

Save Our Station Ballarat Inc

Media Release

31 July 2018

Save Our Station SOS Ballarat today reveals that the Andrews Labor government is on the verge of announcing tens of millions more for the Ballarat Station Redevelopment.

“They are frantically trying to paper over the cracks in their ill-conceived plans to redevelop the Station precinct,’ says SOS President Gerald Jenzen. ‘Extra funds will be made available for disabled access and for traffic management. SOS Ballarat anticipates this and cost over-runs on the project will be in the order of \$20m.”

“This project never considered the needs of commuters. Even with the extra funds, the redevelopment will be selling Ballarat short on transport and heritage,’ says Mr Jenzen. ‘They have never had a coherent plan for improving facilities for commuters. They don’t give a toss about our unique rail heritage.”

“The Andrews government has reacted to a succession of embarrassing oversights in their plans for the Station. As we have pointed each one out, they have successively provided a ‘fix’ to each problem. The pity is, that this piecemeal development of the precinct is delivering an expensive and permanent reduction in capacity for the Station to be Ballarat’s transport hub for the future, and it is destroying and giving away Australia’s most outstanding heritage rail precinct in the process,” claimed Mr Jenzen.

The Andrews government will be announcing additional funds for traffic management in Nolan St, including the installation of traffic lights, and the provision of lifts and walkways between the Train Hall platforms to meet Disability Discrimination Act standards.

“It is only because of pending action in VCAT by Grampians disAbility Advocacy and the Disability Discrimination Legal Service, that the government are doing anything at all in this space. They can’t afford the embarrassment of a successful case against them in the lead-up to the election,” claims Mr Jenzen.

“But once again, it will be another piecemeal project, that will further diminish the heritage value of the precinct. Throwing dollars to get a quick fix without understanding its wider implications is how this whole project has been managed from the beginning. The Andrews government should be ashamed. \$20m more will not buy them the favour of the people of Ballarat. They must renegotiate the contract, retain the land and buildings in public ownership, and seriously consider the alternative proposal we, SOS Ballarat, have put forward. This includes DDA compliance by going under the existing tracks, not over.”

Gerald Jenzen
President
Save Our Station Inc
0402 385 431

Background for journalists.

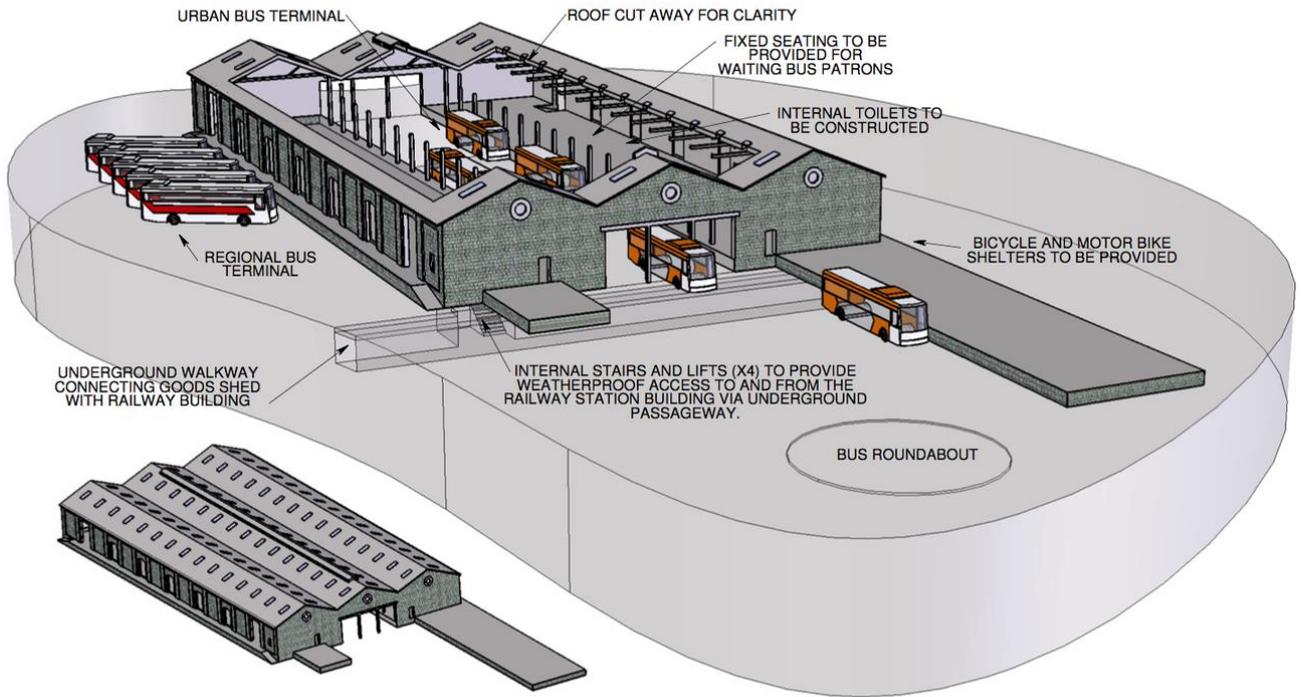
Here is a table which lists the original announcement of the Andrews government, the SOS reaction and the 'fix' offered by the government.

Design Oversights	SOS critique	The 'fix'	Estimated cost to taxpayers \$(m)
Sharon Knight's office announces that the 130 existing car parks will be retained in the new development.	SOS counts 480 existing spaces (confirmed by Courier).	Pellicano plans announce a 270 space, 2-level car park. 6-months later.	6
Pellicano 270 car park spaces on 2-levels.	Pellicano plans are ridiculed for the number of lost public car parks (210).	Andrews government announces an extra \$2m for a third level, with spaces totalling 407.	2
Local bus interchange built in Lydiard St.	SOS supports local campaign to bring local buses into precinct as part of transport hub.	Andrews government announces it will bring local buses into the precinct. It is only when the concept plans for the bus interchange are published that this is seen to be at the expense of the relocation of the regional bus interchange.	5
Legal requirements for making the current Station accessible for people with disabilities is overlooked.	SOS combines with Grampians disAbility Advocacy and the Disability Discrimination Legal Service to lodge a complaint with VCAT.	Lift, ramp and overhead walkway to be announced to achieve DDA compliance. Overhead solution will seriously compromise the Station heritage.	15
Traffic management treatment for bus and car entry/exit from Nolan St is not included in Pellicano or VicTrack plans	SOS pressures BCC, who declare they will not contribute anything toward Nolan St works. They collaborate with RDV on traffic light solution	Three lane entry/exit design at Nolan St, along with lane changes and traffic lights in Nolan St to be announced.	2
Over-runs on car park and bus interchange construction for storm water detention, building footings, fire services and sewer relocation.	SOS requests for details on these issues from RDV never responded to formally.	Sneaking these funds into DDA compliance announcement anticipated.	3

SOS Alternative redevelopment plans, costed at \$26m (net) (and included allowances for regional and local bus interchanges; DDA compliance; storm water detention; Nolan St traffic management works).



**ISOMETRIC VIEW OF PROPOSED BUS TERMINAL
LOCATED IN EXISTING GOODS SHED
BALLARAT RAILWAY PRECINCT**



Courier Survey on attitudes to Station Redevelopment (March 2017):

Over only five days, more than 600 people took the opportunity to complete the survey devised and conducted independently by The Courier. Although this is not a random survey, the results were so emphatic, there can be little doubt about public sentiments over the Station. The following table provides a summary of results:

Question	Yes %	No %	Don't know	Total votes	
Agree that major investment is needed in the precinct?	90.43	9.57		606	
Support government plan to sell part of the site?	5.68	91.32	3.00	599	
Does spend of \$25m meet current expectations on:					
• Car parking?	13.52	81.76	4.72	636	
• Rail and bus improvements?	27.23	69.75	3.02	595	
• Disability access?	21.61	62.95	15.44	583	
Do you think it will activate the site and CBD?	11.57	84.96	3.47	605	
Highest Priority for redevelopment?	Current and future transport % 73.9	Heritage preservation and re-use % 19.74	Job creation % 1.96	Private investment in area % 4.4	613
Preferred future use of the heritage Goods Shed?	Bus interchange: regional, local & airport % 77.72	Convention/exhibition centre % 15.58	Other % 6.7		597