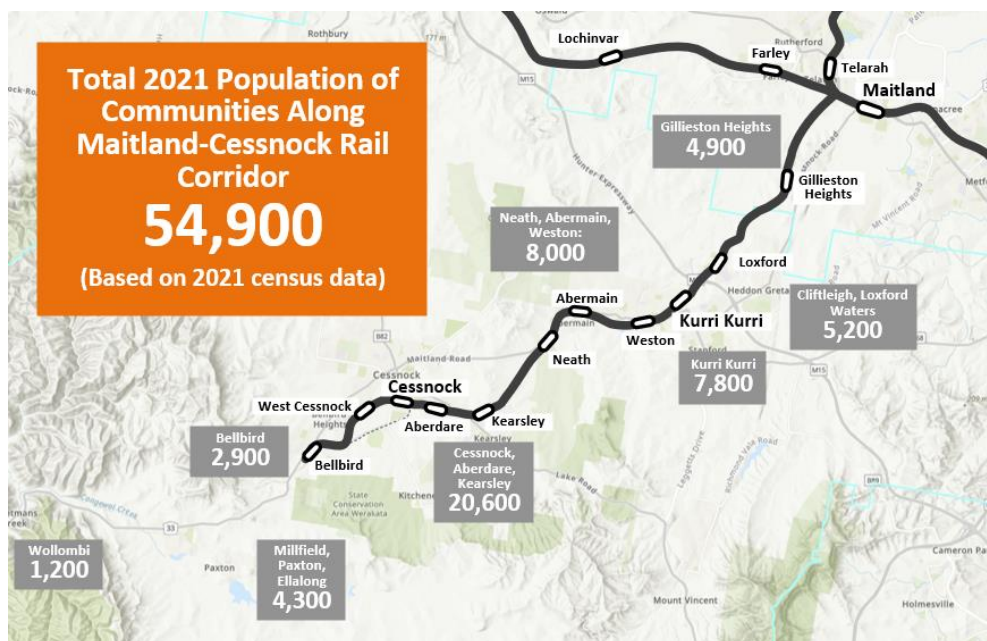


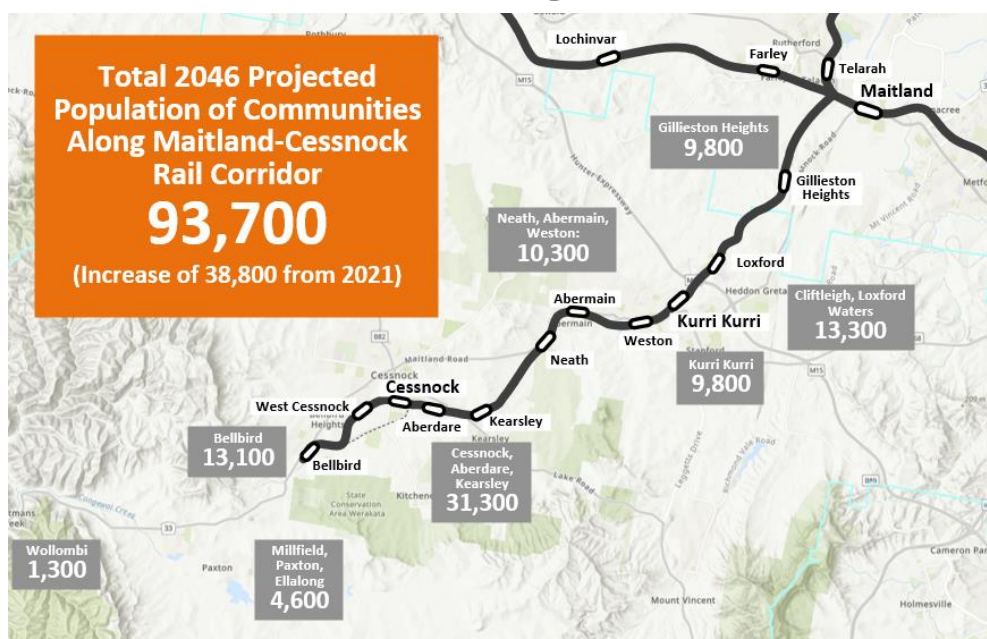
The Train to Cessnock: Supporting a Growing Community

There is sufficient population to justify a train service now...



The current population along the corridor is comparable to any area with an established rail service within the Newcastle and Greater Sydney areas.

...with substantial growth forecast



The Cessnock LGA is the second fastest growing area in NSW, with the bulk of the population increase occurring along the rail corridor. **A population of 93,700 is comparable to the current population along the Cronulla line in Sydney, which has a rail service of 6 trains per hour.**

The Train to Cessnock would directly support 81% of the Cessnock LGA's current population, and 74% of the projected 2046 population of 115,600.

Corridor	Total population along corridor	Has a rail service?
Telarah-Dungog	3,969	✓
Moss-Vale - Goulburn	31,171	✓
Lithgow – Bathurst	36,393	✓
Kiama – Bomaderry (Nowra)	40,846	✓
Maitland – Scone	41,614	✓
Sandgate – Maitland	45,410	✓
Macarthur – Moss Vale	52,169	✓
Maitland – Cessnock (Bellbird)	54,900	✗

According to the 2021 Census data, some 54,900 people live in the suburbs and localities that cluster around the 8 stations proposed for the Train to Cessnock. The most recent projections suggest that the population along this corridor will increase by 70% by 2041 to around 93,700 people.

The current population along the corridor is comparable to the population along any other rail corridor around Greater Sydney/Newcastle with frequent passenger trains services.

The availability of housing is a critical issue in New South Wales, and transport is one of the most fundamental factors in making new housing accessible and affordable. Gillieston Heights, Abermain and Bellbird are some of the localities along the Maitland to Cessnock corridor where there is already rapid housing development. The Train to Cessnock would support these developments and enable new development areas or higher density development at virtually every station along the corridor.

Further, reintroducing the rail corridor as part of an improved integrated transport network would support growth in other communities, such as Lochinvar and Huntlee – rapidly growing Hunter Valley localities that are not directly along the corridor.

Area	2021	2046	Total change	Served by Train to Cessnock?
Allandale - Lovedale - Pokolbin - Mount View	1,625	3,203	+1,578	✗
Bellbird - Bellbird Heights	2,886	4,202	+1,316	✓
Bellbird North	246	8,903	+8,657	✓
Branxton - Greta - North Rothbury	8,615	25,396	+16,781	✗
Buchanan - Mulbring & Surrounds	1,944	1,757	-187	✗
Central Kurri Kurri Townships	7,808	9,776	+1,968	✓
Cessnock CBD - Aberdare - South Cessnock - Kearsley	5,863	8,804	+2,941	✓
East Cessnock - Cessnock North	7,118	11,195	+4,077	✓
Kitchener - Abernethy & Surrounds	1,691	1,626	-65	✓
Kurri Kurri - Maitland Corridor	5,248	13,357	+8,109	✓
Millfield - Paxton - Ellalong & Surrounds	4,261	4,601	+340	✓
Neath - Abermain - Weston & Surrounds	7,966	10,280	+2,314	✓
Nulkaba	2,436	4,523	+2,087	✓
West Cessnock - Vineyard Grove Area	5,178	6,800	+1,622	✓
Wollombi - Laguna - Rural West	1,177	1,275	+98	✓
Total	64,062	115,698	51,636	
Percent served by Train to Cessnock	81%	74%	65%	