



### GEELONG STATION PRECINCT

#### Vision

To develop new intensive uses around a sustainable multi-modal transport hub that fully utilise the highly accessible location and take advantage of the capacity for growth.

To ensure that new development creates a welcoming gateway to Geelong that highlights Geelong's importance to the region and enhances the heritage values of the landmark station complex.

#### Issues and Opportunities

The Geelong Station Precinct contains the region's sustainable transport hub. It includes the railway station and coach, bus and taxi interchanges, car parking, the Law Courts, Police Station, Victorian Railway Institute clubrooms, some land used for car sales, as well as tracks, rail yards and servicing facilities. Most of the precinct is in public ownership although this is divided among various State

agencies.

A concept plan has been prepared for the Geelong Station Precinct, to provide a more detailed framework for its development. Features of the plan include:

- The Station developed as a 'multi-modal hub' of sustainable transport facilities
- Improved access and circulation to the Station
- A new western entry to the Station from Latrobe Terrace
- A new north-eastern entry to the Station from Mercer Street
- A new pedestrian crossing of tracks, linking the above entries and connecting Geelong West to the city centre
- Generous pedestrian forecourts to east and west of the Station
- Supplementary pedestrian routes radiating from the Station wherever opportunities can be created.

To capitalise on the Station facilities, the surrounding land is designated for intensive redevelopment for activities that will generate high numbers of people using transport services. Development could be undertaken using public, private or joint venture options. This must involve and be subject to the needs and agreement of VicTrack, transport service providers, Heritage Victoria, other groups who lease the land and private landowners.

The proposed access routes around the Station define five development parcels:

The Station itself

- Land north-east of the Station, fronting Mercer Street
- Land south-east of the Station, including the courts and police station
- Land south-west of the Station, fronting Latrobe Terrace and Gordon Avenue
- Land north-west of the Station, fronting Latrobe Terrace and the overpass

#### Objectives and Strategies

##### Activities

Encourage uses that have synergies with the Station and contribute to an intensively used precinct at all times.

Encourage uses that support institutions in and around the precinct.

Phase out non-essential uses in favour of those that capitalise on the site.

Facilitate significant redevelopment of the precinct over the short to mid term.

Ensure that short term uses do not preclude future higher-order development.

Ensure the transport network's capacity to function efficiently, to handle significant growth in travellers and services, and to respond to possible future changes in travel patterns and technologies.

##### Public Spaces and Access

Improve access throughout the precinct, between the Station and surrounding precincts, and across the railways between Geelong West and the CAA.

Improve pedestrian spaces around the Station as a public focus for activity in the precinct.

Improve vehicular access to the Station, especially for buses and taxis, and reduce conflicts between various traffic types.

##### Buildings

Enhance the visibility of the Station as a focal point of the Western Wedge.

Reinforce the pattern of buildings in grounds along the east side of Latrobe Terrace, to integrate development with heritage buildings, and to address traffic impacts.

Maximise the potential land use intensities near the Station, while protecting the amenity of public spaces and respecting heritage buildings in the precinct.

Create attractive frontages onto streets approaching the railway underpasses.

Facilitate the removal of the former Mercer Street bridge over the railway.

## Geelong Station

The Station is the focus of interconnecting transport services including trains regional and inter-regional coaches, city bus routes and airport link services. These are supported by long-stay commuter car parking, short-stay parking, taxis, 'kiss and ride' facilities, and pedestrian access from surrounding areas. As with most major railway stations, this intermixture of transport services is a crucial aspect of its role as a 'multi-modal transport hub' for Geelong and the region. The eastern approach to the Station attracts coaches, buses, taxis and private vehicles, as well as almost all pedestrian movements to and from the Station. Private vehicles include traffic to the Law Courts car park (which comprises most of the parking this side of the Station) along with pick-up and drop-off, short-stay and medium-stay parking related to transport operations, whether travelling or undertaking business at the Station. It would be desirable to rationalise and segregate some of these movements to ensure safe and comfortable pedestrian movements, and to minimise conflicts between bus and car traffic.

Long-stay car parking is concentrated west of the Station, with pedestrian access via road underpasses at Gordon Avenue and Brougham Street. The amenity of these connections is poor and could be improved, especially along Brougham Street.

The servicing yards west of the Station are an important part of rail operations but could be relocated when an opportunity arises, enabling land in the precinct to be developed to its full potential. Long-stay parking to support commuter use of the railway could also be provided elsewhere along the rail corridor with comparable service levels, enabling higher value uses at the Station.

### Railway precinct north-east (Mercer)

The proposed street between the Station and Mercer Street, along with Mercer Street itself, will form the primary frontages of the site. The north edge along the Brougham Street subway has limited potential as a public frontage. The west of the site abuts a portion of the multi-modal hub reserved for future expansion of transport facilities such as a coach station parallel to the railway platforms. The site should accommodate a building footprint of 2,000 to 3,000m<sup>2</sup>.

### Railway precinct south-east (Justice)

Use of this area for courts and the police station is well established, and supports the aims to generate public activity around Geelong Station and to provide community services within convenient access of public transport facilities. No changes to the established uses are proposed beyond pursuit of opportunities to expand and intensify activities related to and supporting the courts.

The court complex faces south to Railway Terrace, providing a prominent termination to Fenwick Street, while the police headquarters are addressed to Mercer Street and the prominent corner with Railway Terrace. These buildings have continued the historic pattern of encircling Johnstone Park with public buildings.

The proposed street between the Station and Mercer Street will affect the ancillary parking and storage areas north of the buildings. There will be opportunities for future expansion of the Police Station within this site. Operational requirements and access will need to be resolved as part of the redevelopment process. Some of these may be accommodated in the redeveloped area to the north-east.

### Railway precinct south-west (Latrobe/Gordon)

The site is bounded on the south by Gordon Avenue as it descends from Latrobe Terrace to pass under the railway, with a short western frontage to Latrobe Terrace. Its northern

edge is an extension of the property line on the south side of Gordon Avenue (west of Latrobe Terrace). The eastern edge is the fence line of the existing train servicing yards; as a long term option and subject to the satisfaction of V/Line, Freight Australia and VicTrack requirements, this boundary may ultimately extend closer to the Station.

The site is about 4,000m<sup>2</sup> total, with 800m<sup>2</sup> of this occupied by the servicing yards.

The Latrobe Terrace and Gordon Avenue frontages give the site a high profile. The proposed new street west of the Station will give it even greater prominence as well as an excellent connection to the transport hub

Part of the site is occupied by a single storey timber building and minor outbuildings housing the Victorian Railway Institute (VRI) clubrooms and other activities. The site is designated in the Greater Geelong Planning Scheme (HO962) as of heritage significance for its architecture, historic and social values.

### Railway precinct north-west (Latrobe Terrace)

This is the largest redevelopment parcel adjacent to the multi-modal hub, potentially covering almost 1.3ha. The eastern quarter is part of the train servicing area and unlikely to become available in the short term. The remainder of the site, about 1ha with a 145m frontage to Latrobe Terrace, is now used mainly for commuter parking along with some minor rail facilities and workshop buildings at its northern extremity.

While it is close to the multi-modal hub, the site is relatively isolated from other parts of the Western Wedge by the railway and the road cutting at Brougham Street. The main point of access is likely to be the existing signalised intersection with Latrobe Terrace, and the physical barriers around the site will require its uses to be relatively self-contained.

There is a prospect of reducing the isolation of St Paul's Church and its related facilities by sharing improved access to the north of this area and by developing synergies between uses of the church and new uses in this segment.

### Railway precinct north of Brougham Street

The balance of the Geelong Station Precinct, north of Brougham Street, is used for a variety of railway functions and infrastructure. Rationalisation or relocation of these facilities could release some land for other uses, particularly near Roy Street (west) and Latrobe Terrace.

Although this is in an unattractive position between the Latrobe Terrace overpass and railways, it is convenient to the multi-modal hub. With an appropriate use and building it could contribute significantly to activities in the area. Its development would also help to reduce the isolation of St Paul's Church.



For further details, including a full copy of the Geelong Western Wedge Framework and proposed planning scheme amendment visit the City's website [www.geelongaustralia.com.au](http://www.geelongaustralia.com.au) or call customer service on 03 5227 0270.