I do not want high rise in the heritage centre of Newcastle. Hunter Street does not need revitalising. Everything in the artist impression already exists in Hunter Street except for the train in the middle of the street. This would not be needed if the railway was restored. There is not enough room for a train in the middle of the Hunter Street mall.
Strongly opposed	I don't agree with the tram on hunter st. It should be on the rail corridor. I fear that the congestion will be unbearable. With no tram links to other places, people will still drive. I do not agree with the development on the rail line. It is unnecessary. It is not in line with the original communication about the project. Any development should be very limited to around the transport stops/hubs.
Strongly opposed	I don't believe we should be going to the expense of putting light rail in Hunter St when it could run along the existing rail corridor for a much reduced cost, with the same results of transporting people in and out of the city
Strongly opposed	I don't want light rail down the middle of hunter street
Strongly opposed	I feel that it doesn't offer much to encourage parents to go with the kids, if the kids aren't happy you don't spend money
Strongly opposed	I live in the city and am sick of the huge increase in cars since the closure of the rail line. The state govt has now replaced the purported rail barrier a honeysuckle drive/wharf road car axis. It is a physical gash through the our community, a direct consequence of removing the transport corridor from service and promoting vehicular traffic flow along the waterfront. The state government have acted as bullies. I refuse to engage further with this corrupt process.
Strongly opposed	I prefer the light rail to be built in the heavy rail corridor
Strongly opposed	I think the preferred option for light rail is rail corridor
Strongly opposed	I want light rail to stay in the rail corridor, supplemented by a bicycle path, so that Hunter Street is not expected to do everything, leading to congestion.
Strongly opposed	I'm against light rail in Hunter Street, but would welsome building over present line. Apartments - Student accomodation etc
Strongly opposed	It already is newcastle's main street. The reason that it has struggled was the development of malls at Kotara and Charlestown. You also seem to give no explanation about create jobs and attract new investment with a lively main street.
Strongly opposed	IT HAS BEEN RUINED BY ALREADY
Strongly opposed	it will be a total failure
Strongly opposed	It will desttroy Hunter Street
Strongly	Keep the heavy rail

opposed	
Strongly opposed	keep the rail line
Strongly opposed	Keep the train on the current rail corridor.
Strongly opposed	Keep transport on the existing heavy rail line. Direct connect Civic and Sydney Central. What does Dr Jerry propose for his holdings around Civic ?
Strongly opposed	leave the mall as it is just pretty it up and light rail is too big for hunter street
Strongly opposed	Light rail down Hunter Street is madness.
Strongly opposed	light rail down Hunter Street will not lead to the revitalisation of Hunter Street, just the opposite. It will mean the eradication of the village atmosphere and be a noisy, busy street without current charm
Strongly opposed	Light rail in a narrow street like Hunter St is crazy, leave it in the rail corridor.
Strongly opposed	Light rail in Hunter St will create traffic chaos
Strongly opposed	Light rail is very noisy. So much for open air dining
Strongly opposed	Light rail should go into the existing heavy rail corridor. It is ludicrous to suggest that we should spent considerable extra monies to move the rail line some 25 to 30 metres to the south. Use these funds to 'revitalise' other areas of our beautiful city. Also it is ludicrous for people movement to only have 'one' line of track up Scott Street to Pacific Street. Going the extra 150 metres from the Newcastle Railway Station to Pacific Street to 'supposedly' get people 'closer to the beach' is laughable. Thousands of kids have been getting off trains with their surfboards, etc for thirty or more years. The proponents of all of these deliberate 'corralling' alternatives should all be 'damned' for their deliberate 'con' on Novocastrians.
Strongly opposed	Light rail should not be in Hunter St, it will only clog the already congested traffic.
Strongly opposed	Light rail should not go down Hunter Street.
Strongly opposed	Low rise is essential to prioritise enhance or improve assets
Strongly opposed	Most of the space will be taken by the light rail. reduced opportunities for pedestrian / cycling opportunities.Keep the light rail in the rail corridor
Strongly opposed	Need a complete safe pushbike network. And integrated active transport including public transport.
Strongly opposed	Need long term solutions not short term gain congestion of the roads where as trams could travel in rail corridor on existing infratructure causing less disruction no high rise in this historical end of town with its special vista and attraction to visitors and public alike
Strongly opposed	No advantages over using the existing rail corridor - at a significant additional long term cost, as well as great disruption (cost) to business in the time taken to put in light rail, etc.
Strongly opposed	no light rail in hunter street
Strongly opposed	No light rail in Hunter Street. There is already a good and approved NCC plan that includes bike lanes, private and public transport that must be implemented.
Strongly opposed	No need for light rail in Hunter street at all. (and do you really think a fancy "revitalisation" push will stop people going to large shopping centres like Charlestown and Kotara just to please you?)

Strongly opposed	no need to relocate the rail lone to pander to developers and investors for the sake of 10 metres in that area. Hotels and other businesses are doing quite well at todays date
Strongly opposed	no point improving amenities in Hunter street if I cant access them.
Strongly opposed	No room on the main road for light rail - too narrow
Strongly opposed	Not enough room for light rail in Hunter Street
Strongly opposed	Once Newcastle's main street Hunter Street has experienced a decline in recent? years. Over a lot of years Hunter Street has gone downhill & how many times has it tried to be revitalised?? I think it is 20 years to late. I have witnessed it from 83.
Strongly opposed	Opposed due to concern about the loss of the rail corridor to private ownership and the profits being lost from Newcastle and transferred to Sydney never to be regained.
Strongly opposed	putting the tram tracks down Hunter Street will destroy access to businesses, both customers and delivery.
Strongly opposed	Putting Trams along Hunter Street is just plain STUPID! It did not work before we had the large number of cars on the road & will certainly NOT work now.
Strongly opposed	Really how many accidents will need to occur before the council realise that trams are a bad idea.
Strongly opposed	Reinstate train put gates in 4 people to access harbour put a tunel or overpass 4 traffic at hannel st people who use PT have luggage prams bikes walkers surfboards they 1 trip without changing they want 1 trip that dorsnt take longer changing transport its got to be cheaper puting an overpass in if u carnt manage that there is no where to park & this tremendous waste of money with tram that will make traffic chaos worse put s 1 way road in fron hannel st along rail line & build a car park above that to alleviate the parkin stress from the amount of people who will not use PT tremondous waste of money
Strongly opposed	retain and protect existing heritage buildings. No light rail in Hunter street, too congested, no parking
Strongly opposed	Return the trains to Newcastle
Strongly opposed	Revitalisation of the West End is essential but why do we need light rail for this to happen?
Strongly opposed	Running light rail along Hunter St is a silly option. Internal government reports have rejected this option, and it is inconsistent with other, more sensible ideas (such as improving bus services and expanding cycling along it). If the cut in rail patronage and the construction of light rail infrastructure itself doesn't kill many Hunter St businesses, the loss of street-side parking will.
Strongly opposed	SEE PREVIOUS COMMENTS!!!
Strongly opposed	Severely reduces road usage for both public and private transport
Strongly opposed	should not have light rail on hunter st.....
Strongly opposed	So far Urbangrowth "renewal" has allowed inappropriate building to block the harbour from Hunter Street (far more than any Rail line) and encourage investment away from that historic street. Public access to the waterfront has been more restricted .
Strongly opposed	The before photo is not representative of the current transport use of Hunter St except maybe 6am on a Sunday morning.
Strongly opposed	The construction phase (2 years) will destroy the economic ecology of this area. Also congestion of 'shuttle bus' replacement transport during construction has not been considered. Hunter St does not need 're-instatement'as a Main St, it needs to evolve now that connectivity to the Harbour is freed up.
Strongly opposed	The heavy rail is the only thing that allows ALL travellers to get there, including wheelchairs, prams and bikes. A light rail in the middle of the street will create hazards for pedestrians and will take even more space on an already busy street.

Strongly opposed	The light rail in Hunter St will be a debacle - loss of space for cycleways, loss of kerb side parking and impacting on traffic flow.
Strongly opposed	The light rail only provides 4-5 stops where at the moment 8-9 bus stops service business and residents. Too much parking will be removed to cater for Light Rail. How anybody can justify an extra \$100 for this white elephant needs a new job.
Strongly opposed	The light Rail should be along the existing rail corridor
Strongly opposed	The light rail should be in the rail corridor. The best way to get commercial reactivation along Hunter Street is via the slowest consumer passer by. Because Hunter Street is so long, walking becomes impractical, but cycling comes into superiority. Put paired one directional paths down either side of hunter street, between parked cars and the shops, and this will be the best return on investment for revitalisation.
Strongly opposed	The Light Rail should be run on the existing corridor
Strongly opposed	The light rail should not be going down Hunter St
Strongly opposed	the light rail should run down the existing rail corridor
Strongly opposed	The light rail should travel down the old rail corridor not down Hunter St.
Strongly opposed	The light rail shouldn't be on Hunter Street at all. Use the current corridor.
Strongly opposed	The light rail will add to traffic congestion unless it's put along the current corridor.
Strongly opposed	The rail cost more then it earned.
Strongly opposed	the rail is on the road. speak to old people that remember what a nightmare it was
Strongly opposed	The tram should go down the present rail line. Cheaper and better.
Strongly opposed	The transport needs to be kept in the existing corridor
Strongly opposed	There is already a corridor that could be used and save \$100 million. The development of Honeysuckle is the cause of the demise of Hunter St
Strongly opposed	There is nothing in the proposal that will actually reinstate Hunter St. The before and after graphics are deceptive - I think they have deliberately left out the cars and ignore the traffic problems we are going to have. They really need to come up with a proper plan for the future of the city center.
Strongly opposed	there is significant artistic licence in this representation. there will be no room for two tram tracks traffic and parking for private cars. If the developers' answer is parking stations, where would these go and how would they celebrate the heritage buildings, which would in any event be deeply overshadowed by high rise home units.
Strongly opposed	This picture is idealised with much more space than will actually be available. Why spend so much money on having light rail down Hunter Street when there is a rail corridor close by?
Strongly opposed	This shows developers have built in the rail corridor
Strongly opposed	To work it requires transport interchange including carparking at Woodville junction..no one is going to catch public transport from the suburbs if they can avoid it
Strongly opposed	Traffic concerns, A decision pandering to a few rich developers

Strongly opposed	Traffic problems - parking for people who would like to come.
Strongly opposed	Train line does the sme without putting more road users and pedestrians at risk
Strongly opposed	Trams/Light Rail running down Hunter St effectively means that cycleways and wide pedestrian zones will be impossible, especially given the large increase in traffic that will result from University, Law courts and the removal of train services
Strongly opposed	Turning Newcastle into a residential suburb for yuppies
Strongly opposed	Use the rail corridor
Strongly opposed	<p>Vague words give me no confidence that heritage buildings and previous height limits will be respected, or that organic growth of retail, residential and commercial uses for old buildings will be enabled.</p> <p>In my opinion it is a false statement to refer to the decline in Hunter St "in recent years" when this trend started way back in the 1960s when suburban shopping malls were first built. I can recall my late father counting more than 20 vacant shops in Hunter St at that time.</p> <p>At last, and slowly, we are seeing the return of the CBD to a more prosperous state. It is my firm belief - and there is abundant evidence - that this was happening anyway and has been for some years, without the now destructive intervention of GPT, Urbangrowth or other government agencies.</p>
Strongly opposed	Waste of money and a plan that destroy traffic flow
Strongly opposed	Waste of the rail corridor!
Strongly opposed	we dont need rail down hunter st
Strongly opposed	We have a rail corridor that could take light rail.
Strongly opposed	We have ample building space as it is.
Strongly opposed	Well, it doesn't exactly look like anything has been "opened up" at all.
Strongly opposed	What do you mean with "celebration of existing heritage"? Adding three high rise buildings of 65 meteres?
Strongly opposed	Why wreck it with a tram ? There was an excellent proposal developed by the state planning process 3 years ago, and we should implement that instead.
Strongly opposed	You're dreaming. How will such a retail area compete with Kotara and Charlestown? Where will people park? Forget it.
Somewhat opposed	A mistake was made by making Hunter St into a mall many years ago. Why should the trend of putting a light rail in make the area vital again...?
Somewhat opposed	Again, the Trams should NOT be running down the middle of a busy road, creating avery high accident potential for both vehicles and passengers boarding and alighting from the Trams.
Somewhat opposed	all ok except rail on hunter street
Somewhat opposed	<p>Allow new development of contemporary architecture styles to provide a new inner city identity.</p> <p>Keep the tram line on the existing heavy rail corridor land, to minimise congestion on</p>

	Hunter St.
Somewhat opposed	Appears to be money better saved for another location.
Somewhat opposed	As previously - light rail will cause more congestion of Hunter St.
Somewhat opposed	Because the light rail on Hunter Street is not the best option. This has only been used in other areas where they do not have anywhere else to put it, we do have a dedicated transport corridor that will become a real asset in the future.
Somewhat opposed	Concerns over if the light rail will really revitalize Hunter St. How different will it be to now? Already the redevelopment of existing properties are bringing people back.
Somewhat opposed	Council wrecked hunter st in the first place.... Minimal street parking
Somewhat opposed	dangerous inclusion of light rail on crowded street
Somewhat opposed	delete the tram
Somewhat opposed	Don't believe we can afford the light rail
Somewhat opposed	EVERYTHING is based on the removal of the rail line. I consider this is being forwarded as the ONLY option. I would strongly suggest the existing rail should go right to the city centre.
Somewhat opposed	Hunter st already crowded and with increased density/usage will become more so
Somewhat opposed	Hunter st has not experienced a decline in recent years numerous cafes have opened along with shops by hand made artist - these small businesses should not be overlooked in re-newal plan.
Somewhat opposed	Hunter St on the north side should be redeveloped to create a double sided retail/commercial complex between the light rail on the old heavy rail line & the southern side of Hunter St.
Somewhat opposed	Hunter St only needs to have one track in a loop via Wharf Rd Nobbys beach. History shows that the space provided in the mall area will be dangerous with the proposed number of people that could be expected with so much road/rail traffic
Somewhat opposed	Hunter St will never be Newcastle's main St as it was in the past. The shopping malls have taken over that function. It can be a leisure and culture area and this is already happening. The idea of light rail rail running down Hunter & Scott Sts besides being the most expensive option will be a slower public transport and cause traffic congestion as anyone who has driven in Melbourne will know. light rail down the existing rail corridor is cheaper, faster and less disruptive of traffic.
Somewhat opposed	I am worried how this will effect parking and the cost of it as at the moment people avoid the city as parking cost so much.Not everyone will take public transport.
Somewhat opposed	I believe that shifting the Light Rail over to Hunter Street is a complete waste of State Finance. especially with existing Rail in place. I can see major traffic problems arising in the Hunter Street areas.
Somewhat opposed	I cannot see light rail, buses, cars and pedestrians sharing this space.
Somewhat opposed	I do not know who is paying for this,surely not the rate payers of Newcastle

Somewhat opposed	I do not think that putting light rail down Hunter Street will help to revive it.
Somewhat opposed	I don't believe that light rail and traffic would mix successfully along Hunter Street with the extra development and activity as proposed.
Somewhat opposed	I dont think people will use the light rail
Somewhat opposed	I lived in Sydney most of my life and watched them destroy suburbs by doing this and not getting the people needed to make it financially viable
Somewhat opposed	I particularly do not like the concept of 'reinstating Hunter Street as the main Street of Newcastle'. There will be room for boutique stores / cafe along parts, but activation of the whole street won't happen due to suburban shopping malls. I do not think the active transport corridor is sensible along Hunter Street, given safety issues, lack of space and a by far more appealing active transport corridor located 30m away along the Harbour.
Somewhat opposed	I think focusing on hunter street and not Newcastle as a city as a whole with a lot more potential is a mistake.
Somewhat opposed	I think more of the light rail could have gone down the corridor. I think it is unrealistic to maintain a Main Street as long as hunter street.
Somewhat opposed	I think the light rail should go down the existing rail line
Somewhat opposed	I want it to be open.
Somewhat opposed	I would like to see hunter street reactivated but putting light rail would be a mistake.The street is not wide enough to accommodate rail and automobiles.
Somewhat opposed	I'm not convinced of the value of "activity spilling onto footpaths".
Somewhat opposed	I'm sceptical this can happen. I don't see the value in having a 3 kilometre long main street with no view of the waterfront. There's little attraction to just building new retail in the hopes it will attract more people. The real value of Newcastle are its beaches, waterfront and historic buildings. These have to remain connected.
Somewhat opposed	Increased traffic as a result of the reduced traffic lanes. No cyclists provisions. What happens to parking.
Somewhat opposed	Is this the best option? More detail and consultation needed here.
Somewhat opposed	It is not a high priority and will happen organically if the other pieces of the planning puzzle fall into place. .
Somewhat opposed	Keep light rail on the existing rail corridor and Newcastle Station will remain as a vital link to the inner city with a cafe, retail shop, bookshop, wine bar.
Somewhat opposed	Light rail causes traffic problems and reduces commercial operations
Somewhat opposed	Light rail doesn't work. Will just be for the developers and profiteers - the real people of Newcastle won't benefit from it.
Somewhat opposed	Light rail in Hunter St is not the answer to revitalising the city. This can be achieved with trams on the existing rail gauge. Certainly shops that can be sustained would help.
Somewhat opposed	light rail is not needed, is dangerous and ugly as well.
Somewhat opposed	Light rail restricts traffic flow and shop-front parking
Somewhat opposed	Light rail should be on the existing heavy rail line strip
Somewhat opposed	Light rail should run downs dedicated corridor u impeded by car traffic
Somewhat opposed	Location of the light rail will detract from pedestrian movement and the " al-fresco" dining experience along Hunter Street. Use Scott Street.

Somewhat opposed	Most heritage buildings have already been compromised
Somewhat opposed	Much of this has been tried and failed i.e. getting more shops and cafes while keeping old buildings.
Somewhat opposed	new investement has not been attracted in the past, so what will be different this tiume round????
Somewhat opposed	Newcastle is just a pain in the a... To get to, made worse by loss of trains. No parking and if i have to get a bus and a light rail to travel 15 mins it aint gonna happen. Shopping and public transport dont mix as you have to lug it all home somehow.
Somewhat opposed	NO light rail along Hunter Street. Hunter Street to light rail. Noise issue with light rail and small businesses. I wouldn't like to be seating dining the noise and distraction. Safety issue with a confined space with children, prams, bicycles, etc Once again I rather drive in Newcastle and park my car do what to do and and I drive. Rather wasting the time changing on different forms on transport which don't go anyway (just down to road) and waiting it come along and the far and quicker and enjoyable to be able drive into NCBD.
Somewhat opposed	Not convinced that light rail down hunter street is a good option. like all the other ideas proposed for hunter street though.
Somewhat opposed	Note the significant development on the rail side. Can't assume "activation" - who comes up with these words? Too much watching of 'Utopia'? And helps ex Mayor's profits for his pub?
Somewhat opposed	Obviously whoever suggested bi-directional light rail run down Hunter Street has not had previous experience with the mix of light rail and vehicular traffic. Each time a tram stops, the following vehicular traffic has to stop to allow persons alighting/entering trams to cross the roadway. Drivers speed to pass trams so that they won't have to stop and prove to be a real danger to those crossing the roadway. Also, a lot of vehicular traffic particularly in peak hour because of the delays involved, will very likely avoid Hunter Street and create a "rat run" via adjacent streets, also creating traffic jams.
Somewhat opposed	Please revitalise Hunter street BUT I don't believe we have to spend so much money re-establishing a 'rail corridor' which a tram effectively is when there is already one. Urban Growth revitalise Hunter street, meet the objectives above but don't build higher than the Cathedral- as in Melbourne- which is a modern, happening, effective, city with such a restriction. Everything else in this picture is fine.
Somewhat opposed	RAIL IN WRONG SPOT DANGERS FOR DISABLED AND BLIND PARTSIGHTED AND OLD CANT SEE WHERE IT IS OPEN TO THE HARBOUR IT IS NOT THEIR
Somewhat opposed	Roads not wide enough to cater for light rail and vehicles
Somewhat opposed	Satellite shopping centres have taken retail trade so no point in putting in more shops encouraging more hyper-consumerism, so transform these lovely buildings into quality residences, artisan recycling workshops, interactive learning centres, public debating spaces and ban traffic from sections by making the street cycling pedestrian light rail only.
Somewhat opposed	see previous comment re: active transit corridor.

Somewhat opposed	Some of the proposed ideas are okay -- but I don't see any safe cycleways in this picture. Trams ('active transit corridor') are fine. I'm not sure why one of the main roads (i.e. Hunter St) could not be made into a one-way street for cars/motor vehicles, whilst the other main street into the city (i.e. King St) could be made into a one-way street going the other way for cars/motor vehicles. There then would be enough width for safe (separated) cycleways going in the same direction as the motor vehicle traffic on both Hunter and King Sts.
Somewhat opposed	The council's trial plan for Hunter Street with bike lanes and wider foot paths was a much more sensible idea than to squeeze lightrail into this roadway. Lightrail should be built in the rail corridor and the council's original plan should be implemented without delay.
Somewhat opposed	The Main Street died because of suburban shopping centres like Kotara and Charlestown and the ease of free parking at these locations. Why would this trend reverse? it wouldn't. The main opportunities in the city are residential and tourism and businesses that support these uses.
Somewhat opposed	The mall section of Hunter has become narrow and congested. If light rail is added it will get worse
Somewhat opposed	The rail should not be in the middle of Hunter street it should be on the old rail line
Somewhat opposed	Their developments are out of scale with Heritage buildings. Light rail in Hunter ST unlikely to be built and a waste of money .
Somewhat opposed	There's no room for light rail and other modes of transport. We already have a perfectly good railway line. We should use it for trains.
Somewhat opposed	Too much development in this section. Save it for Hunter street mall. This just reinforces the barricade to the water. This area should be greenspace and cycleways
Somewhat opposed	TRAM IS JUST FOOLISH ON HUNTER STREET, HAVING IT ON THE EXISTING CORRIDOR WITH A WALK THROUGH BUSINESSES INTO HUNTER ST IS BETTER AND DOES NOT DISRUPT THE TRAFFIC AND BUSES. ALSO SUPPORTS BUSINESSES AND MUSEUM ON THE NORTH SIDE. COMPARE TO RECENT COUNCIL DESIGNS & CONSULTATION FOR HUNTER ST REVITALISATION
Somewhat opposed	Trolley wires overhead the light rail a terrible look
Somewhat opposed	Where are all these shops coming from. Retail has gone to the suburbs eg Westfield Kotara, Charlestown, Green Hills Maitland
Somewhat opposed	While having shops on both sides of Hunter St is good, it can still be done with monorail running along the heavy rail corridor or with one-way vehicular access along the corridor to ensure access to the East End natural recreation and beaches.
Somewhat opposed	While I strongly support maintaining the heritage building ensuring the new is tied to the past, I don't support the placement of light rail in Hunter Street. Apart from the significantly greater capital costs, light rail on Hunter Street will impact on parking and passing traffic, both of which are required to support the existing and future businesses. If road space was to be impacted, providing wider footpaths would provide significantly greater accessibility than having the light rail down the street. The light rail can run in the heavy rail corridor only a few steps from Hunter Street. I support renewal of building stock with mixed residential / business providing the human scale of the city is maintained and the development doesn't outpace the demand for the types of businesses that suit the development.
Somewhat opposed	Who will use the train, I won't take shopping home to suburbs that way.
Somewhat opposed	will the impact on business accessibility be considered? Gold Coast saw closure of many businesses when a similar project was implemented.

Somewhat opposed	Would prefer cycleways on Hunter St and light rail on the existing rail corridor
Somewhat opposed	Would prefer existing heavy rail corridor to be used for light rail and Hunter Street be restricted to foot traffic
Somewhat opposed	You must be dreaming, surely. How wide do you think Hunter street is, especially in the CBD? It isn't wide enough for light rail let alone revitalising. The existing plan has no future. People want ONE transport into the city and ONE out. Light rail and buses will cause traffic chaos.
Neutral	a rail line in center location is back to the future. but why would people walk or gather here when there will be a wonderful green space less that 15 m walk behind the buildings? other than to get on a train/tram?
Neutral	Active transit corridor is good, putting the light rail there is foolishness
Neutral	Again - essential transport would be my priority but it still feels like a whole pack of "tell them what they want to hear and do what we want to in the end".
Neutral	Again, will never happen.
Neutral	Am told that decades ago HUNter St thrived - it had everything - now with competition from Darby & Beaumont streets & the junction this writer cannot see the possibility of Hunter ST reclaiming its former status & glory not to mention other huge shopping complexes in many suburbs.
Neutral	Because the concepts are full of meaningless platitudes eg. "passive surveillance from balconies"- seriously? and "built form defines street edges"- well obviously.
Neutral	can keep rail and revitalise - build more units - give sydney restaurant owners and artists free rent for a year as incentives to come here
Neutral	Can't see diagram
Neutral	Develop a structured plan first.
Neutral	Doesn't address issues like parking and traffic delays which is what keep people out of the city.
Neutral	Don't believe light rail will ever happen
Neutral	Don't have a strong liking for hunter street
Neutral	Don't want the city getting too busy
Neutral	E+Why not use the rail corridoe for rail and pedestrianise Hunter St
Neutral	footpaths are not wide enough
Neutral	Hard to see how it will look
Neutral	How are all these activities going to be activated when you can't get in there by public transport easily anymore and there is limited and expensive parking?
Neutral	Hunter St is the past, but it can be a functional by product of the harbor vision
Neutral	Hunter street as a retail strip is far too long unless substantial improvements in (free) public transport is made.
Neutral	Hunter street is not wide enough for a successful light rail system especially one that has not been articulated or costed.
Neutral	Hunter street is reinventing itself anyway. Connection to harbour will give it the boost required. The old post office should be preserved as a matter of priority.
Neutral	I am not opposed to light rail per se and improved transport down Hunter Street. I do not see that a light rail of this length will be a good transport option for Newcastle. Please show us the rest of the plan for extending this service to a meaningful scale around the City.
Neutral	I am not quite sure how this would work or look, but do like the idea of trees being included and natural flowers along with wider footpaths.
Neutral	I am open to revitalising the street and adding the light rail, but why do we have to keep some of the old derelict style buildings. There is an over-use of heritage listed or heritage important buildings. many could be bulldozed.
Neutral	I am sceptical that high rise will occur

Neutral	I disagree with the light-rail concept.
Neutral	i don't go into newcastle
Neutral	I don't think these goals are realistic as it is quite clear that people prefer to go to malls such as Kotara and Charlestown and they are the reason that Hunter St has gone into decline. I just don't believe that these actions will actually change the landscape of Hunter street.
Neutral	I feel that Hunter Street is emerging as a village shopping area. It doesn't need big stores.
Neutral	I like protection of our dwindling heritage buildings but the light rail up the middle of the road means there can be no parking on Hunter street - where do all these cars park?
Neutral	I like some of the ideas in all of the proposals. However, I am opposed to building on the existing rail corridor.
Neutral	I like the idea of maintaining heritage buildings. I like the idea of rejuvenating the fronts of the existing shops. I don't like the idea of making the buildings on the left in the photo high rise. The before photo shows them as a single story, it should stay single story.
Neutral	I think it's good, except the light rail part. As seen in places like Edinburgh, this damages local business rather than help them grow.
Neutral	I would prefer the light rail to run along the old railway line.
Neutral	If we have to have light rail then this is a good option.
Neutral	I'm rather sceptical that Hunter Street can be revitalised. It has so little character really.
Neutral	It is the road that divides the city (and the places we love)! This picture doesn't address that problem.
Neutral	It is too narrow to do what is proposed as well as the 4 light rail
Neutral	It will only develop by having ready and easy access - how will the students and tourists travel.
Neutral	It's hard to see where everything will fit in. ie, trams, cars, pedestrians, cyclists. Pricing of the tram tickets will be critical to this idea working. Traffic impacts in the surrounding areas will be significant and parking is already an issue.
Neutral	its like turning back the clock putting light rail intermingled with cars on the roads again
Neutral	Light rail should be in rail corridor.
Neutral	lot of money to be spent
Neutral	Nice idea but will never be as important as in the past
Neutral	Nothing has been done well so far in regard to replacing the heavy rail with light rail. Hunter Street is so removed from the foreshore. How are you going to remedy this?
Neutral	People are too fond of their cars. Will there be enough patronage for the businesses along Hunter St?
Neutral	Pockets of development on the harbour side of Hunter St may be a good thing, but must be placed to link with active nodes on the harbour. The area opposite Crown St is already compromised with other development behind the rail corridor. I believe the best result for this area would have been the rail corridor being used for the light rail and cycle ways. As proposed Hunter St is made more dangerous and there is no dedicated cycleways shown. Photoshopping a crowd from Sydney (or wherever) onto a Newcastle street edge is not enough.
Neutral	Same as before.
Neutral	Same old, same old ideas.
Neutral	the graphics are confusing. the wording is all about Hunter Street, but the graphics seem to suggest this is more about Scott Street? I really would prefer that the light rail go down the existing rail corridor. There are ways to revitalise Newcastle without the light rail adding to congestion along Hunter Street
Neutral	The light rail is only accessible from inner suburbs. Having reviewed a great deal of material, there is evidence that poor parking opportunities and a complete lack of integration in transport as well as inconvenient options for most suburban dwellers will undermine this effort.

Neutral	The only change I can see is the light rail down the middle. You assume the rest.
Neutral	The only difference for before and after is the light rail as opposed to rail and buses- is the service going to be better more frequent etc.
Neutral	the state government does not do anything in Newcastle of the hunter the heavy rail line should not have been cut till the options were in place talk is cheap
Neutral	THEY USE ALL THE RIGHT WORDS BUT DON'T REALLY LISTEN TO WHAT PEOPLE WANT. they've HAD HOW LONG TO DO SOMETHING AND WE STILL ARE UNSURE OF WHAT THERE AGEND IS. IT DOESN'T MAKE SNSE TO ME TO RUN THE LIGHT RAIL UP SCOTT STREET AND NOT THROUGH THE MALL IF YOU WANT PEOPPLE TO USE PUBLIC TRANSPORT.
Neutral	This is happening already, I don't see what the rush is to "fix Newcastle", I don't believe it is broken.
Neutral	This pair of pictures exhibit the same deception as before and after pictures in Tim Owen's newsletters. Before photo appears to have been photoshopped to remove all pedestrians and vehicles.
Neutral	Too vague and broad. Hunter street is too long to be revitalised in one go and needs chunks. Revitalisation will not happen if there is no parking and traffic congestion. Already it is difficult to find a car park when there I an event on at the civic theatre or city hall, this will only make it worse.
Neutral	uncertainty about the inconvenience light rail on Hunter Street would cause - Probably okay if the mall is left as a mall and the rail goes up and down Scott Street into Hunter.
Neutral	We require new infrastructure everywhere, not just Hunter Street.
Neutral	well, der its a good thing. but is that really an idea.
Neutral	when coffee shops activity spills over onto footpaths there is usually little or no room to walk past
Neutral	Where do you park or catch reliable public transport. To experience Hunter St.
Neutral	While I think this is a fantastic idea, I'm somewhat concerned about transport and parking around Hunter Street, as this has traditionally been a problem!
Neutral	Would have preferred that heavy rail was continued to Civic. Concerned that street trees will be lost. Like footpath widening and road narrowing/traffic calming including street plantings.
Neutral	You have massive shopping centres at Charlestown and Kotara so I don't think you can sustain a retail economy in Hunter St as it was in years gone by especially due to the length of Hunter Street.
Somewhat supportive	A good use for this site.
Somewhat supportive	A vibrant city needs people in it. They will come if the area is attractive.
Somewhat supportive	Again looks better.
Somewhat supportive	Again need more detail
Somewhat supportive	Again parking !
Somewhat supportive	again rail corridor should be used for light rail
Somewhat supportive	again waiting for final plans
Somewhat supportive	Any action is better than no action
Somewhat supportive	Any changes will be an improvement.
Somewhat supportive	any improvement is welcome.

Somewhat supportive	Area requires activation
Somewhat supportive	As long as it genuinely values the heritage buildings. They make people look up and value the contributions of previous generations to this city. They are drawcards.
Somewhat supportive	As long as the light rail moves from Hunter into Scott Street. I would object to the loss of the footpath cafes.
Somewhat supportive	ban cars from hunter street. then run trams next to footpaths with safety railing between stops
Somewhat supportive	because it will bring people back to town. Tourist strip shopping is becoming more popular. Think Rome!
Somewhat supportive	Better transport
Somewhat supportive	brings place back to life
Somewhat supportive	Can't be any worse than Hunter st today.
Somewhat supportive	concern about traffic with trams
Somewhat supportive	Concern there is not enough room for light rail in hunter street and limited stops. Light rail should contact to the suburbs and beaches to be most effective so patrons don't have to change the mode of transport.
Somewhat supportive	Confused and dumbfounded on why light rail is a MUST but a train line that ran directly into the city was removed
Somewhat supportive	creating attractions to return people to the city, creating a true city centre feeling.
Somewhat supportive	Define the street edge
Somewhat supportive	Do not see the need for light rail. Fix the bus interchanges at either end of hunter street and employ city buses.
Somewhat supportive	Don't put the light rail down the main street.
Somewhat supportive	Essential to preserve and potentially re-purpose heritage buildings. Defeats the whole purpose of depriving Newcastle people of heavy rail to the city centre if the northern side of Hunter Street is to be extensively developed, as my reading of the artists impression suggests.
Somewhat supportive	Good idea in theory and looks good in 3D visualisations, I reserve judgement as to whether the outcomes will be as planned
Somewhat supportive	Hunter St - too long needs to be broken up and made more interesting... with shop front improvement & small alley ways perhaps.
Somewhat supportive	Hunter St was once a vital part of the city centre.
Somewhat supportive	Hunter Street buildings are already being upgraded, but perhaps more slowly that some would like.
Somewhat supportive	Hunter Street in the Mall section is narrow and it is hard to see how all these objectives could be reached there. I am however very pleased to see that heritage buildings are to be maintained and celebrated. The big question there would be the source of funding to do that and whether the objective could be achieved through private sector investment.
Somewhat supportive	Hunter street is dead and needs work
Somewhat supportive	hunter street mall area is not wide enough for trams so trams would have to travel down scott street, linkages to foreshore were previously there before being removed by previous governments, this is a reopening not something new.

Somewhat supportive	Hunter street offers little at the moment except scattered sites for dining and entertainment
Somewhat supportive	I agree that it would be wonderful to see this area revitalised.
Somewhat supportive	i am concerned that the road is not wide enough to support a light rail plus existing traffic arrangements and parking. There is inadequate pedestrian crossings, esp between the Crown and Anchor hotel and darby St.
Somewhat supportive	I am keen to know if cars will still be able to go on the road with the tram there - I hope so, all the way to the end of Scott Street. The reason for this is only parking concerns; coming from Lake Macquarie I will have to drive in and then take the tram for the rest of the day.
Somewhat supportive	I am not confident that some of the older buildings are attractive enough to support this concept. Also, I am not sure if a mixed transport corridor supports retail growth and strong pedestrian activity. It would be noisy and smelly.
Somewhat supportive	I am still concerned about the huge cost of running the possible light rail down Hunter Street. Would be nice to have the current rail corridor as grassland but is the cost worth it? And would grassland actually be maintained or would development, probably already decided!, gradually encroach--as is happening in Baranagaroo.
Somewhat supportive	I can see this appealing to younger people (note, they are the only age group shown in your model). Where are the over 55's?
Somewhat supportive	I disagree with the light rail corridor as this is just begging to cause problems with further traffic congestion.
Somewhat supportive	I don't agree with the need for light rail and believe it will be a blight, not a saviour! Buses could do the job for the next 50 years! The intent of the activation is right but it must be tempered by what the market can support.
Somewhat supportive	I don't believe putting trams on Hunter and Scott Sts is a good idea, Scott St in particular is far too narrow.
Somewhat supportive	I don't believe that public transport will ever be kept clean and safe enough to use for anyone but teenagers that don't care.
Somewhat supportive	I don't love the idea of a light rail. We just got rid of the bloody train line.
Somewhat supportive	I don't trust them to get it right. They will want to destroy the atmosphere of the area with ugly steel and glass like Honeysuckle.
Somewhat supportive	I have doubts about the potential for revitalising Hunter Street
Somewhat supportive	I have seen light rail work in areas outside Australia and it a good idea
Somewhat supportive	I have some reservations about the sustainability of the commercial elements required to achieve the vision. I understand the reasoning for having the light rail in Hunter Street, but remain unconvinced that it is the right answer (and that it is better than using the rail corridor).
Somewhat supportive	I like the idea of light rail and more activity on the footpaths
Somewhat supportive	I like the idea of light rail, and the area deserves revitalisation.
Somewhat supportive	i like the idea of light rail/trams newcastle should never have go rid of them. i like the idea of keeping the heritage buildings.
Somewhat supportive	I like the light rail notion. I would not shop there and forgo the convenience of the regional centres or local businesses.
Somewhat supportive	I love this idea, but already there is a lack of parking in the city when events are on. If this will bring extra people coming to the city, we need to ensure adequate parking at area where light rail starts.

Somewhat supportive	I object to the removal of the train service to Newcastle Station.
Somewhat supportive	I reject any plans for high rise buildings in the heritage centre of the city. Organic growth is already underway and successful. I do not want light rail on Hunter and King Streets (already congested). It should be on the existing corridor, with landscaping, cafes, bike paths etc.
Somewhat supportive	I seriously question the tram - where is it going? Tram link needs to be greater if it is to be viable rather than tokenistic
Somewhat supportive	I support the development of Hunter St. However am concerned about how the presence of light rail along the st will impact on traffic flow. More vehicles may be forced to use King St to enter and exit the CBD which could result in traffic problems, particularly with bottle neck that exists east of the Union St/King St intersection.
Somewhat supportive	I support the use of public transport into this area, although the existing corridor would be preferred. However, heritage buildings need to be occupied and maintained if this is not occurring then they need to be pulled down.
Somewhat supportive	I think more research needs to be done into why Hunter Street has declined. I don't think simply doing these things is going to revive the street. It's more complicated than that.
Somewhat supportive	I think that Hunter street is largely underused and could be quite beautiful and attract lots of visitors
Somewhat supportive	I think the main issue with Hunter Street is up the other end - rather than this end.... but still it could be greatly improved
Somewhat supportive	I would be more supportive of a light rail system to Broadmeadow
Somewhat supportive	I would have thought that the inclusion of a defined cycleway would be a distinct advantage!!
Somewhat supportive	I would like to see the parking and transport plans to support such development.
Somewhat supportive	I would prefer the light rail to be placed on the green corridor.
Somewhat supportive	I'd like the railway - whether heavy or light - to run on the present corridor
Somewhat supportive	I'd like to see more activity in Hunter Street though I don't want it to duplicate what is available in shopping malls
Somewhat supportive	I'm not sure that it addresss the fact that most shopping has moved out of Hunter St to the Malls. There to be some other reason for the activity otherwise people will not come ... more apartments and related development (coffee shops, etc) are required.
Somewhat supportive	I'm supportive of any attempt to revitalise Hunter St, but this should not include the building of high rise apartment buildings that are anathema to the stated aim of preserving the current heritage status. The proposed building of the corner of Newcomen and King streets is just vandalising a heritage area - I do not accept that this is the only way the company can make it economically viable, and if there is no other way, then reject it out of hand and send them back to the drawing board.
Somewhat supportive	I'm suspicious of the decision to run light rail along Hunter St as potentially being made to ensure development of the existing rail corridor, but generally supportive of the idea of revitalising Hunter Street. I support retaining and utilising our heritage buildings.
Somewhat supportive	it all looks good but we need to be conscious that the use of light rail on Hunter Street will slow the traffic down a lot, particularly for those looking to turn at many of the small intersections.
Somewhat supportive	It needs it.
Somewhat supportive	It seems good as long as there are no high rises built

Somewhat supportive	It seems mostly to require that the under-utilised buildings be rezoned to residential - bring in people and you bring in life. Also, encouraging bars and entertainment rather than businesses that close at 5pm.
Somewhat supportive	IT WORRIES ME THAT PUTTING IN LIGHT RAIL COULD SOMEHOW BE DETRIMENTAL - COULD THE LIGHT RAIL RUN ALONG KING & SCOTT STS
Somewhat supportive	It would depend on where the light rails go to
Somewhat supportive	Light rail
Somewhat supportive	Light rail - good.
Somewhat supportive	Light rail is a great idea. Need to limit vehicles and increase pedestrian activity.
Somewhat supportive	Light rail is good but there should still be parking and no cycleways
Somewhat supportive	Light rail needs to go down the rail corridor
Somewhat supportive	Light rail ran in Hunter street previously and was successful. More people would have access to the shops and businesses.
Somewhat supportive	Light rail should be in existing rail corridor.
Somewhat supportive	Location of rail
Somewhat supportive	looks good
Somewhat supportive	Looks good in blue book, ideas sound reasonable
Somewhat supportive	Looks like a good use of the area
Somewhat supportive	Looks smart and easy to access. Not overdone.
Somewhat supportive	maintenance of heritage
Somewhat supportive	Might actually make it into a mall like Bourke St Mall in Melbourne
Somewhat supportive	need to overcome the void of loss of heavy rail, and reduce dominance of cars in this area
Somewhat supportive	Need to revitalise hunter st. Danger of using heavy rail corridor will mean Hunter st Mall will die. Light rail down Hunter street will deliver patrons into the city...not the edge of the city.
Somewhat supportive	Needs a cleaning and smarten up, at present it is a disgrace
Somewhat supportive	Newcastle needs change but not all change is good change. Hopefully they find a happy medium.
Somewhat supportive	Not sure how this will work unless good incentives for businesses.
Somewhat supportive	People will never return to the city to go shopping (shopping is easier in the Malls) Introducing light rail is a good idea but will not entice shoppers.
Somewhat supportive	Please retain current building heights we don't need tall towers in city area
Somewhat supportive	presently it is not an attractive street.

Somewhat supportive	public transport is the priority
Somewhat supportive	Renewal and upgrades are positive, but the light rail in the street will increase congestion. A corridor already exists that could incorporate light rail - the heavy rail corridor. Activation of ground floor frontages along the corridor, and great space incorporation and pedestrian and cycle access along this corridor renews the city centre and a disused rail corridor.
Somewhat supportive	Replacing rail corridor with a wall does not provide connectivity to harbour. Maybe several access corridors could improve this.
Somewhat supportive	Respecting the past - renovating/restoring heritage
Somewhat supportive	Sounds good, but maybe hunter street should be more of a residential hub with more apartments. Might not be able to force this area back to retail if city has evolved past it.
Somewhat supportive	Support all the ideas for the revitalize proposed with the exception of the proposed light rail.
Somewhat supportive	supportive for Active transit corridor and southside of Hunter St activation
Somewhat supportive	SUPPORTIVE OF DEVELOPMENTS WITHOUT THE TRAMS RAIL SHOULD STAY
Somewhat supportive	The large air conditioned suburban shopping complexes, with their immediate and adequate parking are just too convenient, interesting and efficient. I cannot see any way that Hunter St can compete commercially with these mega centres, which are endlessly enlarging. Hence empty shop fronts, which have been the Hunter St scene for 20 years, seem unavoidable. Very dull.
Somewhat supportive	The light rail or my preferred option of buses could run along the transport corridor, opening up ground floor frontages facing the transport corridor, freeing up Hunter Street to be more pedestrian friendly with green spaces.
Somewhat supportive	There must be clear incentives for business and community to want to make use of Hunter Street precinct in an equitable ongoing way.
Somewhat supportive	This has been happening over the last few years anyway, through programmes such as Renew Newcastle. It makes sense to build on the successes we are already enjoying. I would hope that further revitalisation would work with, and not replace or remove, programmes which are already having success.
Somewhat supportive	This seems to just involve upgrading assets, not giving away public land.
Somewhat supportive	Underwhelmed by wickham interchange concept - it sounds like it is only going to be small scale interchange - think bigger and like examples internationally eg, Singapore transport/residential/commercial hubs.
Somewhat supportive	We need to do something but I'm not sure what. There's nothing about Hunter street that makes me want to travel there. Parking is hard and expensive and there's nothing worth going for.
Somewhat supportive	What new investment & what new jobs can be created? After all the years it has been allowed to decline? It will never be restored to its former glory days where every business on the whole length of the street was viable!
Somewhat supportive	Will assist revitalisation but will commence with major disruption for business and locals.
Somewhat supportive	Will Leave Green Space In Heavy Rail Corridor
Somewhat supportive	With the proposed light rail I am uncertain as to what effect this will have on the traffic flow.
Somewhat supportive	would rather light rail through old rail corridor
Somewhat supportive	Would support this as long as it does not include high rise. That would ruin the unique flavour of Newcastle

Strongly supportive	Activates street frontages, provides for employment generation and population growth
Strongly supportive	Activation of the street to support business and leisure.
Strongly supportive	Again, any thriving City needs a buzzing Hub. I refer to places like Hungary, Croatia, Poland all have City centres that make it easy to get around. Have options for eating and utilise the water front areas by allow easy access from North/South/East/West directions.
Strongly supportive	Again, it is important to allow people to again return to the city area. Parking is no. 1 to encourage people to return whether it be at the tram depot or the rail terminal
Strongly supportive	Any change is an improvement. Get transport (light rail) & footpaths wide and flower lined and people will come from far & wide.
Strongly supportive	As much as things have improved on Hunter Street (and the new developments happening), there needs to be a dedicated effort to revitalise it as outlined - it won't just happen because of a new building or two. I think the approach outlined is excellent.
Strongly supportive	Bring a human feel back into the city. It's empty and run down atm
Strongly supportive	Bring back atmosphere and capital into Newcastle
Strongly supportive	Bring people into the city for work and play. Hopefully increase the range and opportunity for shopping
Strongly supportive	Bring shops, housing and light rail to Hunter St
Strongly supportive	Bring the street back to life in a planned fashion is a create initiative for the area.
Strongly supportive	combination of mixed use and residential opportunities are needed this end of town
Strongly supportive	considers issues needed to improve the city
Strongly supportive	Creates a more livable city. More jobs. More retail opportunities.
Strongly supportive	Desperately need transport - light rail is perfect & Hunter St needs an uplift.
Strongly supportive	Detractors will change their minds once it has happened.
Strongly supportive	Develop on what is already there rather than develop the rail corridor
Strongly supportive	Existing infrastructure exists and would look very attractive if restored. New employment and investment opportunities.
Strongly supportive	FOR A START NEWCASTLE IS THE FASTEST GROWING AREA IN AUSTRALIA OUTSIDE MAJOR CITIES WE NEED INFRASTRUCTURE NOW, LIGHT RAIL & PARKING STATIONS.
Strongly supportive	FOWARD THINKING
Strongly supportive	give the city character, ease of movement, appeals to the eye.
Strongly supportive	Good access to public transport
Strongly supportive	good aspiration for main shopping street
Strongly supportive	Good idea.
Strongly supportive	Great access for people to access these areas. I have seen the work well in Melbourne, Adelaide and European cities

Strongly supportive	great idea
Strongly supportive	Great spot, love the buildings. Great to have a vibrant centre near the city's best assets of harbour and beaches.
Strongly supportive	Hunter st and the number of people using it has never been the same since the earthquake
Strongly supportive	Hunter St has looked like a ghost town for too long
Strongly supportive	Hunter st is currently run down with too many derelict shops.
Strongly supportive	Hunter st is dead, it needs to be revitalised
Strongly supportive	Hunter St is easily accessible to everyone so would be a good starting point to get people back into the city.
Strongly supportive	Hunter St needs revitalisation. This will create new investment and stimulate the economy. Newcastle is not a country hick town anymore. We need to create a world class inner vibrant exciting city
Strongly supportive	Hunter Street has been blighted since the earthquake so needs to be renewed
Strongly supportive	Hunter Street has been in decline for many years but has the potential to be a lively shopping area.
Strongly supportive	Hunter Street has great potential due to its heritage nature & proximity to the harbour. The suburbs dont have this feel. It could become a special event destination, not just another shopping centre.
Strongly supportive	Hunter street has the potential to be a destination offering something different to the suburban shopping centres and this would achieve that aim.
Strongly supportive	Hunter Street is a dead zone, it needs a rejuvenation and this plan seems to deliver that
Strongly supportive	Hunter street is in a sad state over the last 20 years and I would love to see people once again on the footpaths and shops.
Strongly supportive	Hunter street is one of the main icons of Newcastle. REvitalising it will mean revitalising the NEwcastle spirits of its Novacastrians.
Strongly supportive	Hunter street is the weak link in Newcastle's development. One of the difficulties is that it is so long and spread out but if you develop zones with a particular identity that will help.
Strongly supportive	Hunter street mall is poorly presented at present and with a facelift would increase activity and safety
Strongly supportive	Hunter street needs a stimulus to revive it as a centre of retail and recreation.
Strongly supportive	Hunter Street needs light rail to activate it.
Strongly supportive	Hunter Street needs refurbishment and renewal to attract business away from suburban malls.
Strongly supportive	Hunter Street should be the heart of Newcastle. It should be what you see on postcards of the city. It has heritage, which should be maintained, but we should allow for the street to move forward.
Strongly supportive	Hunter Street should be the throughway to the Hunter Valley. It needs a makeover to bring it to life, by increasing the population and by making it an attraction for tourists.
Strongly supportive	i agree that hunter st has some beautiful buildings and it would be great to celebrate these. transport isa problem since the train line closed and it would be very beneficial to have light rail.
Strongly supportive	I agree with trying something!!! doing nothing is the worst thing possible!

Strongly supportive	I AM ALL FOR RETAINING HERITAGE BUILDINGS BUT TO RETAIN SERIOUSLY DILAPIDATED BUILDINGS WILL SERVE NO PURPOSE. MOST OF THESE OLD BUILDINGS NEED TO BE REMOVED AND HIGH RISE BUILT TO PUT RESIDENTS INTO THESE BUILDINGS WOULD TURN THE CITY INTO A SLUM.
Strongly supportive	I just feel that it is the only way forward to make the place more attractive to living, working and visiting.
Strongly supportive	i like the idea of an activated hunter street!
Strongly supportive	I like the light rail
Strongly supportive	I love community living
Strongly supportive	I support all that is proposed here as it will greatly improve the area.
Strongly supportive	I support this but I can not see it going ahead
Strongly supportive	I think anything that can transform Hunter St from what it is today is a good thing. As it is today it offers the city of Newcastle nothing but if it can be developed to the point where businesses want to relocate there then I think that's good for Newcastle as a whole.
Strongly supportive	I think it's a great idea to work with what we have and preserve our heritage.
Strongly supportive	I think Newcastle has looked tired for a number of years. There has been improvement in recent years. A park and rise concept in the west of Newcastle would also assist with parking and access.
Strongly supportive	I think the council let Newcastle down after the earthquake, by letting Hunter Street decline, this never should've happened, it was a thriving shopping strip, & it would be great to see Hunter Street brightened up & re-vitalised.
Strongly supportive	I think the light rail on the street is a good idea, but need to get the buses off the road
Strongly supportive	I use Hunter street almost daily and would love to see our " downtown" regain its vibrancy and relevance as a major business hub, with trendy cafes, shopping and light rail
Strongly supportive	I would love to see Hunter St vibrant
Strongly supportive	If Hunter street could look like this in the future we will have a CBD to be proud of. Currently it is pretty dismal. We need more jobs and more people and a safer Hunter St!
Strongly supportive	Improvements to the streetscape is required.
Strongly supportive	Increased residential and tourism growth
Strongly supportive	It addresses all that we would like visitors/tourists to experience and be a daily great experience for residents. We would have moved into the /1st century and have a city of which we can be really proud. Our history and modernity would combine to kor It offers every aspect if a City with unique history as well as one which has at last moved into the 21st century.
Strongly supportive	It allows our region to grow
Strongly supportive	It blends the best of everything maintaining our precious heritage but progressing the city that sadly needs it.
Strongly supportive	It currently is just so sad. It has so much potential.
Strongly supportive	It is a great area in the city but is very drab and run down, new life would be great.

Strongly supportive	It is Newcastle's main corridor to the city and needs to depict a positive face of what to expect from Newcastle. The Hunter St history needs to be respected and carried into our future with promise and purpose.
Strongly supportive	It is the time to do it. Don't let it deteriorate any further.
Strongly supportive	It needs reinvigorating into something to attract visitors and business.
Strongly supportive	It needs some love.
Strongly supportive	It needs something !
Strongly supportive	It provides for jobs and brings people into the city area.
Strongly supportive	It will bring life back to the city. What could be better.
Strongly supportive	It will bring more people into the city
Strongly supportive	It will get the City Going.
Strongly supportive	It would be good to see Hunter St regain its status as a main street with light rail connecting the city east with the west end and transport hub. With this refurbishment retailers will return
Strongly supportive	It's a bit of an eye sore at the moment and desperately needs to be refreshed
Strongly supportive	It's fantastic
Strongly supportive	It's gotta be visual, accessible, most overseas cities are now bringing back tramways/light rail, it works, cleaner, cheaper, practical+,
Strongly supportive	It's great, total support
Strongly supportive	It's needed, time to bring as much population and reasons for business that we can.
Strongly supportive	It's too quiet at the moment
Strongly supportive	It's what we need
Strongly supportive	Just do it.
Strongly supportive	Just what the city needs
Strongly supportive	Life needs to be injected back into the City area. Newcastle Council isn't doing too much in this space and it's pleasing to see the NSW State Govt are prepared to get on with the job.
Strongly supportive	Light rail is safe and fantastic ideal for the shopping dining precinct. More mixed shops that are different to the big shopping centres
Strongly supportive	Light rail will be great,
Strongly supportive	Like tram
Strongly supportive	Linkage to harbour
Strongly supportive	Links to the harbor is fantastic

Strongly supportive	LONG OVERDUE ..we have been marking time!!!!
Strongly supportive	looks good.
Strongly supportive	Love how the light rail will be running down Hunter Street.
Strongly supportive	love it! bring the people back in! vibrant. colourful. active
Strongly supportive	Love that we are keeping our amazing heritage buildings they are beautiful and lets hope that they can be maintained better. Many European cities have lovely buildings that enhance their image - I'd like to see this for Newcatle.
Strongly supportive	Maintain and renovate existing buildings, use of ground floor frontages
Strongly supportive	Maintains heritage buildings & linking city to harbour
Strongly supportive	modern and useful
Strongly supportive	Need to take a major shift to stop the negative no change influence that holds Newcastle back
Strongly supportive	Needs to be a connection to the harbour. Needs saving!
Strongly supportive	Newcastle - Revitalise or die. This town was old when I was a boy - Im 62 now and its time to save my beautiful Newcastle
Strongly supportive	Newcastle CBD is a disgrace. It is dead. Our city has no heart and it needs to be revitalised.
Strongly supportive	Newcastle is moving along well re progress. I think we need to keep moving forward in an environmental and well thought out way. Newcastle has the potential to be one of the best cities in Australia if we get this right. Do it once and well.
Strongly supportive	Newcastle lacks a city centre. for a small city everything is spread out and requires people to drive from place to place. I think having a main street centred from Civic Precinct to Newcastle West is a great idea.
Strongly supportive	Newcastle needs revitalisation.
Strongly supportive	Newcastle needs the be brought into the future.
Strongly supportive	Newcastle needs to stand alone economically. The days of the large industrial base are over. we need to generate new types of employment in the cbd. we also need more people living there.
Strongly supportive	Opportunity to inject life into the city centre and bring it to the 21st century.
Strongly supportive	People and city interaction results in live in city
Strongly supportive	Presently an eyesore
Strongly supportive	Priority is to activate ground floor frontages - particularly supporting late night trading too for better security.
Strongly supportive	Progress
Strongly supportive	Quite frankly it's a no brainer.
Strongly supportive	regenerate life in to the city

Strongly supportive	Repopulates the area by day, and hopefully by night
Strongly supportive	Revitalising Hunter Street and opening it up to the harbour would be a great opportunity to connect the two.
Strongly supportive	Revitalising the shopping experience is a key ingredient to revitalising the city centre
Strongly supportive	same..
Strongly supportive	Seems to take inspiration from better aspects of Melbourne retail/entertainment precincts.
Strongly supportive	So much potential for a city hub, street eateries, a go to attraction of cosmopolitan life
Strongly supportive	something needs to be done
Strongly supportive	Something needs to be done about Hunter St, and this looks like a good idea. I really think the light rail needs to go down hunter street rather than the heavy rail corridor.
Strongly supportive	Stimulation
Strongly supportive	Sufficient Public Activity.
Strongly supportive	the area has great potential for retail specialty
Strongly supportive	The buildings will be used
Strongly supportive	the city is dead it needs a boost of life desperately
Strongly supportive	The city needs revitalising!
Strongly supportive	The city needs this.
Strongly supportive	The combination of housing and ground floor shopping should really activate the area.
Strongly supportive	The heritage buildings give a nice feel to the area, if the area was improved by the light rail and wider footpaths it would be attractive for residents and tourists
Strongly supportive	THE LIGHT RAIL IS BEST RUNNING ALONG HUNTER. WE NEED TO TRY AND MINIMISE THE DISRUPTION TO BUSINESS WHILE THE RAIL IS BEING BUILT.
Strongly supportive	The light rail would link the shopping district of what is now The Mall with the cultural area of civic and the Westend. There will be potential in the future to link the area with suburbs. This would increase pedestrian traffic through the shops and cafes which would in turn would lead to more shops etc
Strongly supportive	The more people that come back in there and create life, the better
Strongly supportive	The same reason you did. It simply has to be central to the city's revitalisation project, or there wont be one. Whether there are to be trams or buses will possibly be a sticking point but either is ok with me. Trams being a bit of a novelty, might bring tourists
Strongly supportive	The street is tired and need a facelift
Strongly supportive	There are some beautiful buildings along Hunter Street.
Strongly supportive	There is so much potential in hunter street, revitalizing it would maximise its potential
Strongly supportive	This city desperately needs this. This is what Canberra Civic did to some extent a few years back. Must bring people to live here too.

Strongly supportive	This great street with huge potential needs to be dragged into modern day retailing and lifestyle needs
Strongly supportive	This is a important step in getting it right for our city. We need this to happen to get more life back into the city.
Strongly supportive	This is arguably the most critical feature of the proposal.
Strongly supportive	This is the key to the success of the whole proposal and has to be realised!
Strongly supportive	this look will most certainly bring people back to the city
Strongly supportive	To bring people back into the city centre
Strongly supportive	Transport is absolutely essential, i like the idea of the light rail. I am in support of featuring our existing heritage building. we have a wonderful climate in Newcastle, we should encourage business with activity spills on the footpath, this brings life to the street.
Strongly supportive	Urban Growth NSW. has achieved more in the last few years than many years of arguing and inactivity from previous Councils & previous Governments
Strongly supportive	Very necessary for revitalisation to be successful
Strongly supportive	WE have a beautiful city and water front whcih needs to be developed carefully to retain its character
Strongly supportive	We need a transport system to encourage people into the city and shopping district
Strongly supportive	WE NEED IT
Strongly supportive	We need something that will draw businesses and people to the area. There are some amazing buildings that need to used to the best advantage.
Strongly supportive	We need to attract consumers to the city..
Strongly supportive	we need to become a vibrant city again
Strongly supportive	We need to breathe some life back into this area
Strongly supportive	Will bring Newcastle up to the 21st century and encourage tourism
Strongly supportive	would attract people back into town
Strongly supportive	Would be great for buildings in Hunter St to be used to their full potential.
Strongly supportive	Yes activate and preserve Hunter street and keep foreshore quiet.
Strongly supportive	you are all working for the best of Newcastle

OTHER IDEAS FOR FUTURE USE

Q20: And do you have any other ideas on future uses for this site? (Hunter Street)
A return loop could be funded by saving existing rail, making the city's main street a real tourist drawcard. Parkland and attractive public facilities beside the tourist light rail and harbour would bring more custom to city businesses.
A safe cycleway could be incorporated in Hunter development.
A single line transit running in a loop makes much more sense and would avoid further traffic congestion.
A small open space for kids to have a picnic and a play after a big shop
A village style development is more appropriate for the Hunter St Mall & East End area
Absentee landlords should be made to either sell or do something worthwhile with properties.
Again maximizing open space between the harbour and existing buildings will enhance their viability to attract development for cafe and niche retail opportunities for employment and tourism potential.
Again no mention of adequate car parking.
all other proposals sound great.
all the above with NO RAILS (includong trams)
Allow it to grow and develop organically without raising the permitted height of developments. Provide dedicated bicycle lanes and bikes for hire as in other cities eg Melbourne.
Allow traffic to flow and easy and affordable parking options
Art space
as above
As above
As before, this area needs a major draw-card like a DJs or Myers to bring people into this area--they will then be more inclined to wander into the present more boutique type shops.
As described in previous points.
As we all know the shops will not survive without people. They have to have easy access and again parking. Council's responsibility does not finish at Hamilton
ask the public what they want
Ban busses, and build a very, very big underground car park under the road and shops. Think South Bank Brisbane!
Be complimentary to existing heritage buildings
Be open to any and all projects - greet them with flexibility and common sense. Think of what Newcastle could be from this long, overdue start we are finally embarking on.
before i can comment I would need to understand the background and long term plan for the light rail given that Urban growth is determined to put it through this area
bring back the rail
bring back the train to Newcastle Station
Build apartments - bring in residents - they create demand for services and infrastructure to support modern living in a city centre.
Building owners increased rates if buildings are not keep up to standard.
Businesses will need much support to counter the popular, free parking, suburban shopping centres.
Cafes and restaurants with direct train links
Can become a vibrant foodie destination. Attract specific cottage food manufacturing businesses and make it a tourist destination ala Melbourne's Lygon Street.
COMPARE TO RECENT COUNCIL DESIGNS & CONSULTATION FOR HUNTER ST REVITALISATION. COPENHAGEN STYLE BIKE LANES. RETENTION OF QUIRKY 20TH CENTURY FACADES, VERY UNUSUAL THESE DAYS IN TOURIST TERMS.
Concentrate on residential and tourism such as a ring light rail around the beaches to Merewether and The Junction and Marketown. A cruise terminal and conference centre integrated with the inner city redevelopment with a great big modern parking station or two.
Concentrate on sections of hunter street and stop trying to prevent it can all be rejuvenated.
Consult with the locals who have lived here for over 70 years, because they know what works and what doesn't work: they live here!

Continue with the Renew Newcastle model of enabling start-ups, artists and creative entrepreneurs into the city through subsidised or supported entry into shops and spaces.
Could it become another Darby or Beaumont Street ? Connections to Harbour.
Council assistance to shop fronts to open. Good public transport is needed. This includes the reinstatement of the rail line, together with good links to suburbs.
Co-Working spaces + more residential living
create a green street - retrofit vegetation / water features calling up the river behind the shopping strip and green wall the front of some the of the buildings that are sooo tired to tie the heritage facades together
create area of speciality shops, eg in japan lots of same type of shops congregated together - people come to the are area especially for them
Create new and enhance existing parking places. Make inner city public transport free. Create several park and ride stations in outer suburbs. Allow existing buildings to be converted to affordable residential dwellings.
Create open public space
Cremate Urban Growth.
Dedicated bicycle paths and bicycle parking facilities
designated separated cycle ways would improve city, & light rail on original rail corridor
Develop it as proposed but keep the light rail elsewhere.
Ditch the tram. Open the train again. And fix hunter st
Do all that's planned but keep the rail off Hunter St. It will be a disadter
Do not build over the previously agreed height limits in Newcastle.
Don't waste two traffic lanes by putting in light rail were it's not needed - and no Novocastrians have ever had a real chance to 'vote' on a truly open, political proposal
Doubtful about tram in main street. I grew up when Newcastle had a large tram network. As more cars arrived so interaction tram and cars became more difficult.
Enable and encourage the already revitalising taking place (or was until last Boxing Day) e.g. through incentives, assurance pof IMMEDIATE restoration of rail transport like NOW!
Encourage businesses with incentives instead making it hard and charging like wounded bulls. In your photo proposal where are all the parking meters? We have seen the council spending money on things in the mall and hunter street only to see it amount to nothing
Encouragement of businesses to locate there
Engage the 2013 plan for pedestrian and bike friendly boulevarde
ever bthink good but light rail
fix up the Newcastle train station and people will come back to town as it is better than catching 2 lots of transport to get there plus the cost also the cost of parking
Fix up the old post office site could be used as another art gallery.
fix up the streetscape and put some money into revitalising the buildings
Flood Hunter Street and turn it into a Canal with apartments looking down onto the waterway...
Foot bridges over the trains to the harbour. Much cheaper option.
Footpath activity could then be widened even further which would be fabulous
Forget your Light Rail system reintroduce the previous service which will be far cheaper than this ridiculous plan that has been proposed
Form and regularity of service
Get on with it!!
Get rid of old building and start from new.
giant interactive welcoming spaces where people can say where they are from and what they like about living visiting here
Good quality housing/apartments and hotels.
Green space
Green Space, Cycleways, less development. This section would be much better suited to open parkland and the playspace idea instead of building it up.
Happy with objective but don't accept means of achieving

Help young artists to occupy some of the ground floor spaces, widen the footpaths if at all possible, encourage street musicians (buskers) along Hunter Street, would be nice to see interesting small retail shops (similar to Darby Street) in Hunter Street as an alternative to shopping centres
heritage shopfronts and buildings should be preserved with new shop interiors as is done in almost every progressive city in the world with a strong heritage from a particular era.
Hunter St is too long to have shops all its length. Keep commercial areas to a smaller area.
Hunter St should be pedestrianised as much as possible, with widened streets and traffic calming. Bus services need to be accommodated and improved. Cycling (such as proposed by Newcastle Council) should be seriously investigated.
Hunter street is a very long street I would suggest more units be built for housing.
Hunter street is best revitalized by cheap student-type housing. Not houses for rich retirees (like me!!!). Needs young people. And light rail on the existing corridor.
Hunter street is progressing without the meddling of State Govt
Hunter street is way too long, its biggest downfall is its length - its hard to get sustainable growth in one area because it is dispersed over the whole street, it needs to be broken up into distinct precincts, with more green spaces along the street. Also brothels, sex shops and crappy shops offering people nothing need to go
Hunter street should have more clearly defined precincts, each with their own identity. E.g. Wedding shopping, entertainment and education, community services, dining and retail.
Hunter Street will be revived with the opening of the new Court house and the new University Campus. Both of these new buildings can be accessed easily from the existing rail corridor.
I actually like it as it is. It's funky.
I agree the old Store building should be revitalised but the light rail could run behind it on the existing track
I am in full support to maintain heritage buildings but NOT all buildings along Hunter St. are of such value and therefore it is important to ensure that development is carefully monitored and policed.
i am supportive of more housing in the cbd.
I am totally at ease with the plans
I believe for people to use the light rail instead of driving we need to make the line more extensive to other areas.
i believe that there is no need for the light rail a fleet of mini buses with racks for bikes and surfboards etc could do the same job but cheaper
I like all the garden, walk areas etc. and don't see why they require the construction of light rail to be implemented. Any beautification of the city is to be applauded.
i like all these ideas. pedestrian only areas would be good. large screen for events and continued music events in summer would be welcome.
I like the idea to maintain heritage, and attract new investment - I just believe the main focus should be residential development. Cafe and other uses that activate the street will follow organically
I like the proposal without the light rail, which should be run along the existing corridor
I like these issues but seek there be generous parking in City and at Light Rail main terminal to facilitate use and access to City
I love the idea of filling the empty shops with local artists and talents. It'd be amazing to be able to walk down the street, knowing that all of the interesting and wonderful sights are NEwcastle's own. A unique, Newcastle's own.
I would keep the area north of Hunter Street free for now and concentrate on developing west of Merewether St and filling up existing space along Hunter St. There is so much empty space in Newcastle. This should be renovated and filled before new retail development can happen. Further down the track once the transport in Newcastle is fixed and the West End is thriving this can be revisited.
I would like to see encouragement of businesses to be established that attracts young professionals so that we don't lose them to other cities.
I would like to see the old post office being re-used. Preferably as the art gallery.
I would suggest that the shops at street level were limited in number to allow large open access spaces through to the harbour. Boutique arcades at right angles to the street would be a better option.

If Hunter st could be buzzing then wouldn't a quiet Foreshore be a lovely contrast and a necessary rest zone.
If it was me, I would delete all those commercial buildings on the left of the diagram above.
If the shops are unique to Westfield and Charlestown square, this would make it a destination. Please don't fill it with more hippy, crafty shops, we have enough of these.
If we are to have light rail.....it should be STARTED from Newcastle Railway Station. The money that is being spent to rip it up should be spent on extending the transport system from Newcastle Railway station.....compliment the system that we already had in place.
if you must do this the corridor should be used to serve the light rail with additional shared path facilities No construction so when congestion ties up all the east end and we get commonsense transportation planners (not developers) the work performed can be repaired
Implement the 2012 Renew Newcastle Strategy.
Implement the 2013 Hunter Street cycleway draft plan.
Improve and develop but look at the needs and wants of the citizens of Ncle and the Hunter with a long term view to future requirements The corridor should be retained fr public use. Heritage should be preserved and restored to link with the Bathers way and Anzac walk so tourists and visitor can come directly to our beautiful East End and CBD which has till now bwwn world renowned and valued. Also accommodating the many students and Law court paericipants egress to civic area by seamless transpoert on the rail corridor.
Improved weather protection and street furniture
Incorporate Renew Newcastle Ideas in the plans!!
Increase street parking and mall space in Hunter Street.
Initiatives to ensure a good range of quality business and activity. Present a vision to interested businesses and encourage them to adopt this - for example, operating on sustainability principles, visually attractive etc. A mural of Newcastle's vision would be so exciting and inspiring!
It has already revitalised to a certain extent and will continue to do so, but not when there is no parking for cars because of the light rail. The best help for Hunter St is a new multistory car park at Civic.
It is really important that Hunter street is a safe place for walking and cycling. Wide safe cycling lanes and plenty of bicycle parking will encourage activity.
It will only work if people actually live in the area.
Its current use seems the most obvious use whether buildings are added or not.
It's fine as is. Your before picture is not representing the current activation in this area.
Its slowly growing again to something really interesting. Mainly due to renew newcastles influence.
Job creation is a primary requirement.
Keep hunter street free flowing. There will be problems with light rail and car vs pedestrians. Traffic lights would slow traffic flow making it frustrating for all. Melbourne is a classic example of some roads where traffic congestion occurs because of the mix between traffic and light rail. Keep them separate!
Keep improving Hunter Street with greenery and places for coffee and specialised shopping
Keep the heavy rail
keep the rail line and trains running and renew city around rail corridor. Many other cities in the world have worked this out.
Keep the rail out of Hunter street, if you really want more people coming to the city centre it will have to have an attractant, such as a shopping centre (think about the "World Square" in Sydney, there could be something similar in place of the old David Jones building, with supermarkets, foodcourt, specialty shops, etc)
Keep the rail system as it is until some really Newcastle centric decision that is clearly in Newcastle's best interest is formulated. Also it is very important to have this transport option.
Keep the streetscape and refurbish - maintain heritage scape and revitalise with people and businesses. Linkages between harbour/foreshore and Hunter street and Scott st can be made across the light rail in rail corridor.

Landscaping is important to soften the built forms. Recess areas of parking for extensions of the footpath for outdoor dining.
LARGE FOOT PATHS THICK COVERS TO STOP PASSIVE SURVEILLANCE AND WEATHER
Large retail store e.g DJ's
Leave all of Hunter and Scott Streets (to Newcastle Station) for transport.
leave as is with nearby light rail in existing corridor
leave as is. the Mall is evolving -let it keep happening
Leave it alone
Leave it alone
leave it as a mall, run heavy rail along the railway right of way.
leave it to experts on tourism
leave it to gpt and the private sector they will sort it out
Leave the heavy rail and organise modern platforms level with the train doors on the rail corridor. Leave the width of Hunter St to current and future traffic.
Leave the rail line but you can still make Hunter Street better looking than it does now
Leave the train
lesscost to maintain existing line
Light rail on wharf side and cars in Hunter Street
Like the present mix of cafes and boutique shops
Links between the street, the rail corridor and harbour with public development- an amphitheatre open to the public accessed from both harbour and hunter st.
Local businesses, not chain stores.
Look at Darby St, extend that.
Look to the future not at the past. Hunter Street is only one street with limited potential Newcastle is a city with lots of great potential if given the chance.
Lots of outdoor dining and music
Maintain the façade of the heritage building, with modern space within.
Maintain the heritage aspects of the city. Focus on this excellent aspect of Newcastle. Trams go everywhere in Melbourne, light rail is an excellent alternative to buses and heavy rail
Make a free bus circuit from Wickham interchange with proper bus terminal. Use the tram money for a better interchange (the Store)
Make it cleaner by not exporting so much coal from here and no huge ships set up a clean energy centre with innovations in technology on display and for sale. Then boat hire on the harbour.
Make sure there are places for eating and relaxing.
Markets
Maximise the green spaace which be increasingly valuable in the future.
Limit height of development and focus on restoring the older buildings of the city.
Maybe some extra foliage along the walkways
Mix of uses encourages a walking city and reduces reliance on cars. We need a city that is resilient to future peak coal and oil
Modify local trains to use existing corridor without fencing, intercity links at broad meadow/woodville junction, then spend our money actually adding transport access across city and perhaps to airport.
More apartments in town will bring sustainable business activity. Fundamentally this is why Hunter St has died (the movement of CBD shopping to the malls).
More greening.Sculpture installations.
More high rise housing in the west end of hunter street... More people need to be living in the city centre
more lighting and safe areas at night and a cycle way
More night lights in the trees that line the road.
More off stret parking on the old rail corridor will help solve the historical shortage of parking that has plagued Newcastle .
More open spaces (squares and piazzas) to encourage pedestrian traffic and permit street performers and open-air entertainment

More street trees.
More street trees. Newcastle could be Australia's green city!
More Uni stuff! Hotel accommodation
Move the light rail to the corridor.
Moving rail 'closer' to shopping by some metres is ludicrous. Don't forget that this then takes the said ideals of 'bringing everybody closer to the foreshore' that much further away. Also think of the additional expense.
Need a complete safe pushbike network. And integrated active transport including public transport.
need to ensure that public transport and parking available for people working, living and visiting the city
needs updated paving all along hunter street ... (see Wagga Wagga main street)
Newcastle does not present itself well to tourists. Easy access should be given to the Art gallery, Museum, and historical buildings and sites. Yes there is an attempt to provide this but when compared to other cities I have visited here and overseas, Newcastle neglects this opportunity.
Newcastle people seem to like shopping centres because they are all weather and free parking - how can you translate that into the Hunter St shopping precinct? Between Pacific & Perkins Sts is a place to you do not want to be on a cold day or night - it has always been a wind tunnel. Pass Perkins St you can at least enjoy a bit of sun and space. The 'white elephant' sail structure should be relocated to a place where the architectural design can at last be appreciated. Apartment building designs with lots of balconies to give the feel that the inner city is actually inhabited - with height restrictions so that the city does not become a concrete jungle with no 'life'.
No - I will leave it to the so called experts.
No "activity spilling onto footpaths".
No but stop wasting money on one small part of the big picture.
No leave it to the experts
No light rail in Hunter St.
No tall buildings in or near Hunter St
Maintain the existing low-rise nature of the CBD and accept that it will never be the hub for major retailers and large corporations. Newcastle has more potential as a unique location for specialty stores, workshops and small scale commercial offices.
Allow and encourage small scale retail and improved office and residential spaces by adapting the old buildings for new uses.
This will enhance its unique nature as an urban centre and gradually make it a more desirable place to live, work, study, visit.
No point having all these fancy ideas with no transport to support it
No, I am not a town planner and ideas are exactly that - they have to be practical and futuristic.
No, I like the other ideas for this area.
No, that's what we have urban planners for. Maybe we need to get some new ones.
No, you have a good plan here.
Not too bad, except for the light rail. I understand that area is already well on the way to being a high-class residential area, this idea has missed its time
Once the train would run under-ground there would be plenty of room for open space development, including shops, etc.
One thing leads to another and once operational other ideas will develop
One way traffic, angled parking and bicycle lanes
Open space.
Open up to green space - and put the light rail on the old rail corridor and extend to make it useful for residents

opposed to public loss of corridor space on northside of Hunter St
Option 3 and 4
Paired one direction separated paths down either side of Hunter Street, or paired unidirection separated paths down either side of Hunter Street. I don't mind either, take your pick. This is the best economic stimulation plan.
Parking and public transport that links with the rest of greater Newcastle is essential
Pedestrian and cycle ways are required.
pedestrian areas
Permit organic development of attractions for visitors
Plant more trees - sensible trees. The streets where the trees have been removed have lost their appeal.
Please do something as it is an embarrassment in there now. There is a mountain of opportunity and it should be take. Stop listening to the minority and those Save the Rail twits. Its not 1956 anymore and Newcastle needs to move forward.
prioritise enhance or improve assets
Privacy and safety are important to people
Promote higher density residential in all directions from the city to create the demand for retail. We all shop at the end of the day and have no time for the connection to the harbour.
Protected bike lanes.
Provide good Fred parking, provide a great market space line the Victoria markets, provide some great open spaces for pop up events, and family events, provide good clean safe public transport. No property developers building the slums of the future in high rise apartments
Public space
PUT HEAVY RAIL BACK AND IMPROVE THE BUS DEPOT.
Put in more housing/apartments which will create demand for local shops etc. Do not keep old buildings unless they can be made into housing or A grade offices.
Put the light rail in the existing rail corridor
Put the light rail where it belongs, put bikeways and green space into Hunter street - we must eventually change the car culture
put the rail back
Put the trains back where they belong
Put up more markets during the weekdays, nights & food markets, hot, cold.
Quite like the proposal
Rail vehicles should travel in the rail corridor. This is the only cost effective and sensible planning outcome for Hunter St. Studies have shown that creating sufficient space for pedestrians and cyclists to move at a leisurely pace through an area increase business and social vitality.
Reactivate Hunter Street! Not to how it was 50 years ago, make it more like Melbourne. Make it hip and contribute unique small businesses.
Redevelop existing buildings and add to pedestrian and green space
reduce the amount of carparking to increase the need to use the light rail
Reduce traffic flow as much as possible. Send cars one way up one street and the opposite way down another to create wide foot paths wide outside dining.
Refer above.
Refurbish old buildings and re design footpaths for the same effect without taking the train.
refurbish the buildings. Allow the street market to expand; it has been a great attraction to bring people into the city centre
Reinstate heavy rail. Extend heavy rail to areas such as Wallsend, Cameron park,fletcher. Tram way from newcastle station, nobby's, newcastle beach, king street, Darby st, bar beach, the junction. Maybe tram from carrington to Wickham then to the junction. Heavy rail to service carrington, mayfield East, mayfield west etc along old industrial land. Increase ferry service to include stops at other end of Stockton with car park station for people from fern bay and beyond), carrington.
Remodel as a major pedestrian /cycling road along with 2 lanes for vehicles.

Remove some of the bad buildings and erect high rise apartments etc. the city must be made to pay its way. Small low rise buildings are unsatisfactory. Making old buildings higher etc does not create a vibrant centre
Remove the ugly balls, pavers and enclosed feeling.
Remove trading restrictions, encourage additional social night time activities/options (not markets! We have enough of these) but maybe food trucks.
Renew Newcastle has done a fantastic job revitalising city centre.
Residential / commercial mix
rest of plan ok
restore it to original City Centre with shops
Restore the heritage buildings don't rip them out for a concrete jungle
restore the rail and promote it as easy access into the CBD.. getting on and off buses and trains is a pain in the neck and has reduced the number of people coming into the CBD.. light rail is slow and unpredictable..Hunter St was reviving..Urban Growth threw a bucket of cold water on it
Retail / Commercial
Return heavy rail.
Re-use and refurbish the many existing empty buildings (emptied when GPT and UG bought them up). Some could be used as student accommodation. This will revitalise the street scape and allow residential development of a good scale..
Revitalise in chunks with different themes areas. DO NOT REDUCE PARKING AND INCREASE TRAFFIC CONGESTION BY PUTTING THE LIGHT RAIL DOWN HUNTER STREET- put it down the heavy rail corridor.
SAFE cycleways (separated from motor traffic/'active' transit) are essential for the future of the city, especially with the upcoming new University campus.
Shop top housing/apartments, angle parking, more trees not fewer(mature trees are being cut down already).
Shops, a local cinema, not a huge complex, eateries, businesses.
Shop-top housing should be a part of the residential mix; not just new, large aptment buildings.
Smaller motor vehicle lanes, more bike lanes. More bike lanes would encourage more active engagement with city centre, reduce pollution and result in a more pleasant Newcastle on the whole.
Spaces for public art would break up the shop front monotony yet compliment new retail and dining spaces; as would creative playgrounds.
Surely the light rail would be able to utilise the old train/rail corridor? Hunter Street traffic is not the issue; as I understand these proposals. Or is it?
Take the light rail out of Hunter street and let the traffic flow and let people park their cars
The 2010 strategy for Hunter St showed the beautification of Hunter St with enhanced pedestrian facility, cycleway, parked cars and then moving traffic down the middle. The rail line still operating.
The buildings need a lot of work. Removal of the less than desirable buildings and facilities (largest KFC?), tattoo parlours, sex shops, and people with mental health or drug issues needs to be fixed first.

The failure of each and every option to show the rail corridor as a transport corridor demonstrated the total bankruptcy of the proposals and the total lack of vision of what is wise use of public money delivering the most for the most in the community and for the most vulnerable. I would imagine that your proposals mean you have failed to consider the needs of the frail aged and the Wheelchair bound people in our community. Most people fail to even consider them until they find themselves in a wheelchair for a season. Just to demonstrate most wheelchair accessible foot path modification are too steep for many wheelchairs as the driving wheels of the wheelchair often become out of contact with the road surface; as well the footrests on many wheelchairs come in contact road surface as well at such locations. The best option is to use the rail corridor for a train/tram service (many European Cities do this well) with an open track that is a paved or grassed track area for pedestrian use. If there was need to build over the track then this could also be done as it has been done in many places in the Sydney area. The Buses should not duplicate the rail service by running on the roadway adjacent to the track But should feed the rail line (Perth WA is now doing this quite well but that was not always the case) Both Transport and parking are keys but after that the need for a strong development of family friendly business need to be established and not just the lucrative hotels, bars and such like places. The over emphasis of the alcohol trade has cause most of the problems in our city because the main entertainment is alcohol based and as such this feeds the eruptive anti social behaviour around our city that keeps many decent people out of the city at night and some weekends. New plans are required and with the Government attempting to have a bill to remove the rail line totally and the statements that sale of some land will be needed to be able to deliver a revitalisation program put great suspicion that this whole exercise is smoke and mirrors for a plan not yet disclosed. In other words I do not believe the truth is here; as there are far too many contradictory statements being made in different area.

The light rail (tram) needs to have more stops on Hunter Street

. As proposed it will not be as convenient as the bus service it will replace because of longer distances between stops. It is a street tramway not a high speed light rail service!

The light rail could work but it would have to link the Uni, beaches, hamilton, the Junction, and a huge free secure car park.

The light rail would be better to do a ' loop' to incorporate other streets, possibly incompatible Darby St + The Junction, with smaller style trams, but more of them on the circuit

The light rail would have been better going down a green corridor where the old heavy train line is.

The other ideas are fine.

The practical solution would be to return the trains to Newcastle Station. Or use the rail corridor for light rail so that Hunter Street is not cluttered with vehicles.

The Store, pictured, could become the interchange and a commercial hub for the area

The Uni and Law courts will be the generators of growth and activity in the CBD and Hunter St. Light rail up Hunter St will not be.

there is no proof of any reasons why it will be of benefit

there really needs to be sufficient cycleways and cycle facilities

This are of the corridor should not be developed the corridor MUST be added to the public domain as exactly that: a corridor for movement by bike, rail, foot, etc in an east - west direction. The location shown on the image is the point at which the rail corridor first merges (alongside) Hunter st, and should be made better use of. Please.

This is an opportunity to turn Hunter St into a residential area and convert the empty buildings into apartment blocks.

To me it looks like the city centre will be mainly residential as it is already heading that way.

try and get a major department store back into newcastle and reuse post office building

Upmarket footways

Use of underground train services was not considered - but should have been

Use the rail corridor for the light rail, not Hunter Street.

uses to support residential and commercial development on harbour

Visitors to Newcastle Tourist sites Comment on the village atmosphere of Hunter Street from Perkins Street to Pacific Park.

We need parking, integrated bike paths and proper integrated public transport that can extend past Hamilton
We still need a car park.
What about a mix of retail and small open spaces to create village like atmosphere. This is what makes a city.
what is wrong with its current use. if the government agencies including Urban Growth could envisage a city with shops and emporia that would attract investment and revitalisation of a city that has lost D J's. that was the key to the decline. there has been significant high rise development already in te East End and that has done very little for businesses in the City Centre. Why would more student apartments do anything else?
When university building is finished , area will be revitalised anyway -new businesses will arise. Do not waste money on light rail in Hunter St!
Where the money come for restoration of the heritage buildings?
Why are we using light rail which I understand to be far more expensive that modern environmentally friendly bus which are more flexible
Why install light rail when Trolley buses could be installed otherwise forget the expensive idea of light rail. Instal surveillance cameras so that it is safe to walk along at night
why not just build on what Renew Newcastle has already done instead of spending extra money on something that might not work
Widen the paved areas and create opportunities for indoor/outdoor interaction eg dining/retail and maintain a low speed vehicular through way and short term parking mix, removing light rail from this location.
widening of the road.
Wider footpaths, street trees within parking blisters will provide a lot nicer environment than crowding light rail into the road traffic
will create additional pressure on King St for any vehicle traffic.
Words fail me
Work towards a nighttime commercial reactivation
Would like to see the light rail extended out to the west to provide a transport link to Newcastle from Wallsend
WOULD SUGGEST THAT THE ONLY WAY TO GET MORE PEOPLE INTO HUNTER STREET IS MORE HOUSING, MORE BUISNESSES, IMPROVE SHOPPING, MORE EVENTS FOCUSED ON THE CITY BETTER PUBLIC TRANSPORT.
yes ,and I doesn't involve urban growth
YES SPECIALTY STORES NOT EATERIES & PARKING STATIONS.
Yes! Fix the City as was the catch cry of many people who now see that the way chosen by the Government is devastating our city. This is not "revitalising" it is Destruction.
Yes, revitalise this end of town. A lot of damage was done when the council started to let GPT buy out the shops/buildings down the West end of town. Money should be poured into rejuvenating existing buildings rather that building more buildings!!!
YES,OF COURSE, BUT THERE IS NO FORUM TO ADDRESS THE REAL ISSUES.
yes.
You need to take into account bike lanes - so many people in this town bike ride and could promote more if it was safer to get around. This would result in less congestion in the city centre and really promote better environment.