



# Two More Trains For Singleton

A campaign for additional daily passenger rail services from Newcastle to Singleton

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15 October 2018

Major Projects  
Department of Planning and Environment  
GPO Box 39, SYDNEY NSW 2001

Dear Sir/Madam

## **Huntlee New Town Modification (MP 10\_0137 MOD 10) - Submission**

I refer to public exhibition of the application for further modification to the design and layout of the Huntlee New Town and to previous submissions from Two More Trains for Singleton dated 25 February 2013, 2 November 2012, 12 July 2012, 6 April 2011, and 11 November 2010 regarding the proposed development of the Huntlee new town near Branxton.

Two More Trains for Singleton wishes to make a submission in response to the exhibition of a further modification to the proposed Huntlee new town layout. The group is working with the community and NSW Government to achieve additional daily passenger services between Singleton and Maitland to complement the current weekday half hourly service from Newcastle to Maitland. The group's proposal includes additional services to Branxton and Greta railway stations, both close to Huntlee.

Future planning for Huntlee must provide for substantially enhanced public transport to support expected additional urban development and significant growth in rail passenger demand. However, the Huntlee new town design and the amended design actively discourages passenger rail as a public transport option. This is unacceptable, contributes to unsustainable and car dependent urban development, is contrary to best planning practice, and will contribute significant carbon emissions.

The environmental assessment for the proposed modification fails to consider public transport and rail access issues and is deficient in not addressing this essential element of urban design. In particular, the traffic statement and modeling fails to address public transport.

The proposal should not be approved, and the following amendments should be incorporated:

1. The town centre should be redesigned to allow direct pedestrian and cycle access to Branxton railway station. This access should be designed and constructed concurrently with the initial establishment of the town centre.
2. Any approval should require that pedestrian and cycle access link to passenger rail is integrated in the road layout, and constructed before buildings are approved.

It is against the public interest to approve a new town in this location without providing direct rail transport access in the initial stages of development. The Huntlee layout plan should be revised to ensure access to rail services is recognised and given priority.

Two More Trains for Singleton considers that development of the site should not proceed without a credible public transport plan.

Yours sincerely

**Two More Trains For Singleton**

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