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Newcastle Future Transit Corridor
Transport for NSW
PO Box K659
HAYMARKET NSW 1240
Via email: corridors@transport.nsw.gov.au

Newcastle Future Transit Corridor

Thank you for the opportunity to comment on the proposed Newcastle Future Transit Corridor.

The Property Council represents the full spectrum of the industry, including those who invest, own, manage and develop property of all asset classes. The property industry shapes the future of our cities and regions – we have a deep long-term interest in seeing them prosper as productive and sustainable places.

We wish to acknowledge Transport for NSW's (TfNSW) foresight in identifying a transit corridor that will create stronger public transport connections to and from Newcastle's central business district with neighbouring growth precincts such as Broadmeadow.

We support in principle the proposed rezoning as one small and important step to extending public transport networks in Newcastle, however, we wish to highlight the following for careful consideration and response by TfNSW.

Corridor Selection

We note that in the documentation provided publicly, it states that the nominated corridor is TfNSW's preferred option. The Property Council questions if the nominated corridor is the most effective in terms of maximising its accessibility to the surrounding population and its ability to further extend the network to other key regional assets such as John Hunter Hospital and the University of Newcastle's Callaghan campus. The Property Council urges TfNSW to consider and provide rationale for choosing the Tudor Street alignment over the Donald Street alignment and how TfNSW is considering future extensions to regional assets and growth corridors.

We also question having the corridor terminate at Broadmeadow Rail Station, which is on the fringe of the Broadmeadow Precinct rather than taking it through to the heart of the Broadmeadow Precinct itself.

Recommendations:

1. Share rationale for how the Tudor Street corridor is superior to the Donald Street corridor in servicing the population base and the ability to connect to key regional assets in the future.
2. Consider alternative termination points that better service the heart of the Broadmeadow Precinct.

Funding, Timeframes and Implementation

While the rezoning is a positive step, the key concern is ensuring that there is a clear funding commitment and a realistic implementation plan to deliver the necessary infrastructure. Without a transparent delivery framework, rezoning alone does not guarantee that the light rail extension will be constructed within a reasonable timeframe. Clear staging and delivery milestones should be outlined to provide certainty for residents, businesses, and industry.

Recommendation:

3. TfNSW pursue funding commitment from State government that will underpin a delivery timeline.

Impact on Landowners

The potential acquisition of private land raises concerns about costs, compensation, and development limitations for affected properties.

Consideration should be given to how landowners will be engaged in the process, ensuring fair treatment and clarity around acquisition timeframes and compensation mechanisms.

Recommendation

4. Impacted landowners be provided with a detailed understanding of the acquisition compensation process, including timeframes so they can plan with certainty.

Broader Transport Planning for the Hunter region

While this rezoning is a small but necessary step, it must be viewed within the context of the Hunter's broader transport challenges. A long-term vision for an integrated transport network, addressing connectivity between light rail, heavy rail, buses, and active transport, should be a priority. Please see the Property Council's recent submission to the [Draft Hunter Strategic Regional Strategic Integrated Transport Plan](#).

This proposal should be accompanied by a clear strategy for future transport infrastructure investments to ensure it delivers maximum benefit to the region.

Recommendation:

5. TfNSW prioritise the development of an integrated transport network for the Lower Hunter, addressing connectivity between light rail, heavy rail, buses, and active transport.

The Property Council appreciates the opportunity to contribute to this consultation and welcomes further engagement. Should you require more information on any of the matters raised in this submission please contact NSW Deputy Executive Director Anita Hugo at ahugo@propertycouncil.com.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Anita Hugo', with a stylized, cursive script.

Anita Hugo

NSW Deputy Executive Director
Property Council of Australia