

# Geelong Hospital Precinct

## Unedited Workshop Outputs Report

Wednesday, 21<sup>st</sup> March. 9.30am to 3.30pm  
 At St Mary's Research Centre, 190 Myers Street, Geelong  
 Facilitators Lynda Jones & Bob Campbell from the noagroup

### Theme: Land Use and Development

#### Working Well

Session (1)	Session (2)
<ul style="list-style-type: none"> <li>• Dominance of health services</li> <li>• Interaction of health services</li> <li>• <b>Research and training</b></li> <li>• Co-operation with University</li> <li>• New pedestrian crossing</li> <li>• Heritage fabric and character</li> <li>• Re-purposing works elsewhere (not facade-ism) i.e. St Mary's Hall</li> <li>• Scale and bulk of the new hospital</li> <li>• Buildings appropriate and respectful</li> </ul>	<ul style="list-style-type: none"> <li>• Hospital connectivity the "book ends"</li> <li>• Clustering of health services</li> <li>• Centralised location</li> <li>• On high ground – vistas and outlook (patient experience)</li> </ul>

#### Not Working Well

Session (1)	Session (2)
<ul style="list-style-type: none"> <li>• Lack of community services and spaces</li> <li>• After hours supermarket / milk bar / deli / café</li> <li>• Lack of gathering spaces for social interaction, green spaces</li> <li>• Sea of asphalt</li> <li>• No shade or shelter</li> <li>• Internalised spaces – how spaces inside hospitals work</li> <li>• Confusion between public and private spaces</li> <li>• No gateway to the precinct</li> <li>• Way finding</li> <li>• Parking to support other uses</li> <li>• Parking widely dispersed, not affordable; better site utilisation</li> <li>• Better scale transition opportunities</li> <li>• Dominance of at or above ground car parking i.e. Haymarket – best use?</li> <li>• Roads as barriers to integration of hospital services and other activities</li> <li>• State of many buildings</li> <li>• Accommodation options</li> <li>• Lack of toilets in or near to car parks</li> <li>• Need to relocate drill hall</li> <li>• Helipad height controls?</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Parking</b> / patients and staff / availability and cost / safety at night / public transport uptake / hub remote from hospitals</li> <li>• Under utilised sites Army Barracks and old gaol. The uses are at odds with other activities</li> <li>• Lack of supporting retail activity / food / 24 hour economy</li> <li>• No open space – through block links</li> <li>• Planning Scheme regime needs to provide stronger direction</li> <li>• Precinct too large</li> <li>• Lack of residents</li> <li>• Traffic function of Ryrie Street and urban response</li> </ul>

## Future Outcomes - What could happen?

### Session (1)

- Role and future use of existing sites i.e. Haymarket, Old Gaol, Drill Hall
- New development to require a greater % of green space
- Centralised car park and repurpose/reuse existing at ground parking sites
- Safe pedestrian crossing points, linking parking areas with activities
- Traffic calming options i.e. Bellerine Street
- Worker accommodation (to deal with on-street/off-street parking challenges, social housing)
- Widening footpaths, reclaiming the asphalt, reducing crossing points, slowing cars, smart technology
- Form and integration
- Street level activation, cafes and public spaces
- Increased housing density, mixed use site outcomes
- Green spaces – multi-level solutions
- Better utilisation of underutilised sites / gaol (tourism) and the Drill Hall site
- Support clustering - Allied Health Cleveland Clinic model health precinct
- Discourage out-of-centre sprawl of medical uses
- Strong strategic messaging: clusters / parking / spatial direction
- Way-finding clarity – walkability, safety, sense of entry

### Session (2)

- Serious parking solutions / strategic opportunities with the Haymarket and Drill Hall
- Little Ryrie make one-way
- Bellerine Street. Make it a priority pedestrian movement area between Ryrie and Myers Streets. Manage parking access. Link to Hospital entrance (arrival). Focus on pedestrian movement streets (be strategic). Some toilet options / popup spaces / library stands / drinking fountains / coffee carts
- Widen footpaths / green / linear spaces / trees, shade / small spaces / seating and lighting
- Improve legibility and human scale to make it more welcoming
- Remove the Kitchener Wall. Improve visual feel and access to space or have a green wall.
- Utilise St Mary's Gardens' space
- Make better use of the Haymarket site
- Medical health campus style for hospitals with a mix of uses on site
- Public / private partnership to deliver the campus
- Options for hospitals to incorporate more quiet and reflective spaces

### Session (3)

- Talk to the taxi industry to support way-finding
- Gaol – keep key heritage aspects with communal space in the forecourt
- Parking line marking near residences
- Positive comments on traffic officers.

## What would work to do better around the top outcomes?

- Parking solutions in the precinct- tangible, legible, integrated and located
- Zoning arrangements to reflect clustering and use mix

## Theme - Access Movement and Connections

### Working well

Session (1)	Session (2)
<ul style="list-style-type: none"> <li>• Parking officers</li> <li>• Time for investment – climate is right</li> <li>• Attracting pedestrians through laneways (SJOG)</li> <li>• Pedestrian crossing in Bellerine linking hospitals</li> <li>• Staff shuttle bus - volunteer run</li> </ul>	<ul style="list-style-type: none"> <li>• BH bus to waterfront and showgrounds</li> <li>• Connections between private and BH services</li> <li>• Clear clustering of facilities and services</li> <li>• 40 speed limit</li> </ul>

### Not working well

Session (1)	Session (2)
<ul style="list-style-type: none"> <li>• Low use of school crossing</li> <li>• Parking / Staff (BH &amp; JOG) / drop-offs hospital and city</li> <li>• Disabled parking hard to find</li> <li>• Staff won't pay for parking</li> <li>• Visibility of entrance to JOG</li> <li>• C.P. (clarity of sign)</li> <li>• Movement of entrance of BH causes confusion</li> <li>• Over-staying</li> <li>• Bus stop is at A&amp;E not entrance</li> <li>• Connections from the station to hospital</li> <li>• Poor behaviour of parkers</li> <li>• Lack of street parking</li> <li>• Lack of seats in streets (smokers using them)</li> <li>• No lift in current multi-level park</li> <li>• Speed limits in Myers Street and poor driver behaviour</li> <li>• Poor driver behaviour in Bellerine Street</li> <li>• No daily essentials</li> <li>• Worker parking impacting open spaces</li> <li>• Lack of knowledge about the ease of use for bus services</li> <li>• Bus travel is not suitable for shift workers and part-time workers</li> <li>• Parking supplied in new development discourages the take-up of alternative transport</li> </ul>	<ul style="list-style-type: none"> <li>• No share bikes</li> <li>• No electric car chargers</li> <li>• No car share sites / services</li> <li>• Lots of on-street spaces but full at times</li> <li>• No connection from renal services - new site to BH</li> <li>• Shuttle is only for BH staff</li> <li>• Lights at Mckillop and Latrobe not favourable to trucks</li> <li>• Way-finding</li> <li>• Constraints on ambulance parking in A&amp;E</li> <li>• Multiple entrances to sites</li> <li>• Waterfront connections to hospital / heritage trail</li> <li>• Streets not green / general feel</li> <li>• Parking for visitors</li> <li>• Pedestrian access between sites / Ryrie Street</li> <li>• Ryrie Street barriers</li> <li>• Trucks on Ryrie Street</li> <li>• Pedestrian amenity on Bellerine Street</li> <li>• Lack of active frontages</li> <li>• Connections through gaol</li> </ul>

## Future Outcomes - What could happen?

### Session (1)

- Connections through sites to create mid-block links
- Physical connections between hospital sites (seamless flow)
- High visibility of free spaces
- Smart ticketing / cost sharing/ incentives - Visitor, staff – discourage city workers
- Signage and access to information makes it easy to get around - (BH way-finding review)
- Surfaces are safe for all users

### Session (2)

- Improved pedestrian amenity in Bellerine Street
- Way-finding makes it easy to know where to go
- Multi-deck parking is strategic locations

- Partnerships to deliver parking solutions
- Encourage the provision and uptake of car share and other transport modes. Organisations have a role
- Employers to take the lead to encourage mode change
- High visibility of free spaces
- Technology enables matching parks to users
- Patients and users with the highest needs are prioritised & the system is easy

## What would work to do better around the top outcomes?

### Session (1)

- Multi-level car parks / BH & City on helipad site
- Investigate private investment in parking
- Recognise the different requirements for slower users in the area and provide pause spots, longer light times, seat types
- Hub based services and facilities – a regional approach
- Way-finding technology, speaking bollards. Way-finding to health services linked to pathways
- Linking to PTV App to provide refined information for hospital
- Tourist buses / loops - You Yangs, Bellarine, tourist centres, sports
- On-ground signage on public land
- Recognise emotional element in behaviours
- Disabled access to public toilets
- Partnerships to enhance bus shuttle services – Belmont Common, Try Boys, Show grounds

### Session (2)

- Streamlined dispute resolution process for parking
- Multi-use sites / parking / development / underground and above-ground. Private sector development to subsidise costs
- Sharing parking through the use of technology
- Improve visibility of Bellerine Street crossing
- Pilot best practice street design. On-ground evidence of commitment
- Increase mid-block crossings on Ryrie Street. Raised crossings not lights
- Specific issue parking spot on old crossing
- Bus hub – all bus types
- Hostel, cheaper accommodation
- Get trucks off Ryrie Street
- Clarify and improve roundabout on the intersection of Bellerine and Myers Streets
- Raised crossing on Ryrie U.H. to Kitchener House
- Under or over
- Pedestrian share Bellerine Street
- Street lights for pedestrians not car users
- Review extending
- Review extending the boundary of the precinct
- Build an air bridge across Bellerine Street between Geelong Private Hospital and University Hospital
- Make Bellerine Street a shared space with more green

## Theme: Public spaces, streetscapes and urban design

### Working well

Session (1)	Session (2)
<ul style="list-style-type: none"> <li>• No big infrastructure issues</li> <li>• Public transport services</li> <li>• Traffic and infrastructure</li> <li>• Grid layout</li> <li>• Size of site</li> <li>• Unencumbered flight path for helicopter</li> <li>• Private open spaces</li> <li>• Existing trees</li> <li>• Bike path on Swanston Street</li> <li>• Crossovers along smaller streets</li> </ul>	<ul style="list-style-type: none"> <li>• Tortoises inside hospital</li> <li>• Multi-deck car park</li> <li>• Green spine project</li> <li>• What's on in Geelong</li> <li>• Existing trees</li> <li>• St John of God treatments</li> </ul>

### Not working well

Session (1)	Session (2)
<ul style="list-style-type: none"> <li>• Integrating innovation and design in an older precinct</li> <li>• Disabled access</li> <li>• Parking – provision for emergency and other services</li> <li>• Peak times not predictable for parking</li> <li>• Parking overflow from train and surrounds</li> <li>• Using laneways</li> <li>• Lack of public spaces people have nowhere to go</li> <li>• Streetscapes in poor condition</li> <li>• Hot environment needs canopy and weather protection</li> <li>• Wide roads</li> <li>• Crossing points</li> <li>• Bluestone around hospital perimeter</li> <li>• Smoking around hospital perimeter</li> <li>• Bellerine Street needs to slow traffic and provide a crossing to avoid near misses`</li> <li>• Buses don't stop near outpatient areas</li> <li>• Visual noise and confusion in signage around the precinct</li> <li>• Lack of coordination in approach to way-finding</li> <li>• Access to little Myers Street</li> <li>• Perception of vacant land around Drill Hall</li> <li>• Lack of greening and trees</li> <li>• Power lines</li> <li>• Too much grey dead space</li> <li>• Wide roads without treatment</li> <li>• Lack of legibility and priority</li> <li>• Clarity of priority for pedestrians</li> <li>• Provision of accommodation</li> <li>• Large grid for pedestrian access</li> <li>• No where to go – existing parks are too far away</li> <li>• No bike parking</li> <li>• Lighting</li> </ul>	<ul style="list-style-type: none"> <li>• Reflective and safe spaces</li> <li>• Public places for children</li> <li>• Smoking areas</li> <li>• Haymarket car park</li> <li>• Moorabool Street interface</li> <li>• Seating</li> <li>• Shade</li> <li>• Bellerine Street</li> <li>• Unattractive hospital entrances and interfaces</li> <li>• Bus stop and entrance to hospitals</li> <li>• Ryrie Street = Access, but entrances are disconnected</li> <li>• Confusing signages and entrances</li> <li>• Legibility</li> <li>• Links to trains from buses</li> <li>• Spread out</li> <li>• Bellerine Street tree roots</li> <li>• Swanston Street and precinct footpath condition</li> <li>• Shared path = Hazard</li> <li>• Huge road reserves</li> <li>• Trees</li> <li>• Softening streetscapes</li> </ul>

Session (1)	Session (2)
<ul style="list-style-type: none"> <li>• Perceptions of safety</li> <li>• Vitality and mix of retail cafes etc</li> <li>• Hospital food</li> <li>• Trucks along Ryrie Sreet</li> <li>• Lane lighting</li> <li>• Public and private interfaces</li> </ul>	

## Future Outcomes - What could happen?

### Session (1)

- Connections to Kitchener
- Traffic calming
- Staff parking
- Public transport and parking
- Improved lighting for safety
- Mix of the night-time economy – things to do, places to go
- Inclusive and numerous green spaces
- Pedestrian interface
- Drop and go areas
- Soften the environment on Bellerine and Swanston Streets, middle of Myers Street and use wide footpaths for seating
- Key sites are: Haymarket car park, wide footpaths, make St Mary's Basilica public

### Session (2)

- Drill Hall is moved
- Places for reflection
- Accessible and safe parks and gardens
- Beautify streetscapes and interfaces. Clarity and connected
- Linkages to surround
- Improve safety and access
- Seats and water fountains
- Public toilets
- More comfortable open spaces
- Upgrade footpaths and surfaces - more places for people to go
- Improve way-finding
- Inside and outside spaces
- Children's areas and play space
- Better use of space
- Streetscape design catering for all ages and abilities
  - Medium term
  - Amenity
  - Seating
  - Trees we can use for shelter and seating
  - Improved safety
- More open space, a longer-term goal with facilities and activities.

### Session (3) Key Issues

- Public open space
- Land use zoning and future uses
- Quality of streetscape environment for pedestrians
- Overkill road spaces and widths i.e. Ryrie Street
- Connection to surrounding assets and central Geelong projects i.e. Swanston Street to the Bay / South Geelong and station
- Laneways as alternative quieter connections

- Public transport bus and train
- Design of the existing building stock. Better standards for new and existing developments, particularly interfaces
- Flight-path during construction and development of final design
- Design and location of seating
- Purposeful public art
- 24/7 provisions and activity

End of Unedited Outputs Report