

Ballarat Health and Education Precinct

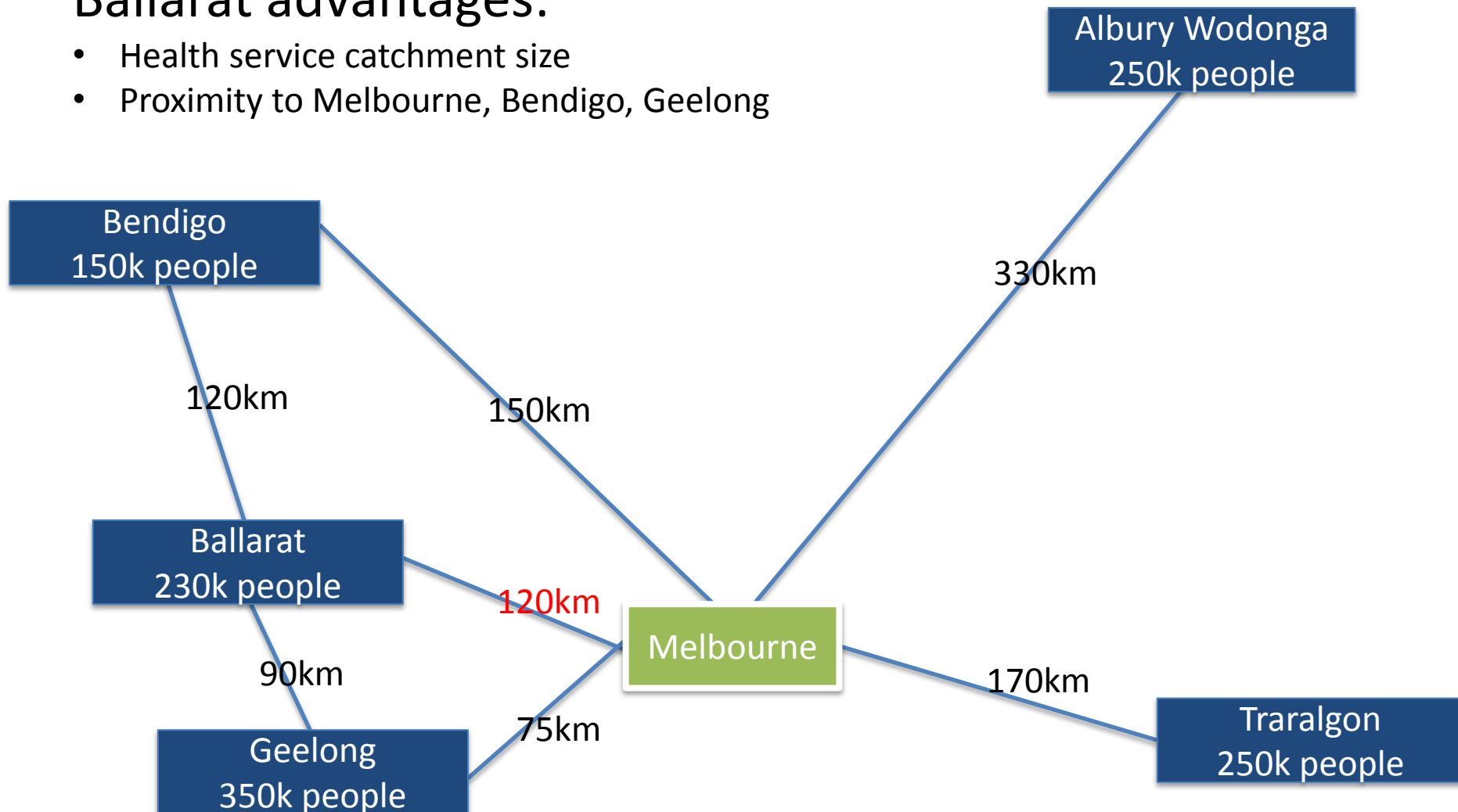
- ❖ Presented on Thursday 16 July 2015 as part of the Ballarat Health and Education Precinct Co – Designing Conference
- ❖ **You will appreciate as advised these are very much preliminary thoughts and ideas and will need to be qualified with further engagement across all stakeholders and will be subject to further detailed research.**
- ❖ *This is not a firm Council position at this point.*

You said your precinct vision was

- People are living, working, learning & playing there
- People have access to high quality health & education services
- Pedestrians & cyclists are given priority
- The area is green, safe, exhilarating, activated day and night
- Public spaces are engaging and make people proud
- Sense of community is strengthened
- Ballarat is a beacon: contributing to excellence in health and education

Ballarat advantages:

- Health service catchment size
- Proximity to Melbourne, Bendigo, Geelong



The themes and givens

- Growth and innovation
- Movement and connection
- Precinct integration

The givens:

- Ballarat Strategy: growth and connections
- Integrated strategies to resolve multiple issues
- Comply with codes, legislation and standards
- Feasibility

Your growth and innovation messages

- **Think Big:** Ballarat's gold is its people
- **Bring people:** provide great universities, schools & childcare; great housing; great jobs
- **Strike a balance:** between residential & business uses; between heritage & innovation
- **Share:** vision, strategies, ideas, technology, space, carparking ...
- **Lead, communicate & connect:** within precinct and with external partners

Your growth and innovation strategies

- **Unlock capacity:** find new uses for poorly-used infrastructure
- **Build links:** transport, ICT, meeting spaces
- **Cluster:** build economies of scale
- **Engage & invest:** public and private sectors; industry; health services and education services
- **Quality and excellence:** maintain and build on Ballarat's reputation
- **Smooth out** the irregular flow of people to health and education services

Growth and innovation strategies

- **Attract industries** associated with health and education services
- **Respond** to the needs of the sub-regional catchment: ~230k people
- **Collaborate** on investment & recruitment to build economies of scale
- Identify areas for **higher-density housing**

Growth and innovation enablers

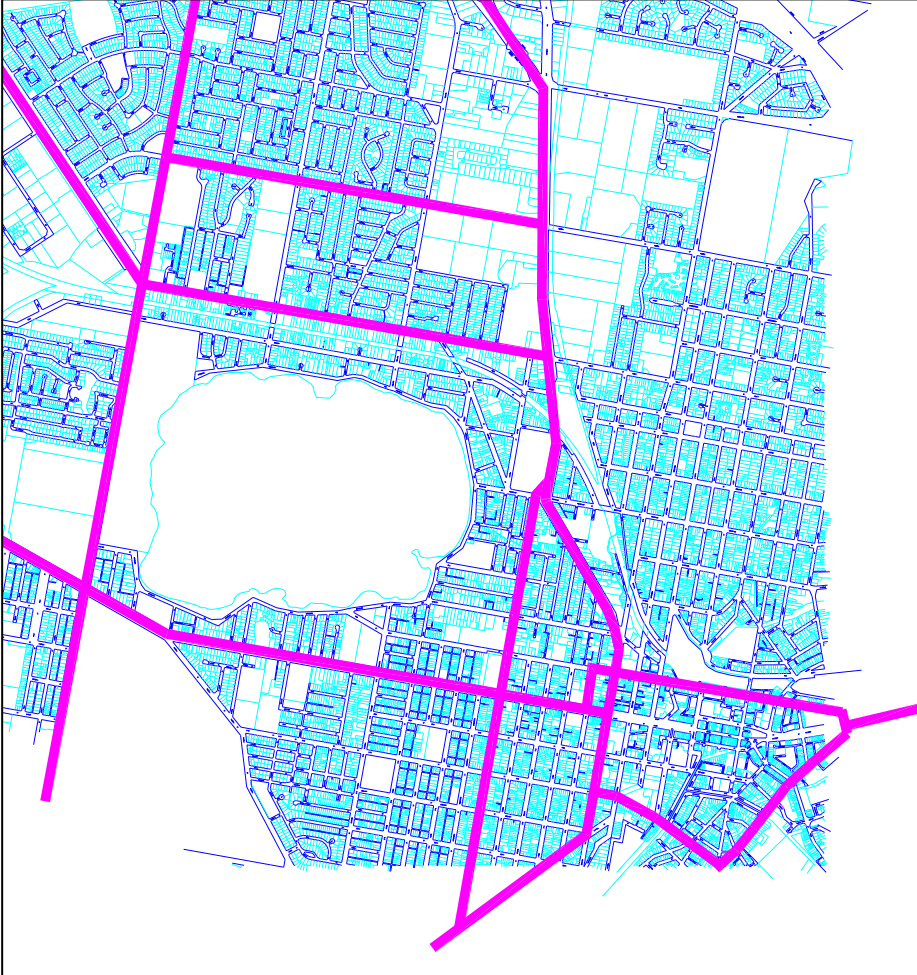
- **The Ballarat Strategy:** development, infrastructure, planning, managing growth
- **Leadership:** hospitals, universities, Council, residents collaborating and supporting each other
- **New technologies:** medical, communications, transport
- **Better places:** through design and integration
- **Better access:** to and through the precinct

Some ideas...

- Cluster consultants suites and small medical businesses: consultation process led by Council; start with audit of used/unused space; prioritise Sturt Street locations
- Promote small-scale non-health activities to the mix: living, learning, playing
- Find ways to mix affordable accommodation models with existing uses (meets need for more smaller dwelling units)
- Free-up land in hospital sector for new teaching, training & research institute, possibly with new universities: needs funding from multiple sources
- Attract industries that can commercialise the research outputs: might be in other areas of Ballarat

Movement and Access

MANAGEMENT OF ROADS AND STREETS



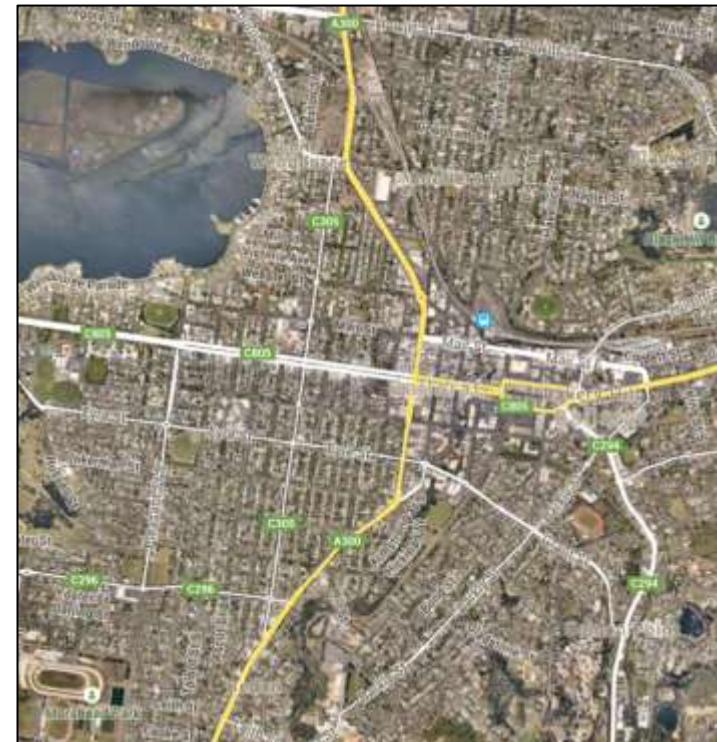
ROAD CLASSIFICATION IN PLANNING SCHEME INFORMS MANAGEMENT BY ROAD AUTHORITY - ROAD ZONE ROADS WILL BE MANAGED PRIMARILY FOR THROUGH TRAFFIC. DOES THE CURRENT ARTERIAL ROAD CLASSIFICATION SUPPORT COMMUNITY OBJECTIVES FOR HEP?

Someone said we want a “destination not a thoroughfare”

SO COULD THIS BE CONSIDERED?



IF SO THERE ARE MANY POSSIBILITIES
THAT MIGHT ENHANCE PEDESTRIAN
ACCESSIBILITY ABOUT THE HEP



Drummond Street	c. 12,000 vpd
Sturt Street	c. 16,000 vpd
Creswick Road north of Doveton Street	c. 20,000 vpd
Dawson Street	c. 16,000 vpd
Mair Street east of Dawson St	c. 16,000 vpd
Doveton Street south of Mair Street	c. 18,000 vpd
Mair Street west of Dawson Street	c. 8,000 vpd

The implications of redistribution of significant traffic volumes need to be understood

TRAFFIC SIGNALS COULD BE CONSIDERED HERE



Someone said we should be “designing for pedestrians not cars”

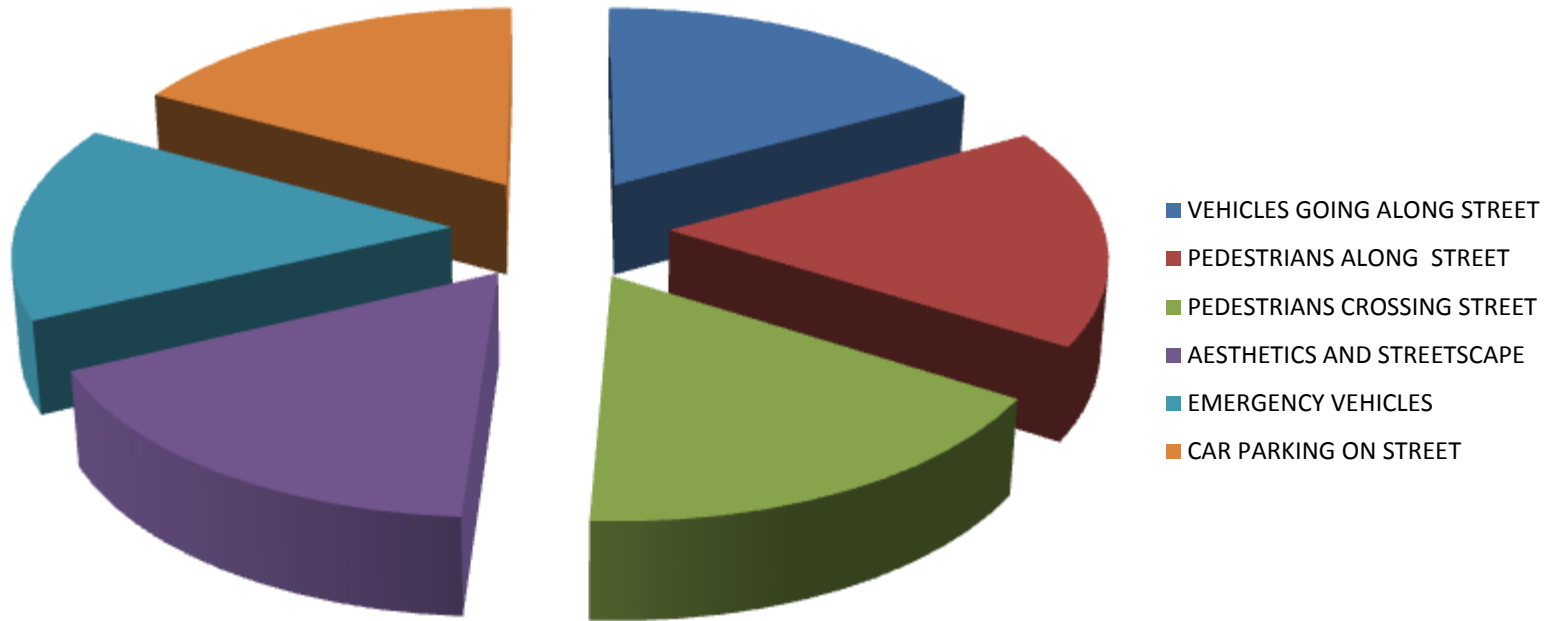
FOLLOWING THE DESIGN FOR WALKING THEME

The median has a “tree bay/walk across” space about every 15 metres – the walk distance is short and the crossing can be done in two moves.



This parking configuration yields about 25-30% more spaces than the current “angled at the edge” format

THE STREET PIE OF EQUITY



DEVELOPMENT ON PRIVATE LAND WILL ALWAYS RESPOND IN QUALITY TO THE QUALITY OF THE STREET TO WHICH THE LAND FRONTS

SOMETIMES THE REVERSE APPLIES IN RESPECT OF EFFORT AND FUNDING FROM THE ROAD AUTHORITY

**AND SOMETHING SIMILAR COULD BE CONSIDERED FOR
DRUMMOND STREET.....**



..... BUT NOT VERY LIKELY UNDER “ROAD IN ROAD ZONE” JURISDICTION

SOME CAR PARKING CONSIDERATIONS



IS CAR PARKING THE BEST USE OF PRIME LAND IN THE HEART OF PRECINCT??????

Committee for Ballarat describes the “10 minute city”

BUT THE WALKING ENVIRONMENT NEEDS TO BE OF ADEQUATE QUALITY



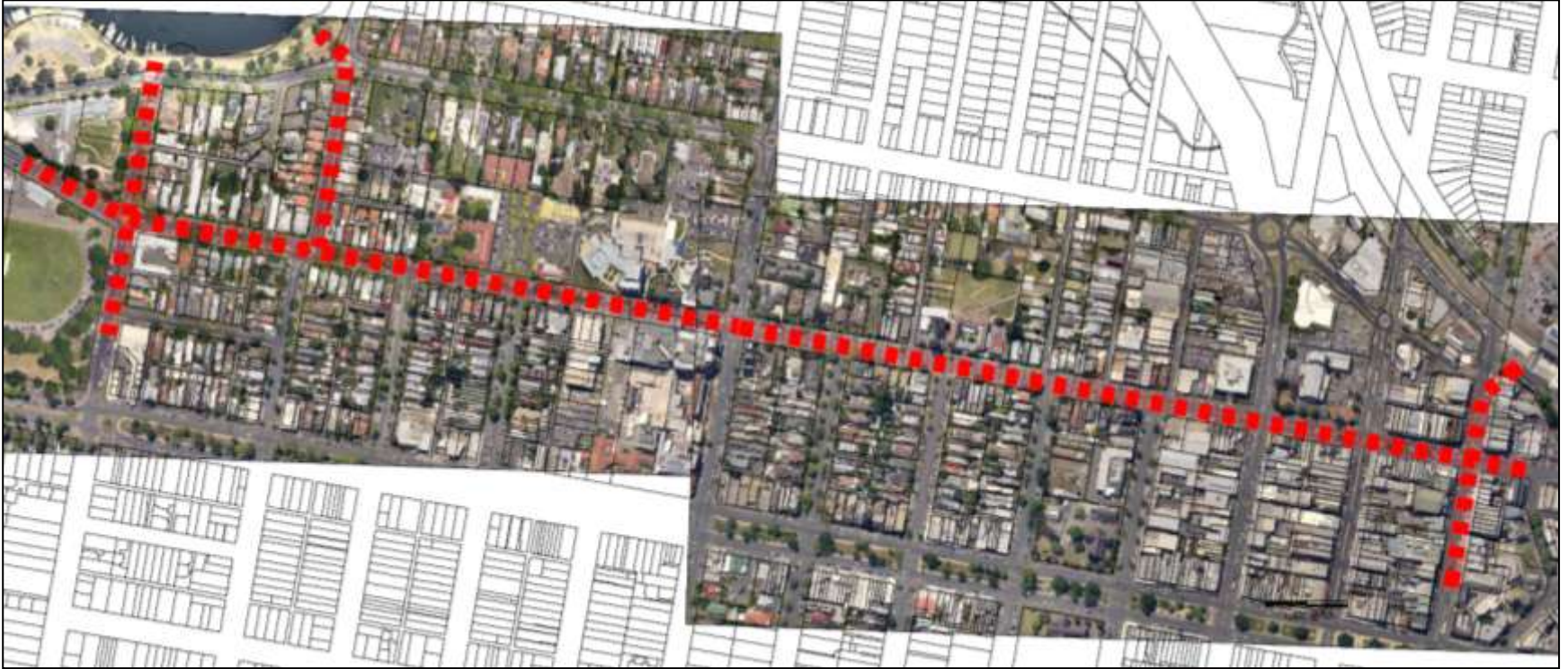
Do we feel safe walking past the
“black hole” in the streetscape?



How do we walk across
this ?

Do we enjoy the cage ?

MAJOR ROUTES MAY NEED SPECIAL ATTENTION



From Drummond Street to Rail Station is about 1km, the walks between key destinations should be past safe feeling edges on good quality paths with easy and safe crossings of major streets involved.

A FEW CAR PARKING CONSIDERATIONS



IS THERE A WAY TO MAKE BETTER
USE OF SMALL OFF-STREET CAR
PARKING AREAS – COULD THEY BE
LIKED, FOR EXAMPLE

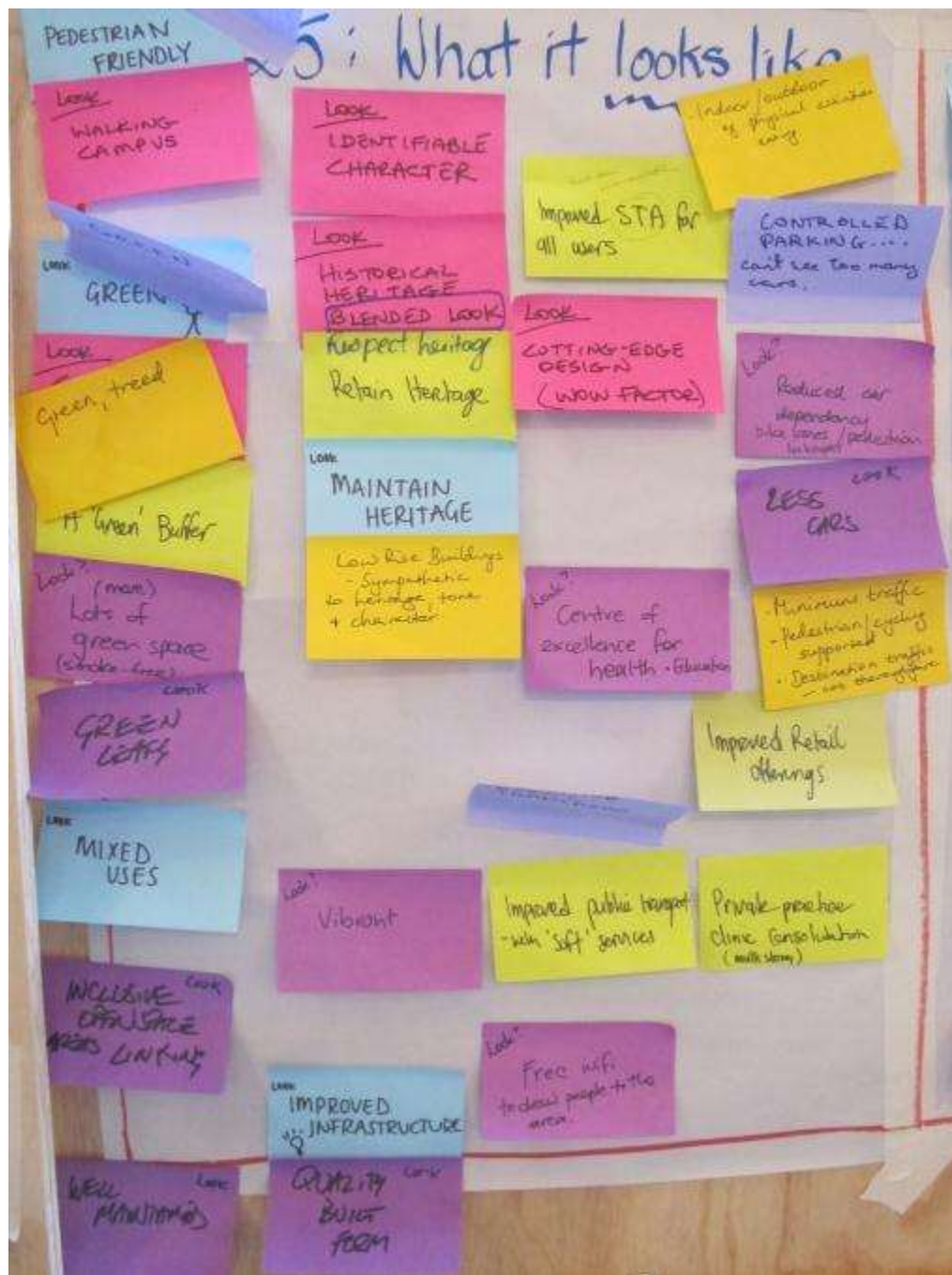
DO WE REALLY KNOW IF THERE IS A SHORTAGE
OF CAR PARKING?

ARE THERE “NINE TO FIVERS” WHO COULD
WALK FURTHER THAN THEY DO NOW? – IF SO
COULD THAT FREE UP SOME PRIME LAND FOR
BUSINESS USE??

WOULD A RESIDENT PERMIT PARKING
SCHEME IMPROVE RESIDENTIAL AMENITY?

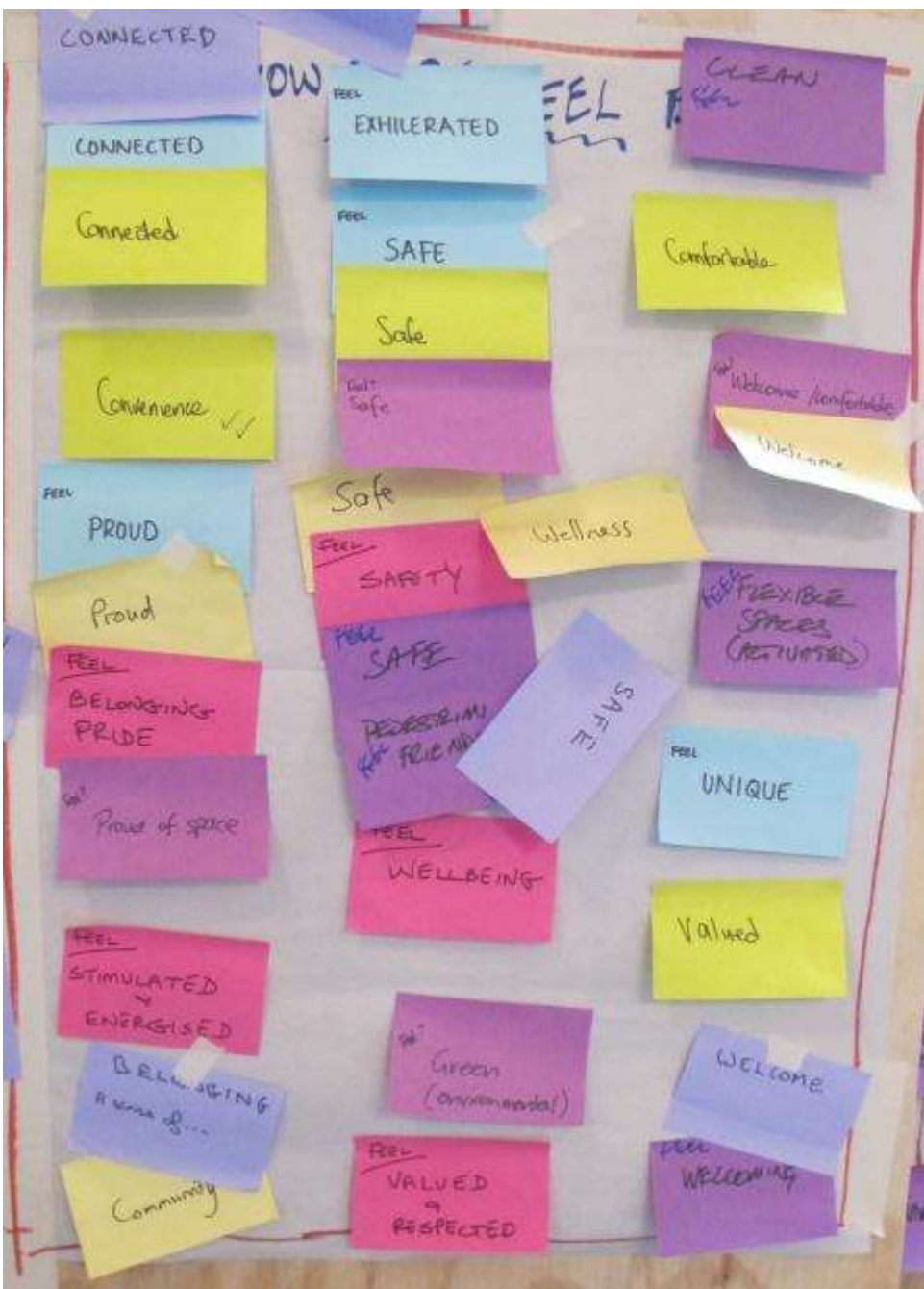
WOULD AN AREA WIDE MANAGEMENT REGIME ENABLE A BETTER BALANCE
BETWEEN USE OF PARKING, PARKING CHARGES, REVENUE STREAMS (recognising
that parking is a profit centre for some institutions), AMENITY OUTCOMES?????

Precinct Integration Towards a Spatial Framework



What we heard

- Green, Pedestrian friendly
- Cutting Edge
- Controlled parking
- Support cycling, walking
- Respect heritage
- Reduced car dependence



What we heard

- Connected
- Safe
- Flexible shared spaces
- Green
- Sense of belonging
- Valued
- Comfortable

Draft Ballarat Strategy



Today Tomorrow Together
The Ballarat Strategy Our Vision for 2040

Draft Ballarat Strategy



Living in the precinct

Potentially 450
Apartments

- Close to Work
- Close to the City Centre
- Close to Learning
- Close to the Railway Station



Towards a Spatial Framework



So What could Mair Street become?



A Space for Social Connection?



Great seating



A place for all age groups



Making great streets



Balanced for all users and heavily tree'd with pausing places, seating, good lighting and a high level of accessibility

Mair Street looking West



Principles for Making Good Streets

- Buildings should face the street
- Buildings should be entered from the street
- Active frontages to buildings are essential to support community safety and perception of safety
- More people will walk if they feel safer

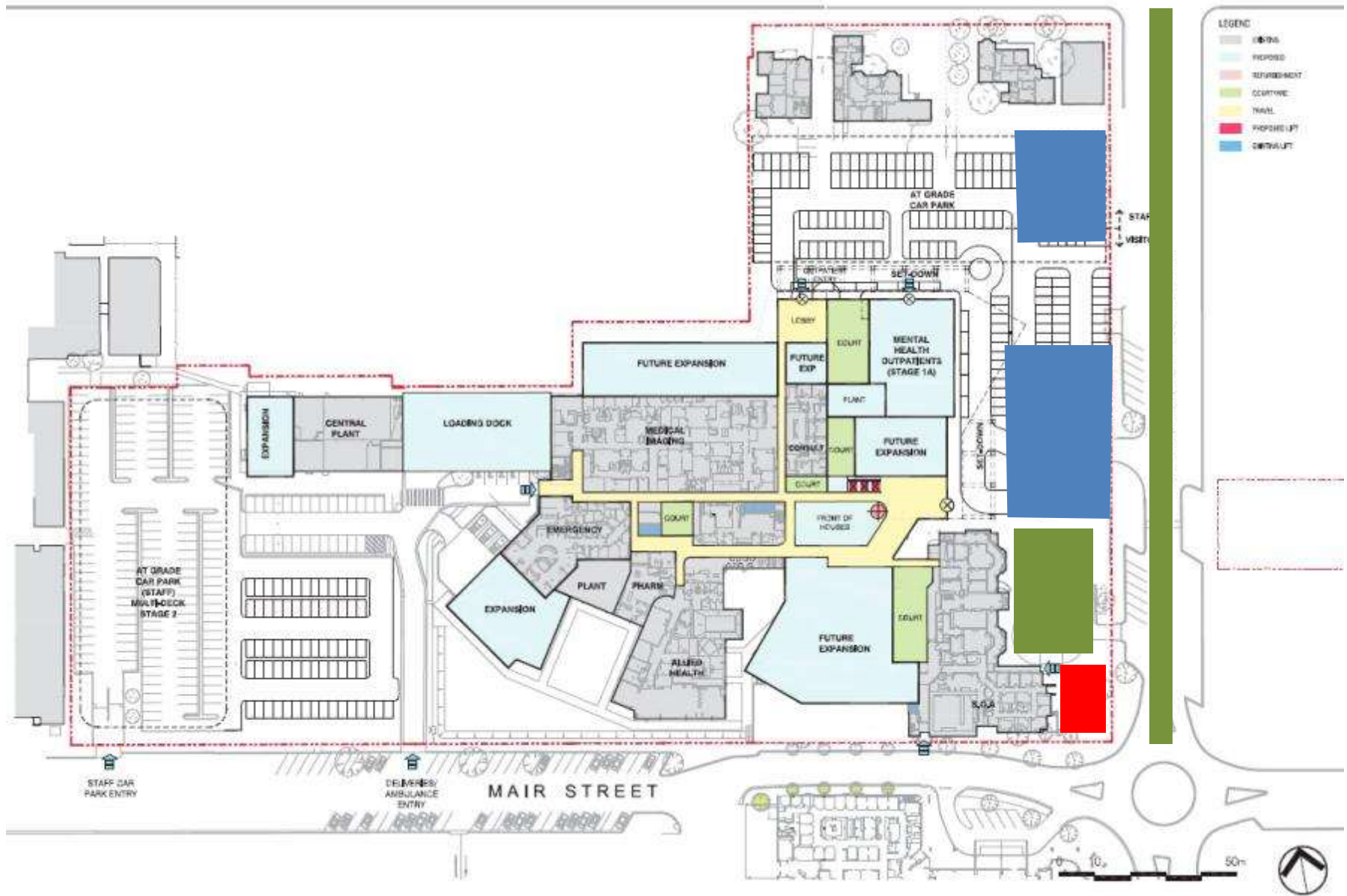
Active Frontage



Shared Spaces?



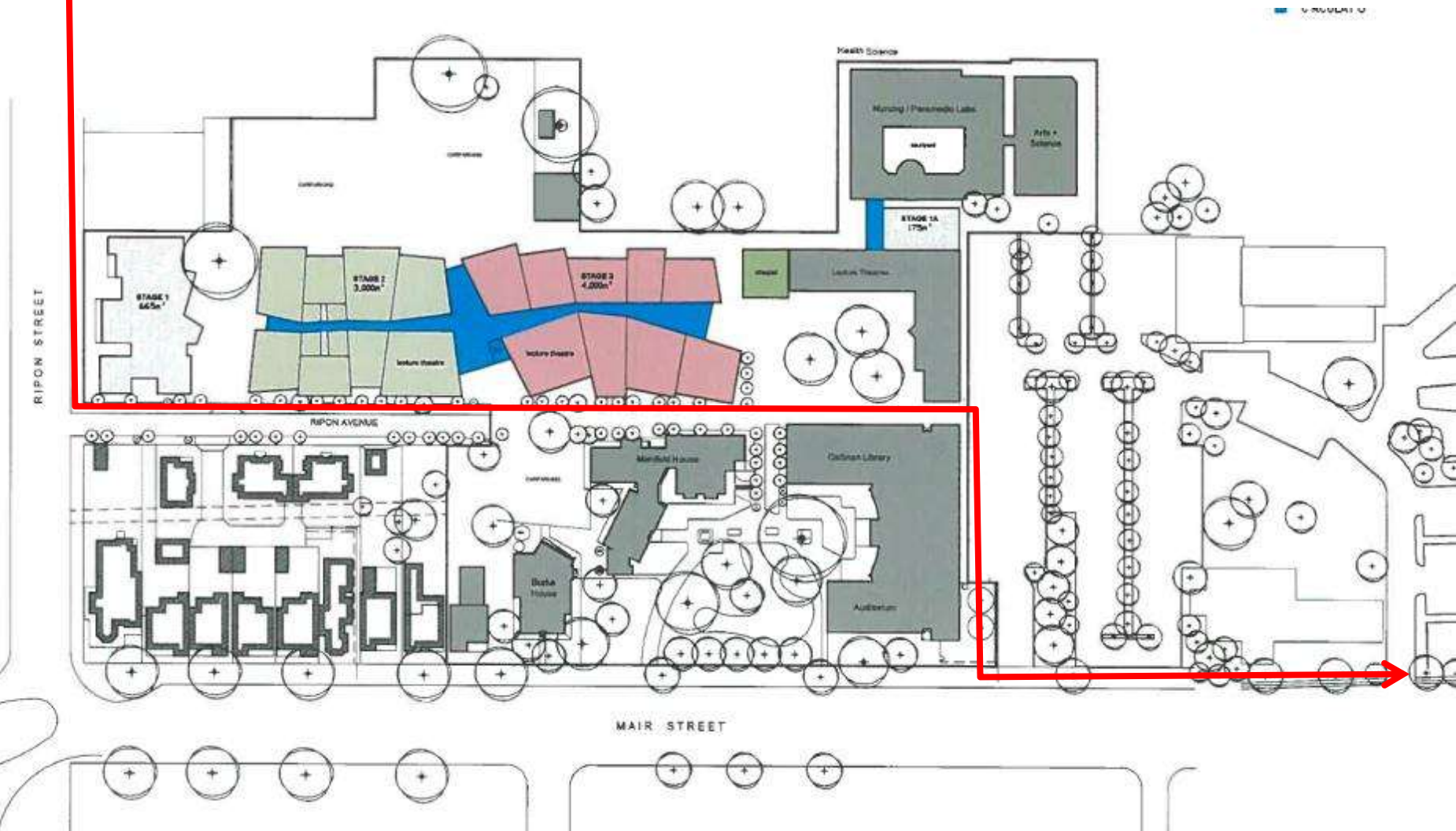
Marginal Adjustment to SJoG



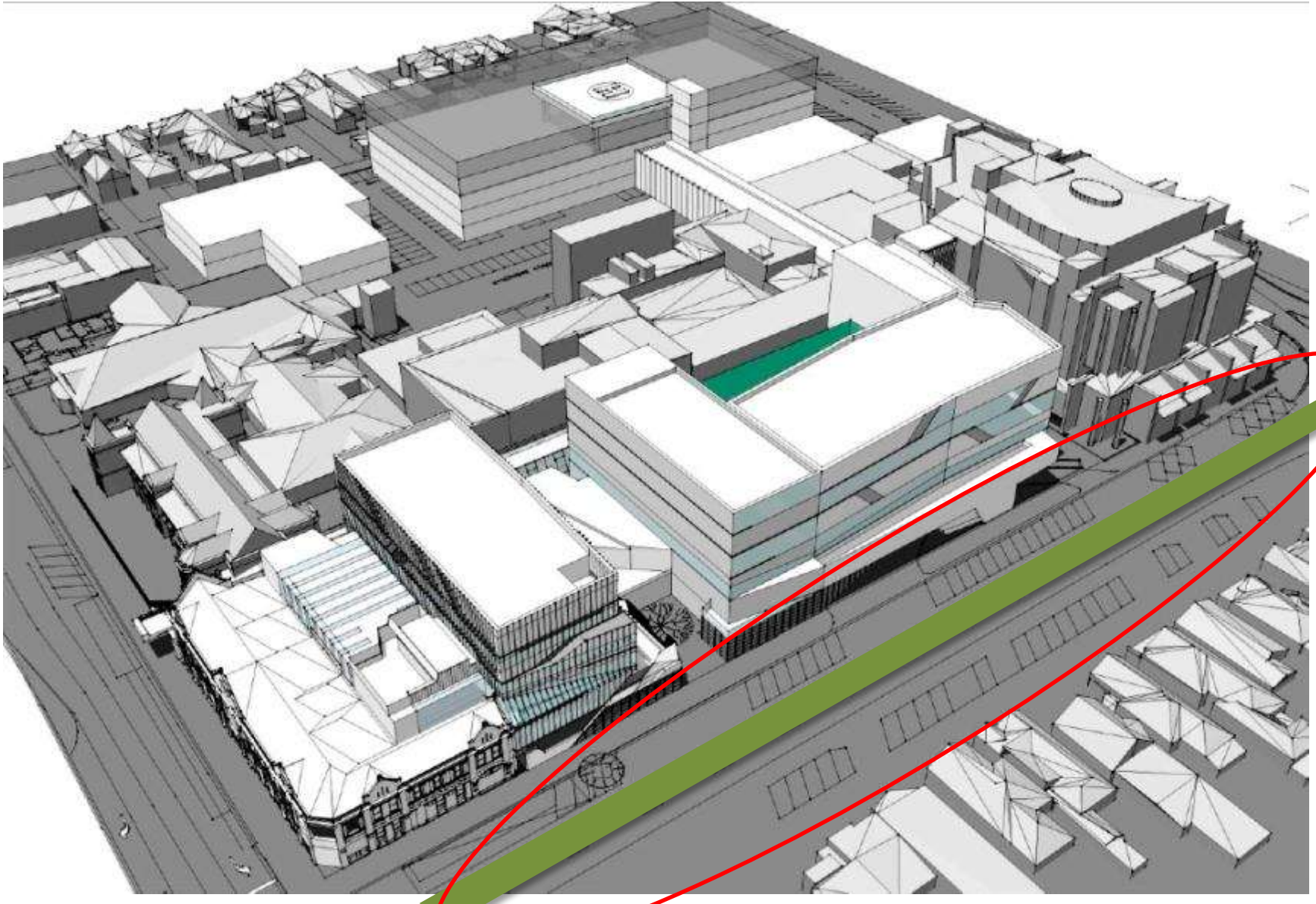
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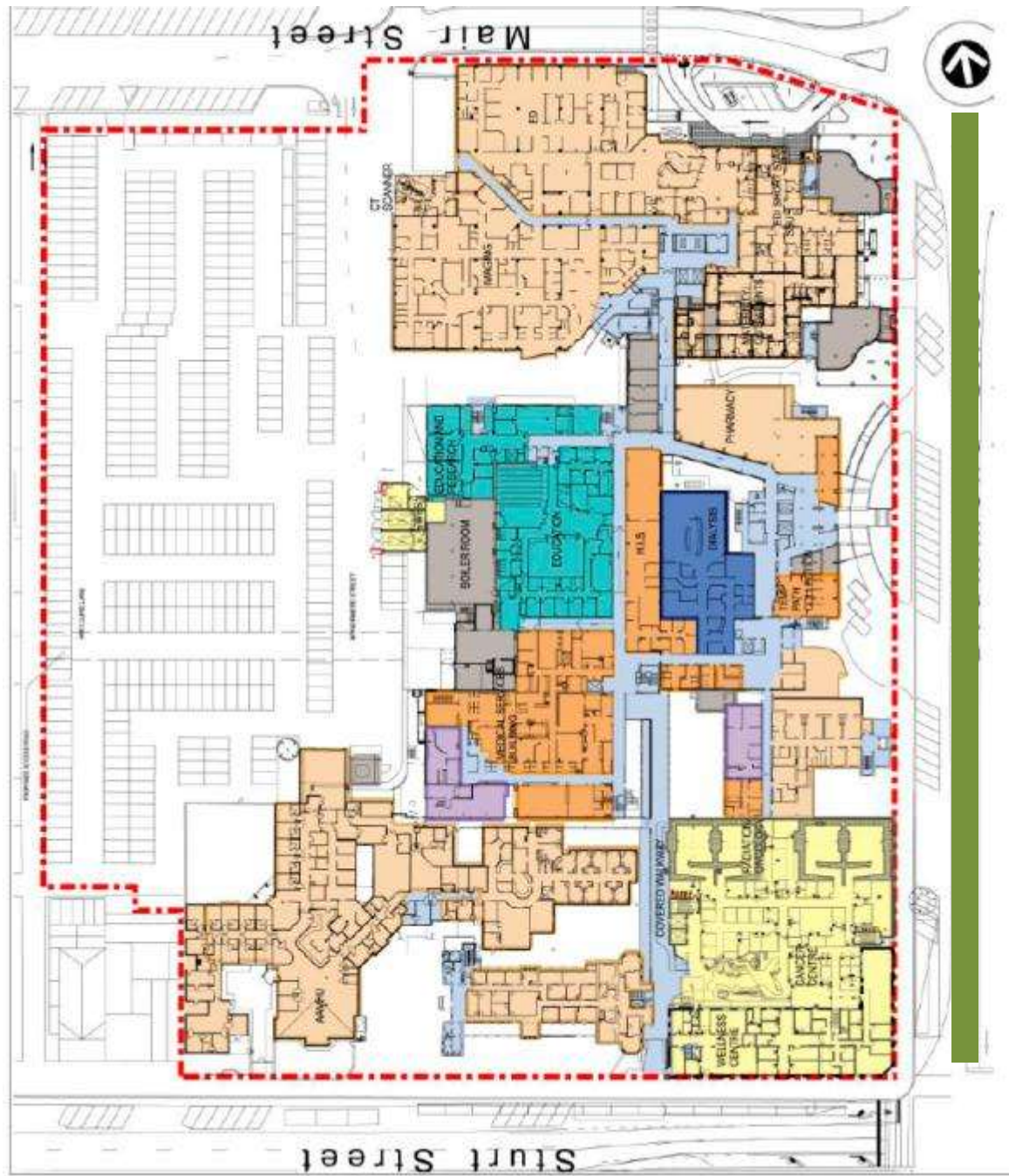


Aligns with Campus Master Plan



Shared Spaces?





Aligns with
Base
Hospital
Master Plan

Putting it all Together – The beginnings of a Spatial Framework to inform the Structure Plan

