PART 4:
THE FRAMEWORK



Ballarat CBD – Key Development Principles

- *Encourage & facilitate sustainable urban growth.*
- *Allow sensitive and respectful development in the heritage core.*
- *Facilitate and encourage more intensive forms of development outside of the heritage core.*
-
- *Encourage a low to mid-rise urban character throughout the CBD, responding to context.*
- *Retain key views to landmark buildings and retain the prominence of taller heritage buildings in the streetscape.*
- *Encourage well-designed, higher-density, mixed-use and residential development in the strategic change areas.*
- *Establish a consistent, human-scale & activated street edge.*
- *Encourage environmentally sustainable design.*
- *Respond to environmental constraints and hazards, such as flood risk.*

The Development Framework

The Development Framework identifies where the greatest level of change will occur and where heritage constraints serve to moderate the level of development for areas within the CBD.

Strategic Change Areas are identified in terms of the area's potential to accommodate significant, new development at a scale suitable to the location. The areas with the greatest development potential within the CBD are those not affected by the Heritage Overlay. Those areas have the greatest capacity for change, whereas areas with the highest level of intactness and heritage significance (such as around Lydiard Street) have the least potential for change, but can still accommodate well-designed, respectful development.

Built Form Approach

Built Form Framework

The “Built Form Framework” has been developed based on the key findings set out in the previous section of this report, and by further built form and view-line testing undertaken by Hansen Partnership. The Built Form Framework responds to the following considerations that will be important to delivering a balanced and sustainable approach to facilitating future development in the Ballarat CBD:

- Heritage streetscapes,
- Areas for change,
- Key views to landmark buildings
- Streetscape amenity & public realm.

Heritage & Urban Design Input

Hansen Partnership and GJM Heritage were engaged to provide advice on draft work to assist in the conceptual development of the UDF. Built form testing was undertaken to review streetscape and long-range views and the potential visual impact of future development. This process has shaped the Built Form Framework to arrive at the recommended maximum building heights, street-wall conditions and setbacks.

Future Urban Character

The Ballarat CBD will evolve with a low to mid-rise character across the various parts of the CBD, responding to the opportunities present in both heritage and non-heritage areas, topography and idenitifed key views.

The city embraces its historical legacy, established from the 1851. New buildings contribute to a diverse and eclectic character identifiable in the precincts that collectively define the Ballarat CBD. The *Strategic Change Areas* areas are developed with well-designed, contemporary mid-rise buildings that draw from historical references, where present.







The Development Framework (Change Areas)

Existing Residential Pockets

Existing residential pockets within the study area are classified into three categories:

1. General Residential Zone within the HO
2. General Residential Zone, no HO
3. Residential Growth Zone

No change is proposed or recommended for categories 1 and 3, based on current planning controls. However, areas that are currently General Residential Zone without a heritage overlay present an opportunity to encourage higher densities of housing in the form of townhouses or lower scale apartment buildings (up to four storeys), consistent with the Residential Growth Zone.

The south side of Ebden Street, zoned as Commercial 1 Zone is a residential street that should be considered to be rezoned for residential purposes only, consistent with its current and preferred future use.

Low Potential for Change

Areas identified as having low potential for change demonstrate the following characteristics:

- Heavily constrained by clusters of highly intact heritage buildings and streetscapes, resulting in the inability to develop sites of high heritage values
- Areas/buildings listed on the Victorian Heritage Register, including the proposed Lydiard Street Precinct
- Areas identified or nominated as potential UNESCO listed world heritage areas (with clearly identified geographic areas intended for protection).

Medium Potential for Change

Areas identified as having medium potential for change demonstrate the following characteristics:

- Areas closer to the CBD core with a mixed heritage streetscape and character
- Varying levels of heritage significance (all requiring a site-specific response dependent on the heritage fabric present)
- A mix of larger and smaller sites offering a range of development opportunities
- Some larger and/or vacant sites (including undeveloped areas on larger sites) that present development opportunities.

High Potential for Change

Areas identified as having high potential for change demonstrate the following characteristics:

- Peripheral to the CBD core
- Generally, main road frontages
- A low proportion of heritage buildings within the overall precinct
- A greater proportion of larger sites and undeveloped or vacant sites and sites with areas currently not built on, such as at-grade car parks.
- Lack of sensitive interfaces, or the ability to manage interface conditions due to site characteristics (size, orientation, etc.)
- Can accommodate taller built form without adverse impacts on the Ballarat skyline.
- Sites have clear strategic redevelopment potentail, including the ability to provide improvements to the public realm and connectivity.

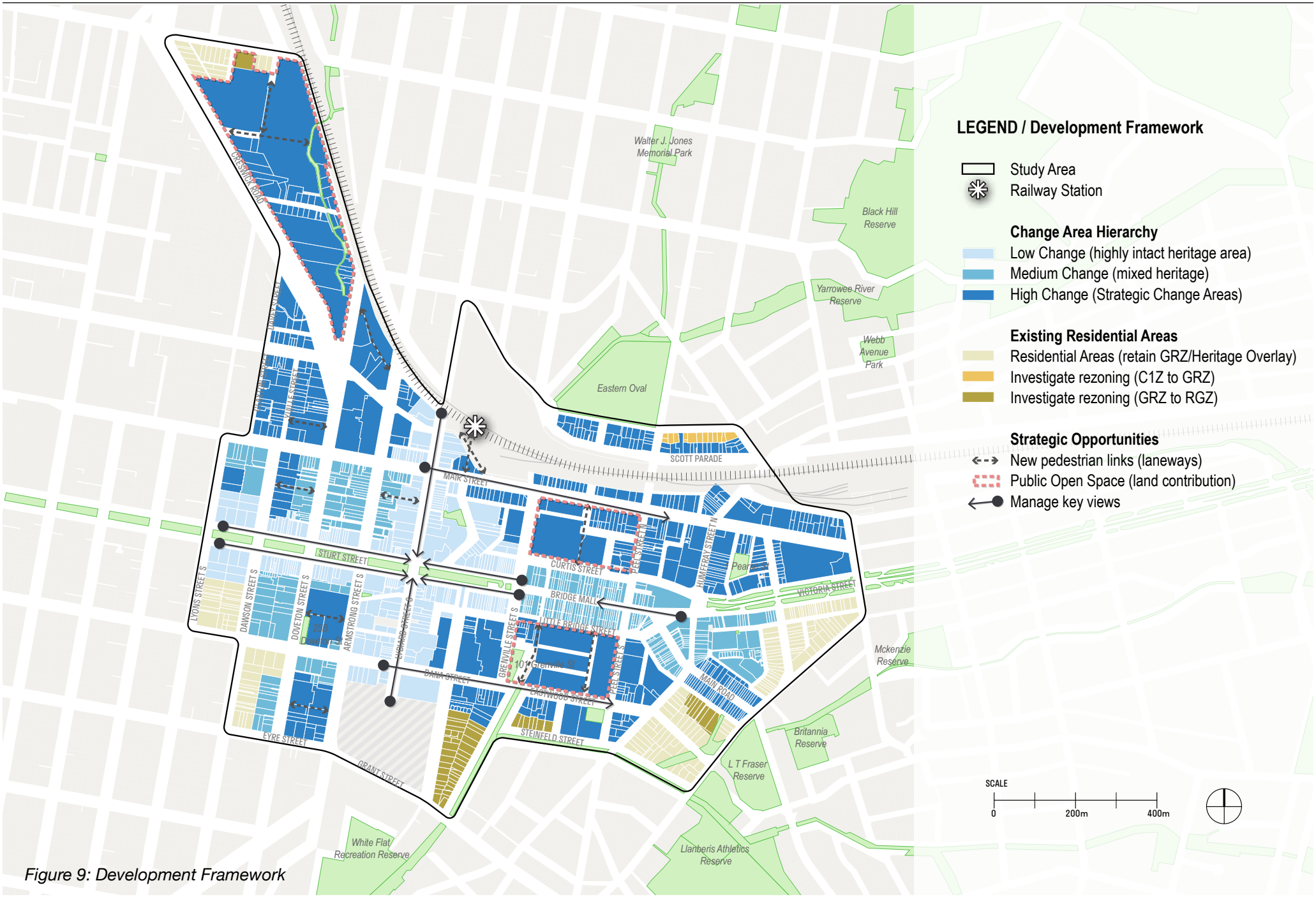


Figure 9: Development Framework

Preferred & Mandatory Maximum Heights

Preferred Maximum Building Heights

Preferred maximum building heights have been determined by applying the street proportions and street-wall height principles and allowing for additional height for upper levels, set back from the street edge.

Overall, the CBD will evolve with a low to mid-rise character that is precinct specific and responds to the level of change identified as suitable for each area. The non-heritage areas present greater opportunities for intensification, while heritage areas can also accommodate new buildings and additions that are responsive to the heritage conditions and streetscape character.

Mandatory Maximum Building Heights

The central part of the CBD (the Heritage Core) has a higher concentration of heritage places listed on the VHR as well as individually Significant properties. There are also a number of important landmark heritage buildings that define the character and identity of the Ballarat CBD.

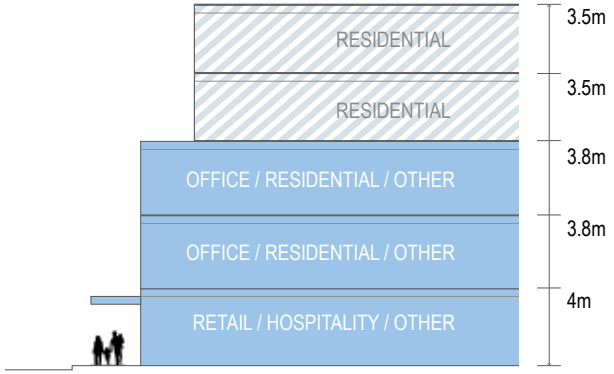
Mandatory maximum heights for the properties fronting Sturt and Lydiard Streets are considered appropriate and necessary to ensure that taller buildings do not impact the highly intact, significant heritage character. A mandatory height limit will also ensure that the landmark towers and built form elements (above 20m in height) remain the most prominent and visible buildings on the Ballarat CBD skyline, when viewed from identified locations.

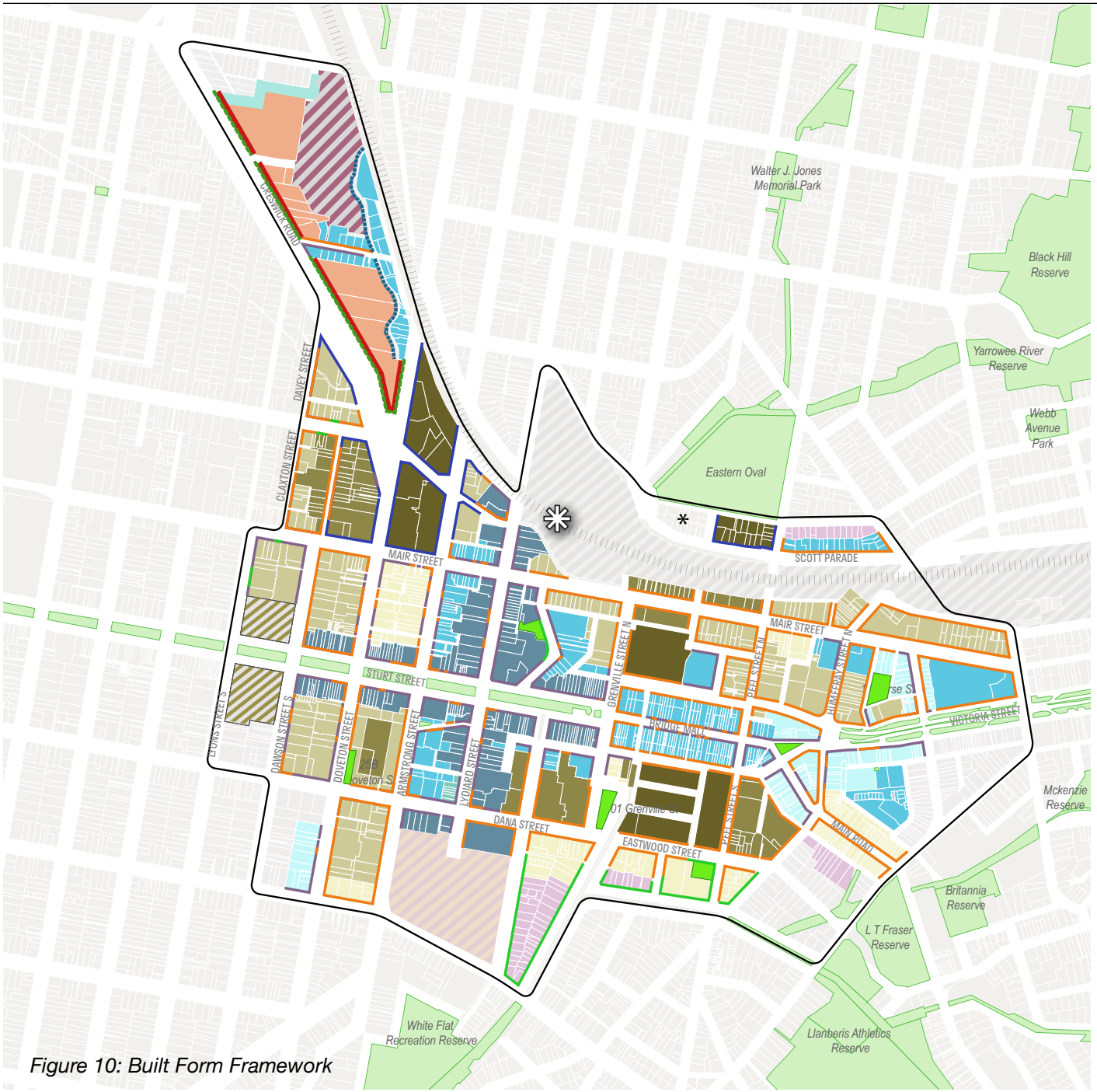
Floor to floor heights (new buildings)

The preferred or mandatory maximum height in metres has been translated into storeys (indicatively) to provide clarity on likely and preferred development outcomes. Based on advice from Hansen, and using the City of Melbourne as a guide, the floor to floor heights that facilitate ground floor retail and hospitality uses, with lower levels also as office/residential and upper levels of residential, as follows:

- Ground floor: 4m
- Levels 2 and 3: 3.8m
- Levels 4 and above: 3.5m

This allows for adequate ceiling height and roof space, resulting in the overall floor to floor height.





LEGEND / Built Form Framework Plan

- Study Area Boundary
- Railway Station

PREFERRED MAXIMUM HEIGHTS (unless specified as mandatory)

- 12m (3 storeys)
- 12m (3 storeys / mandatory)
- 15.5m (4 storeys)
- 15.5m (4 storeys / mandatory)
- 19m (5 storeys)
- 22.5m (6 storeys)
- 26m (7 storeys)
- 29.5m (8 storeys)
- 36.5m (10 storeys)
- 36.5m (subject to rezoning investigation)

Height Not Specified

- Church sites (undertake site masterplan)
- Federation University (formalise masterplan in planning scheme)
- No height specified (provisions of GRZ/HO apply)
- Investigate rezoning to Residential Growth Zone (RGZ)
- Victrack land on VHR (no requirements)
- Existing open space
- Investigate as future open space/reserve

Preferred Maximum Street-wall Height

- Retain heritage frontage/façade
- 12m (match parapet height of neighbouring property)
- 15.5m
- 20m

Preferred minimum ground level setbacks (landscape setback)

- 5m
- 3m
- 5m setback from Gnarr Creek

SCALE 0 200m 400m

Figure 10: Built Form Framework

Streetscape Hierarchy

The Ballarat CBD has been analysed in terms of the integrity and significance of its streetscapes and has been categorised into the following streetscape types:

- *Principal heritage streetscape*
- *Supporting heritage streetscape*
- *Non-heritage streetscape*

This hierarchy has informed the application of either mandatory or preferred height limits and upper level setbacks.

Principal heritage streetscapes

Principal heritage streetscapes, namely Sturt Street (east of Lyons Street), Lydiard Street and Camp Street, are highly intact and legible heritage streetscapes.

Individually significant buildings included in the VHR and places subject to an individual Heritage Overlay are found within these streetscapes, some of which act as local landmarks, illustrating Ballarat's historical development and strong identity linked to the goldrush.

Given their significance and highly valued heritage fabric, it is considered that new development on sites within principal heritage streetscapes warrant mandatory maximum building height and mandatory minimum upper level setback controls.

Supporting heritage streetscapes

Supporting heritage streetscapes play an important role in supporting the function and form of the principal heritage streetscapes through current and historic use and in the heritage fabric.

Within the Study Area, supporting heritage streetscapes include (but are not necessarily limited to) Armstong Street, Bridge Mall, Dana Street, Dawson Street, Doveton Street, Lyons Street, Main Road, Mair Street and Victoria Street.

Supporting heritage streetscapes warrant discretionary maximum building heights and mandatory minimum upper level setbacks.

Non-heritage streetscapes

Non-heritage streetscapes are any streetscapes within the Study Area that are not included in a precinct Heritage Overlay. Non-heritage streetscapes may include individual heritage places but do not present as a cohesive streetscape.

For individual heritage places where the Heritage Overlay is applied, new development will also need to appropriately respond to the heritage context, consistent with Clause 15.03-1S and Clause 15.03-1L.

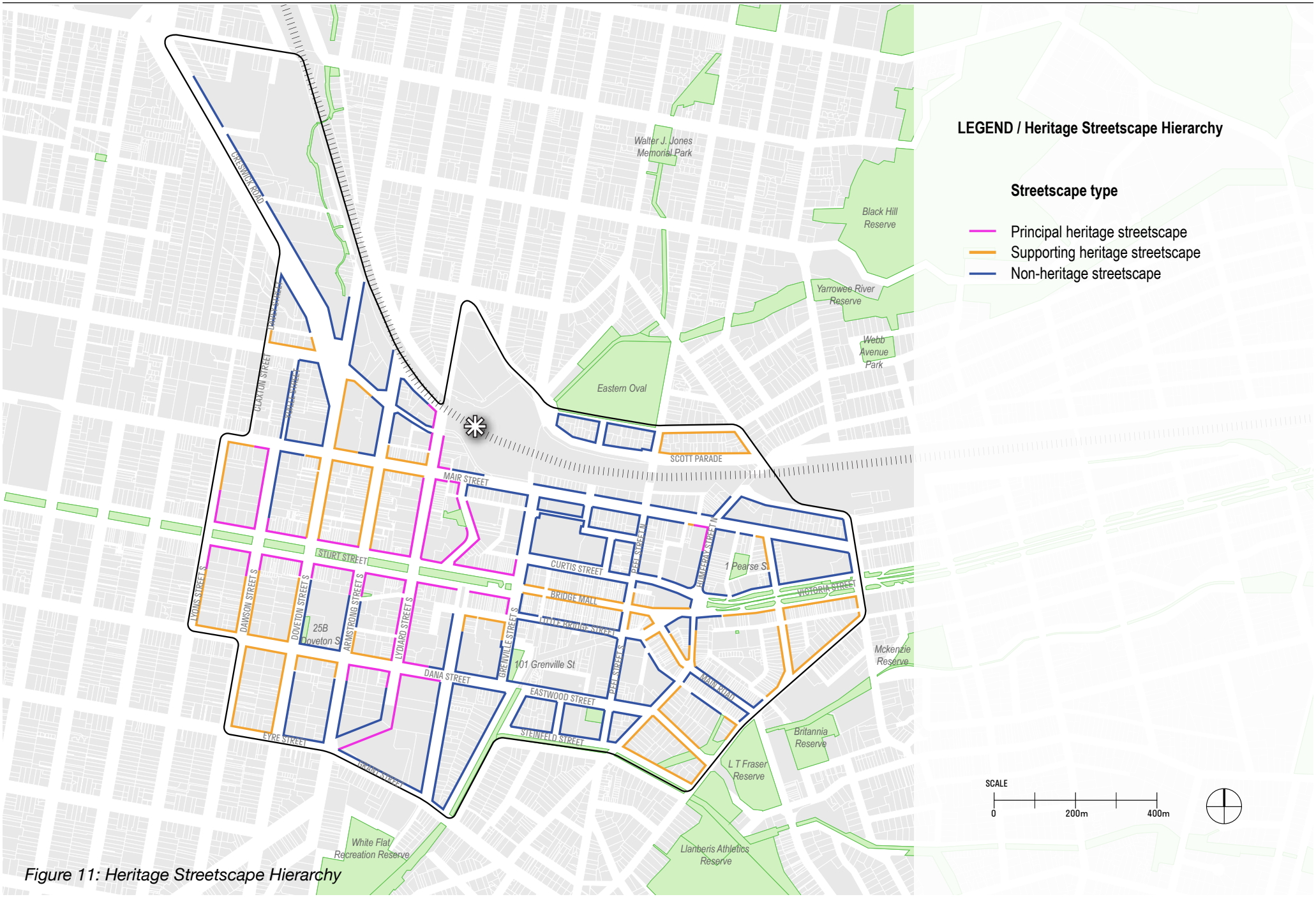


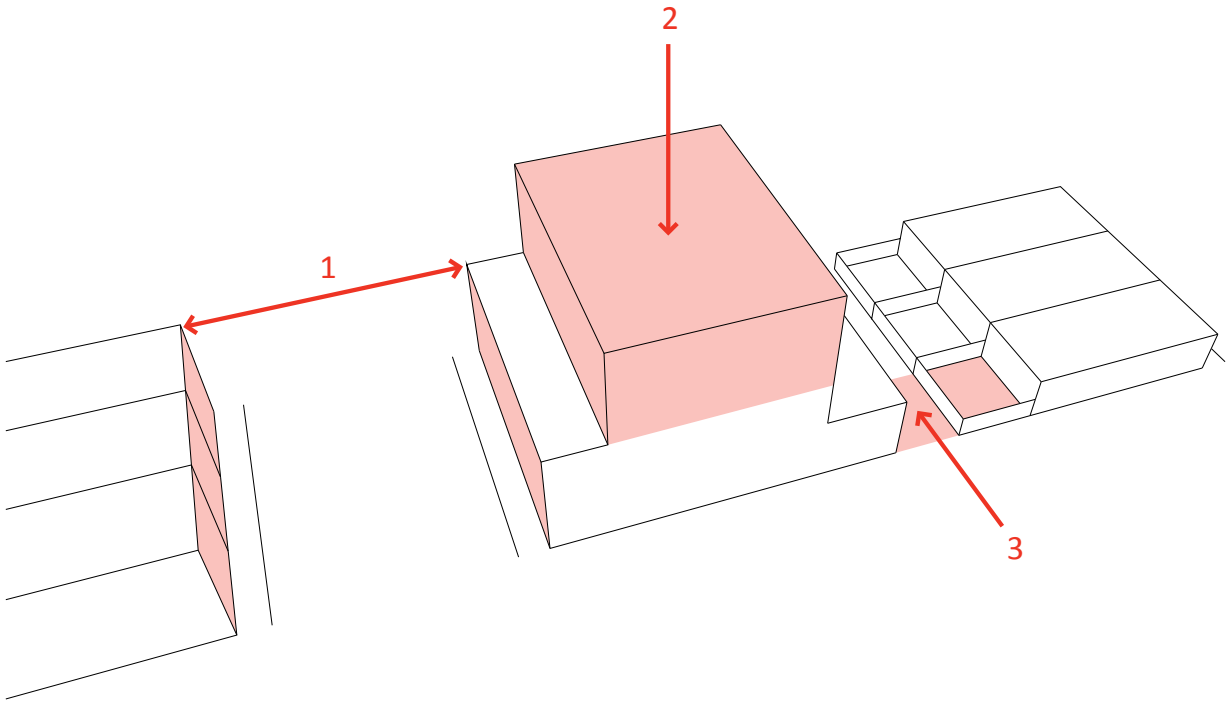
Figure 11: Heritage Streetscape Hierarchy

Built Form Principles

The following set of Built Form Principles are the foundation for future development within the Ballarat CBD. The principles are aimed at facilitating built form outcomes that respond to the context of each precinct (or area) within the CBD and contribute to a vibrant urban character:

1. *Human scale streets and proportion*
2. *Heritage character & key views*
3. *Higher density development in Strategic Change Areas*
4. *Connections & urban permeability*
5. *Public realm activation & passive surveillance*
6. *Transition development at sensitive interfaces*
7. *Solar access to the public realm*
8. *Environmentally responsive design*
9. *Equitable development outcomes*
10. *Exemplary architectural design & materials*

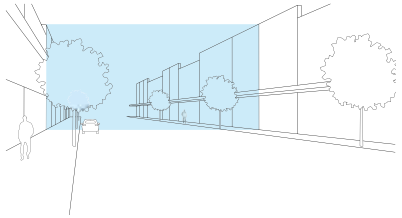
Taller development is managed by applying setbacks from the street-wall for the upper levels of buildings, appropriate to the context of the site and its context within the streetscape, being either a heritage streetscape or non-heritage streetscape.



1. *Street-wall height & street width*
2. *Upper levels setback and visually recessive*
3. *Residential interfaces*

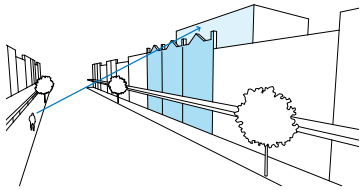
Principle 1.

Human scale streets & proportion (street-wall)



Principle 2.

Heritage character & key views



Principle 3.

Higher density development in strategic change areas



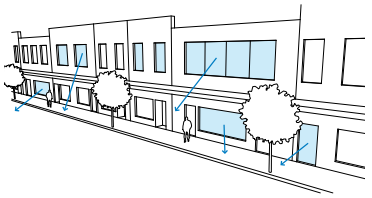
Principle 4.

Connections & urban permeability



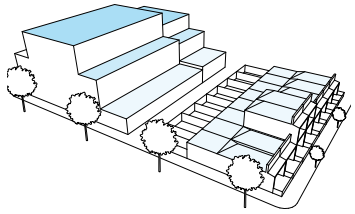
Principle 5.

Public realm activation & passive surveillance



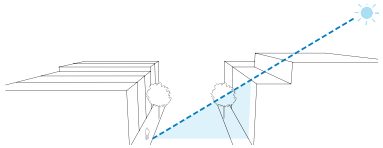
Principle 6.

Transition development at sensitive interfaces



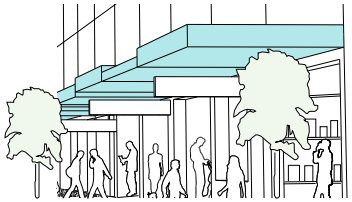
Principle 7.

Solar access to the public realm



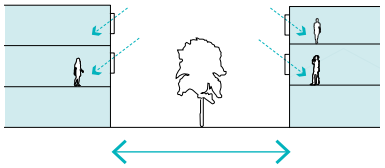
Principle 8.

Environmentally responsive design



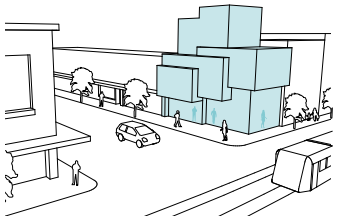
Principle 9.

Equitable development & amenity (building separation)



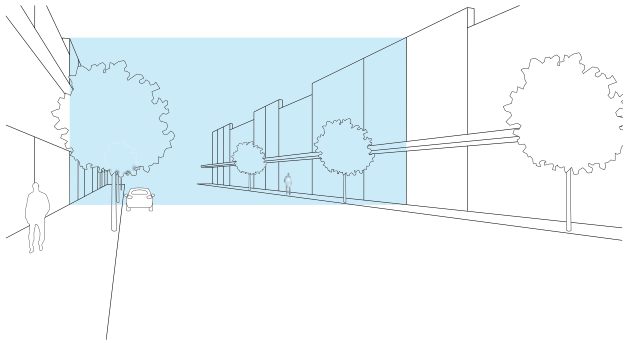
Principle 10.

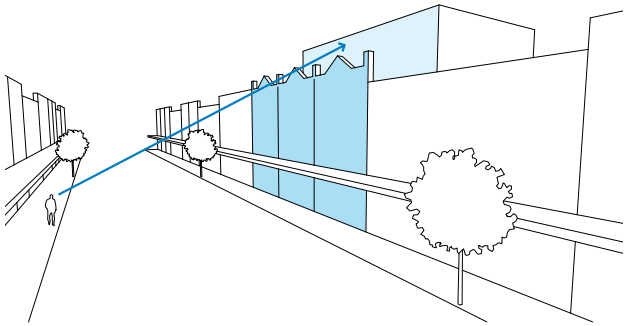
Design excellence & materiality



Principle 1.
Human Scale & Street Proportion

Principle 1 (Human scale & street proportion) relates to how façades frame the streetscape to provide a sense of enclosure for pedestrians.





Objectives

- *Create comfortable, engaging, consistent streetscapes within the city centre*
- *Preserve the heritage street-wall condition along heritage streetscapes (retain heritage frontages, in accordance with provisions of Heritage Overlay and Policy)*
- *Create a more prominent streetscape character with increased street-wall heights and activated frontages, in non-heritage areas*
- *Provide a design response that matches the parapet height of neighbouring (two storey) heritage buildings*
- *Repair the urban fabric by filling the gaps (vacant sites/low-scale frontages) along the street edge with a minimum two storey frontage for new buildings*
- *Built to the property boundary and create a new street-wall condition along non-heritage streetscapes (unless a setback is specified)*
- *Ensure that upper levels beyong the street-wall height are visually recessive (set back from the street-wall).*

Street Width Response

Street widths within the CBD are 20m, 30m and 60m. 30m is the most common condition. The heritage streets will remain the same scale at the street edge, while non-heritage streets present opportunities to “repair the urban fabric” (fill gaps in the streetscape) and provide greater levels of activation.

The street-wall (front façade height) and overall height of buildings is determined by two main factors:

- *Established heritage street-wall height*
- *Street-width (non-heritage areas)*

Established Heritage Street-Wall

The established street-wall height along heritage streetscapes, is generally 1-2 storeys (approximately 4-9m), and the prevailing street-wall height is two storeys for most heritage streetscapes. New development should provide a minimum two storey frontage to the street.

New development on not-contributory (non-heritage) sites should match the predominant street-wall height with upper levels well set back from the streetscape.

Street-Width & Street-Wall Height Ratio (Non-Heritage Areas)

For the non-heritage streetscapes, a general set of rules is applied that balances the desire to frame the street with well-designed, human scale frontages, without creating an overwhelming urban character, particularly as streets develop over time. Generally, a preferred maximum 12m street-wallfor most of the non-heritage streets will create a comfortable, human-scale street environment for pedestrians.

20 metre streets (1:2)

These streets have a 1:2 ratio applied to enable double storey frontages up to 12m, with upper levels above 12m set back from the street edge.

30 metre streets (1:2.5)

These streets (being the most common condition in the Ballarat CBD) also have a 1:2 ratio applied to enable a prominent front façade (street-wall) ranging from 12m to 15m (approximately 3-4) storeys), with upper levels set back from the street edge.

Creswick Road 60 metres (1:3)

Creswick Road can accommodate a prominent street-wall condition with a 5m landscaped setback at ground level, up to 19m with further levels set back from the street-wall.

Street-width ratio (preferred maximum street-wall height)

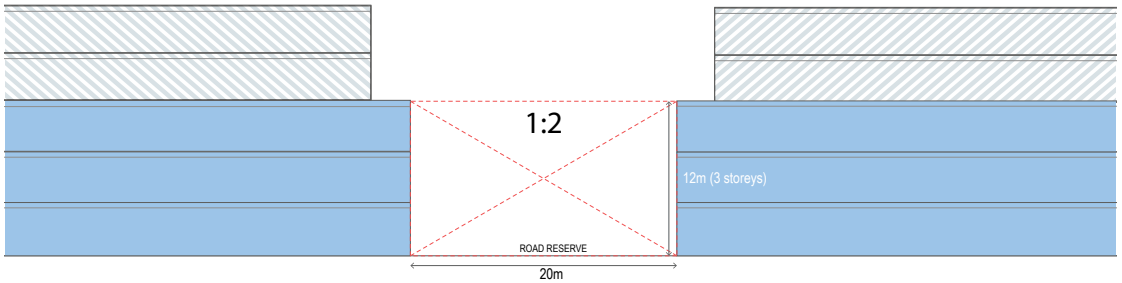


Figure 12. 20m street-width: apply ratio 1:2 (12m street-wall)

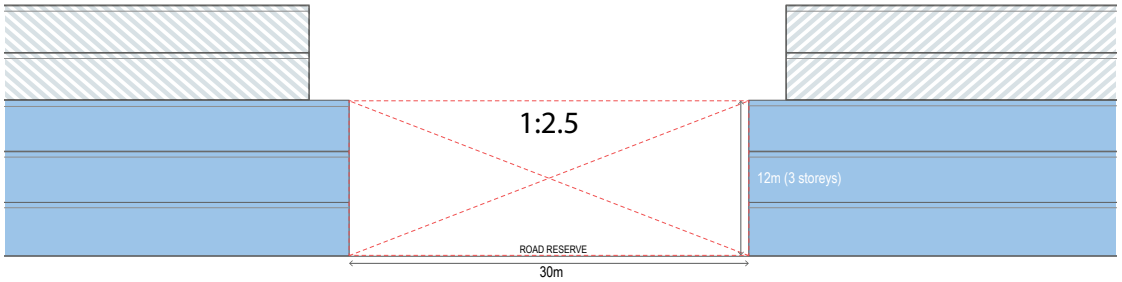


Figure 13. 30m street-width: apply ratio 1:2.5 (12m street-wall)

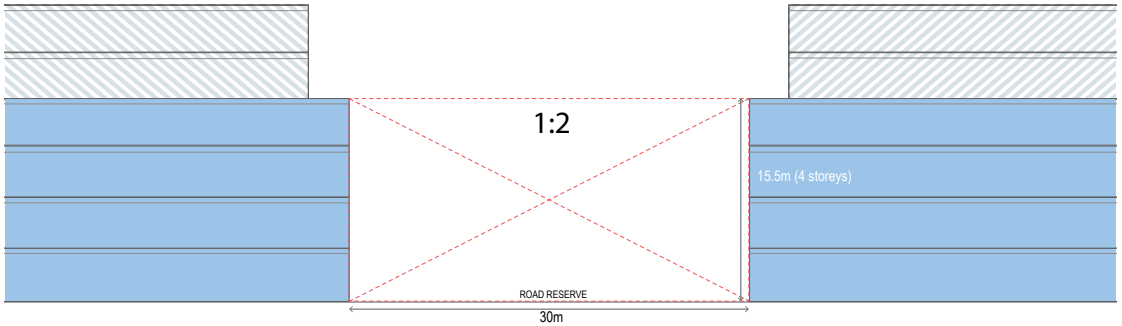


Figure 14. 30m street-width (less sensitive): apply ratio 1:2 (15m street-wall)

New Street-wall & Upper Levels

The street-wall height in the non-heritage areas is largely determined by the street width, which in most cases is 30m. Applying a ratio of 1:2.5 achieves a suitable height that both frames the streetscape and also creates a sense of consistency and “human scale”. It is also important to consider the types of activities (land uses) that will occur at the base of taller buildings. Generally, this will be a commercial or retail use with further commercial uses above, for the first three levels/floors of new buildings.

The preferred street-wall height for non-heritage areas is influenced by the opportunity for more prominent buildings with a stronger presence and definition of the street edge.



Upper Level Setbacks

Within non-heritage areas, a 5m setback is appropriate where the presence of new buildings does not threaten an existing (heritage) character. A street-wall condition that is more prominent (3-4 storeys) will frame the streetscape and create a sense of enclosure and place, reinforced and complimented by an improved public realm, including increased street trees (tree canopy cover).

Upper Level Design

The design of upper levels of new development should:

- *be well designed and articulated to break up the building mass;*
- *distinguish between the lower and upper levels through materials and articulation;*
- *be designed so that side walls are articulated and read as part of the overall building design and not detract from the streetscape when viewed from direct and oblique views along the streetscape;*
- *minimise the number of setbacks (avoid “wedding-cake” outcomes); and*
- *provide passive surveillance of adjacent streets and public open space.*

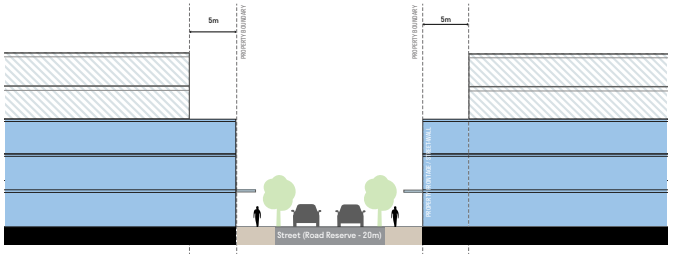


Figure 15. 20m wide street, 12m street-wall height

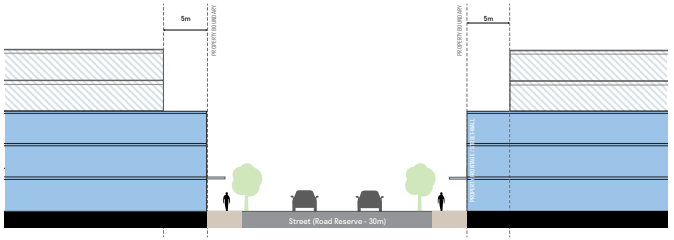


Figure 16. 30m wide street, 12m street-wall height

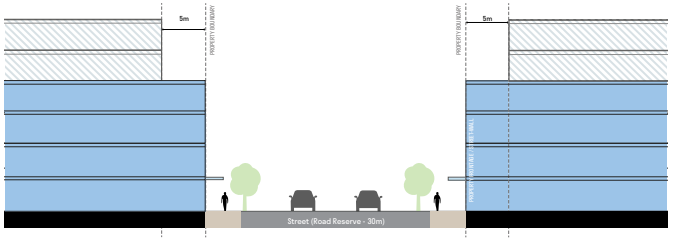


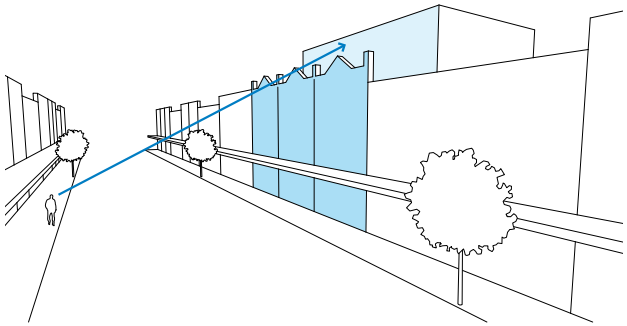
Figure 17. 30m wide street, 15m street-wall height

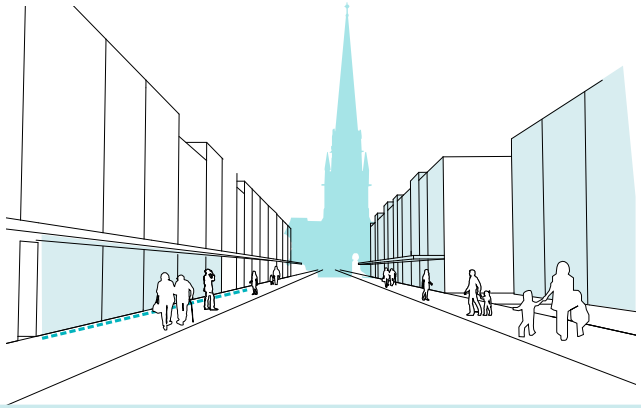


Figure 18: Minimum upper-level setbacks

Principle 2.
Heritage character & city views

The character of heritage streetscapes and preservation of key view lines is achieved through responding to the existing scale of heritage frontages (street-wall height) and setting back taller development.





Objectives

- *Retain the prominence of heritage façades.*
- *Disguise the presence of new upper levels through appropriate heights and setbacks.*
- *Ensure that new development does not detract from key city views.*
- *Retain the prominence of landmark heritage buildings on the Ballarat CBD skyline.*
- *Protect and manage views to Mount Warrenheip from Sturt, Dana & Mair Street.*
- *Respect and respond to the heritage elements and character of individual sites.*
- *Ensure that new development responds to the scale and character of heritage streetscapes.*
- *Ensure that new development respects local values, important vistas and landmarks.*

Minimise visual impacts of new development

Ensure new buildings:

- *Do not obscure views from the street and public parks of the front or principal part of adjoining significant or contributory places or buildings.*
- *Do not visually dominate or visually disrupt the appreciation of the heritage place.*
- *Maintain a façade height that is consistent with that of adjoining significant or contributory buildings (minimum two storeys).*
- *Set back higher building components so as not to dominate or reduce the prominence of an adjoining significant or contributory place or building.*
- *Where abutting a lane, are respectful of the scale and form of historic fabric of heritage places abutting the lane.*

Street-wall response in heritage streets

The street-wall height of new development should:

- *Match the parapet height of neighbouring, two storey heritage properties.*
- *Not exceed 12m (three storeys).*
- *Provide a site-specific response that matches the typical street-wall condition of two storeys (as a minimum).*
- *Provide a design response to neighbouring heritage buildings, acknowledging that this condition changes from property to property.*
- *Retain the prominence of taller heritage buildings in the streetscape (buildings that sit above the prevailing two storey street-wall condition at 3 storeys or higher), aligning with either the parapet of a two storey building or the third floor level of a neighbouring building 3 storey building.*
- *Respond to the rhythm of vertical elements that define the heritage character of the street.*
- *Respond to the horizontal architectural features of neighbouring heritage buildings.*



Figure 19. Two storey infill front façade

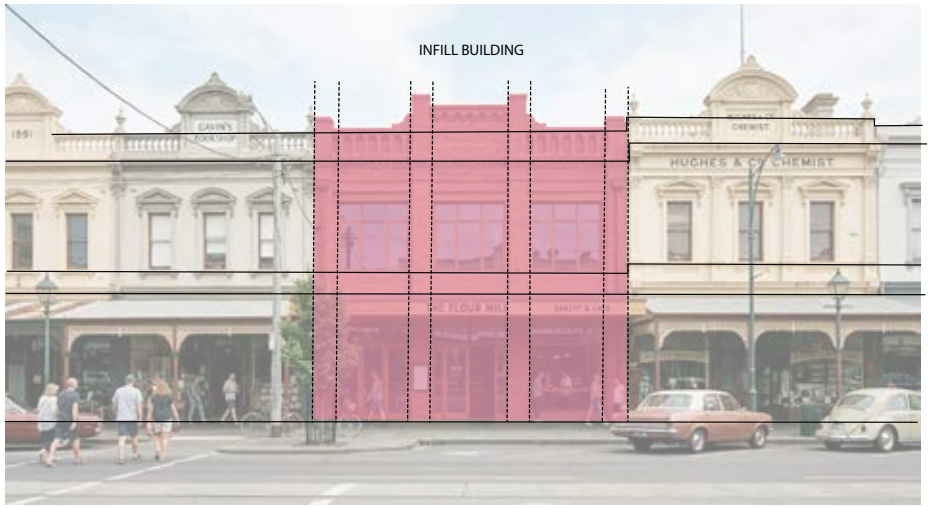


Figure 20. Two storey infill front façade

Upper level visibility / concealment

Upper level development either for a Not-Contributory site or a Contributory site within a heritage precinct should be substantially concealed for the *Principal Heritage Streetscapes*, and partially concealed for the *Supporting Heritage Steetscapes*.

A minimum upper level setback distance of 6m (to the new built form) is suggested from the heritage facade. This allows for the preservation of the heritage 'volume' and ensures a viable façade articulation treatments in the streetscape elevation with spatial separation between the street-wall frontage and recessive upper levels (behind).

From a heritage perspective it is preferable to retain the 'heritage fabric' of the heritage form and not just the façade. The 6m dimension generally allows for the retention of the entire 'front room' of the forms (assuming it is either a traditional shopfront form or a dwelling), including its roof form and chimneys.

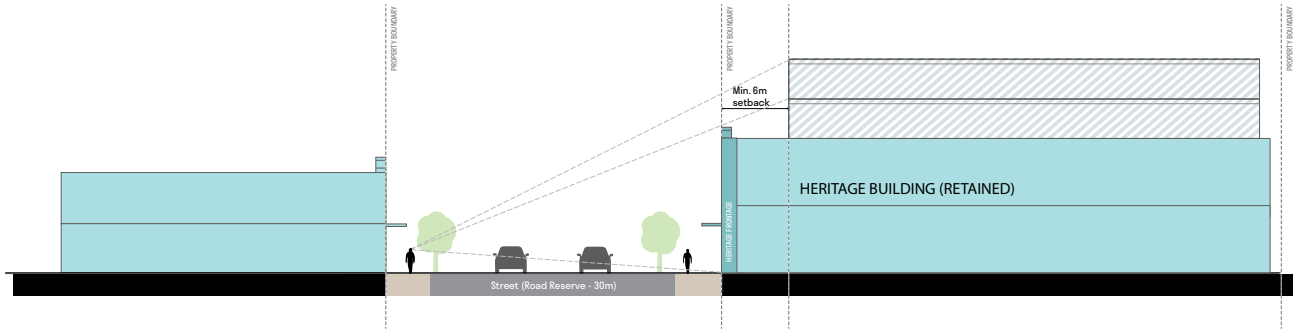


Figure 21. Substantial concealment, upper level development, Contributory building

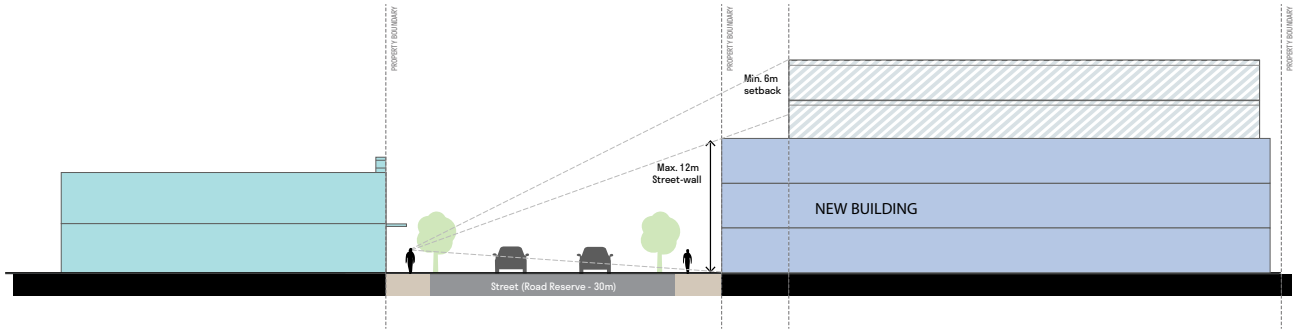


Figure 22. Substantial concealment, upper level development, Not-Contributory building

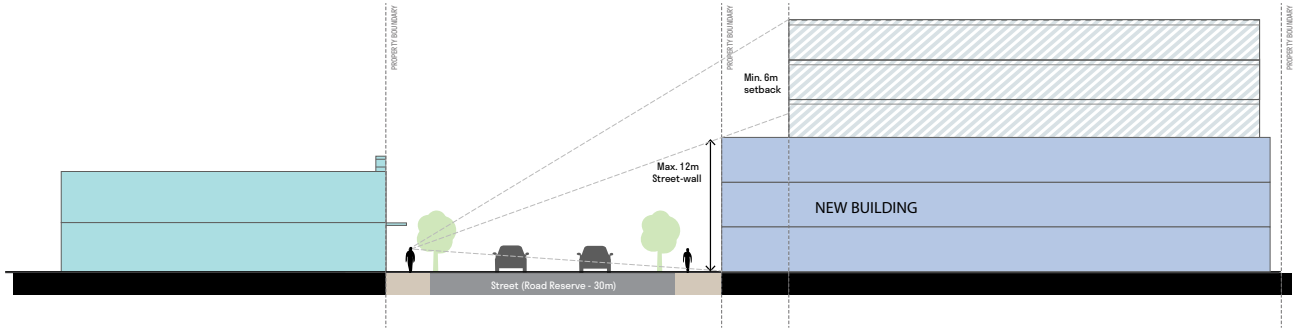


Figure 23. Partial concealment, upper level development, Not-Contributory building

Landmarks & Key Views

Protecting and managing identified key views is an important consideration for future development. Key views are identified on the Development Framework Plan at Figure x.

New development within the view line/shed of an identified view should:

- *Provide a view line analysis that demonstrates the visual impact of the development on the view from the view location to the landmark building(s) or feature in question.*
- *Not obstruct or diminish the view of key landmark buildings or distant views of Mount Warrenheip.*
- *Provide a design response that mitigates any negative impacts of proposed buildings on the view.*



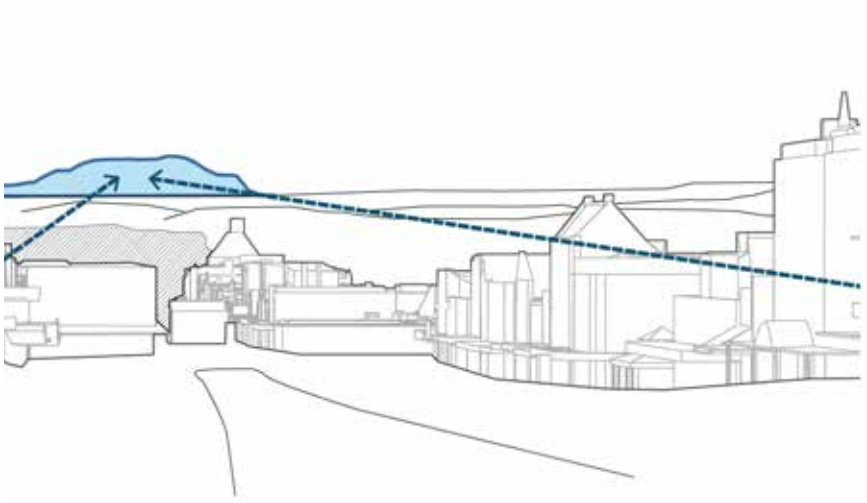


Figure 24. Linear view to Mount Warrenheip

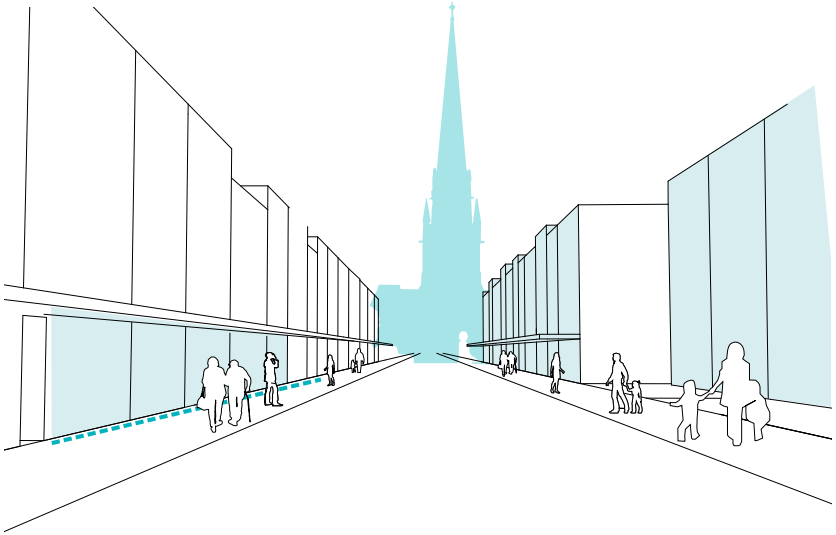
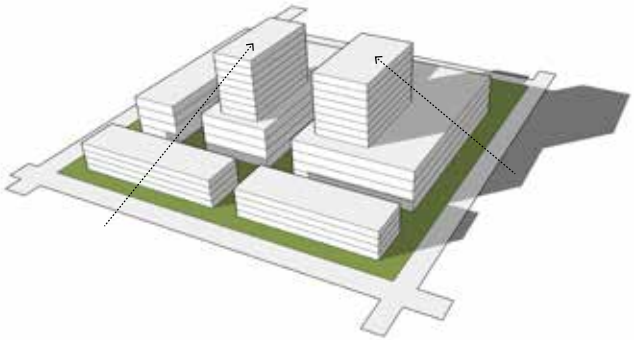


Figure 25. Linear view to landmark building

Principle 3.

Larger scale development in Strategic Change Areas

This principle applies to sites in non-heritage areas, identified as “Strategic Change Areas” areas. The lack of amenity, sensitive interfaces and the presence of significant redevelopment opportunities enables taller buildings (higher density development) with prominent street-wall (façade) heights that frame the street, and upper levels set back to maintain a comfortable, human scale at the street edge.



Objectives

- *Locate taller development in non-heritage areas without sensitive interfaces.*
- *Position taller buildings towards the centre of larger sites to take advantage of the strategic opportunities they provide.*
- *Transition the height of built form (downwards) towards the edges of large sites to reinforce a human scale at the street edge.*
- *Provide trees and landscaping to increase vegetation, amenity and contribute to the CBD’s urban forest.*
- *Provide building separation at the upper levels of buildings to provide amenity and equitable development outcomes.*
- *Masterplan and coordinate the development of Strategic Development Sites and ensure that opportunities for public spaces and pedestrian connections are identified and established early in the design process.*
- *Encourage Strategic Development Sites to achieve design excellence and makes a significant contribution to jobs and residential targets.*
- *Provide landscaped streets and identify public space opportunities when designing site layout.*



Fitzroy Gasworks Site (MGS Architects)



Example of street-wall and upper levels

Principle 4.

Strengthen urban permeability & connectivity

This principle reinforces the idea of pedestrian permeability and legibility, making the city more walkable and encouraging pedestrian activity through a legible and permeable urban structure.

Urban structure relates to the network of streets, laneways, buildings and public spaces that define the physical layout (structure) of the city.



Objectives

- *Provide a fine grained urban block structure to support walking*
- *Strengthen the pedestrian network by providing new connections as larger, strategic sites are developed.*
- *Identify opportunities for new mid-block connections throughout the CBD*
- *Reinforce existing connections, including laneways and paths through car-parks.*
- *Complete laneway connections from street to street or identify alternative connections.*
- *Design new development and parking areas with pedestrian amenity and safety in mind.*
- *Ensure that pedestrian connections are safe and accessible for the entire community.*

Strategic Redevelopment Sites

Strategic Redevelopment Sites present opportunities for more intensive development (in non-heritage areas) providing well-designed buildings that activate the street edge, providing new public spaces and green spaces, and well-designed, safe and inclusive pedestrian links.

Design options for individual sites will be negotiated and discussed at the “pre-application” stage of permit applications for new development.

New Connections

Opportunities for new pedestrian connections should be considered and identified at the early stages of the design process and through discussion with Council’s planning team.

Design Requirements

- *Where a development could deliver part of a pedestrian connection that is able to reduce the average urban block length to less than 100 metres, but does not extend the full depth of the block, the development should include a connection that can be completed when a connection is provided through an adjoining site.*

- *Where a development has the potential to achieve a through-block connection by extending an existing or proposed connection on an adjoining site, the development should provide for the completion of the through-block connection.*

- *Development should maintain and improve the quality of existing pedestrian connections and arcades.*

Current and future laneways

Design Requirements

Pedestrian connections that reduce (or when completed will reduce) an average urban block length to less than 100 metres should be:

- *Open 24 hours a day.*
- *Open to the sky and a through-building connection.*

Pedestrian connections should be:

- *Direct, attractive, well-lit and provide a line of sight from one end to the other.*
- *Safe and free of entrapment spaces and areas with limited passive surveillance.*
- *Publicly accessible at ground level and appropriately secured by legal agreement.*
- *Lined by active frontages.*

Laneways should be:

- *At least six metres wide.*
- *Laneways may be less than six metres wide where, either:*
- *The laneway is the same width or wider than an existing laneway that it continues.*
- *The laneway does not provide for vehicle access.*

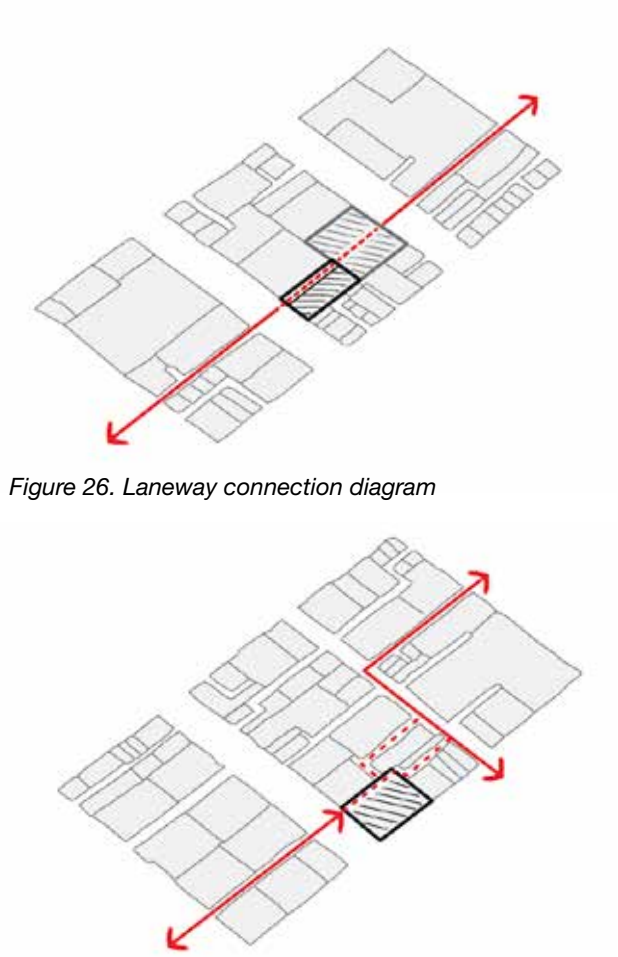
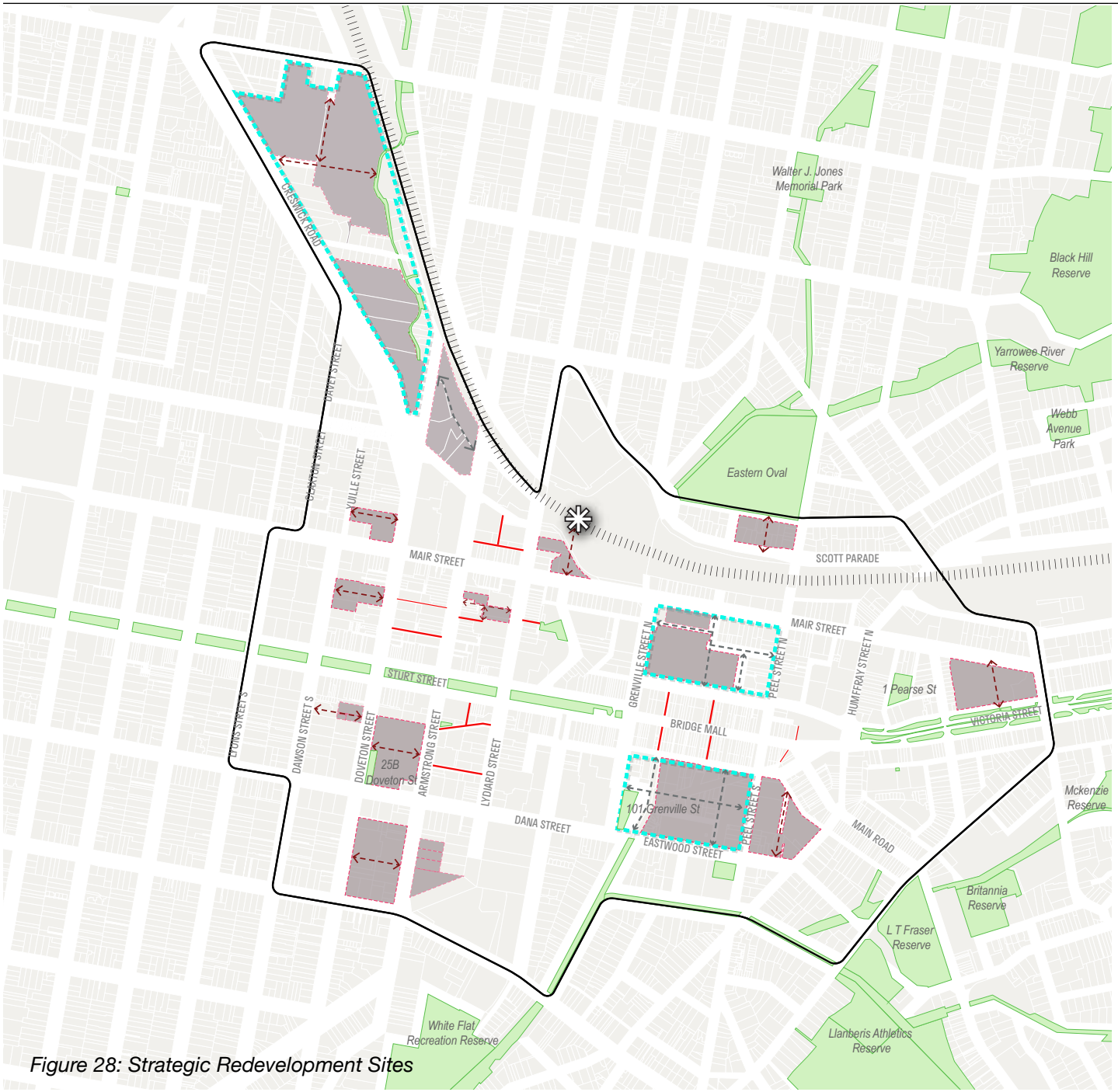


Figure 26. Laneway connection diagram

Figure 27. Laneway connection diagram



Degreaves Street, City of Melbourne



LEGEND / Strategic Redevelopment Sites

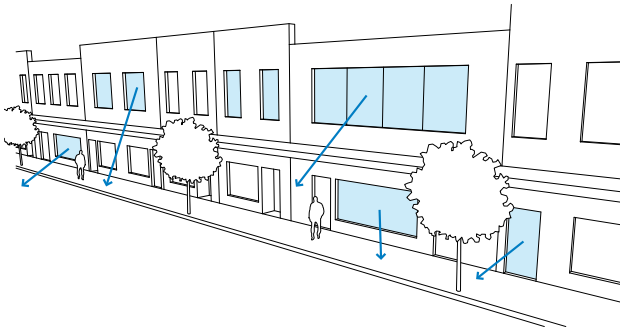
- Study area
- Strategic Redevelopment Sites
- Potential new pedestrian link
- Improve existing pedestrian link
- Reinforce existing laneways
- Public open space contribution (land)

SCALE 0 200m 400m

Figure 28: Strategic Redevelopment Sites

Principle 5.
Street activation & passive surveillance

New buildings contribute to the street environment with active, glazed frontages and passive surveillance from the upper levels (providing “eyes on the street”).



Objectives:

- *Facilitate the development of the Ballarat CBD as a walkable city with well-designed buildings and active frontages.*
- *Promote and encourage pedestrian activity through street edge activation and laneway access/upgrades*
- *Activate the street edge with substantial glazing along the CBD’s “Active Retail Streets”*

Preferred street activation and interface requirements

For buildings on the Victorian Heritage Register and/or in a Heritage Overlay, the heritage requirements take precedence over street activation and interface requirements to protect the integrity of heritage significance.

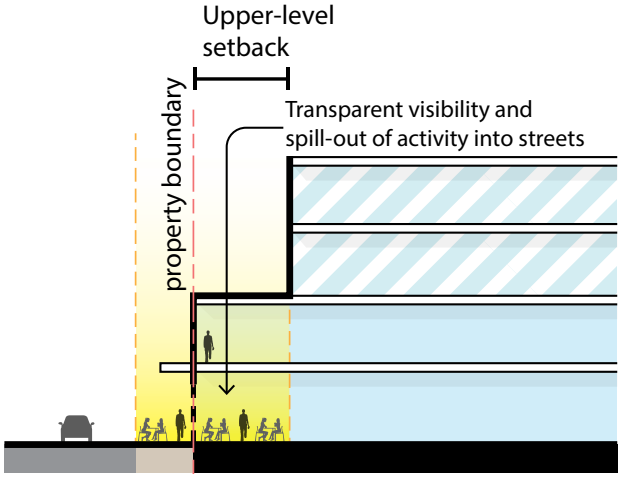


Figure 29. Active retail street diagram

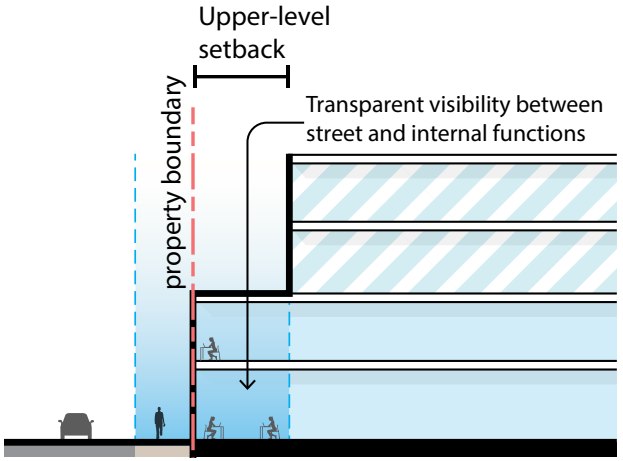


Figure 30. Active street diagram

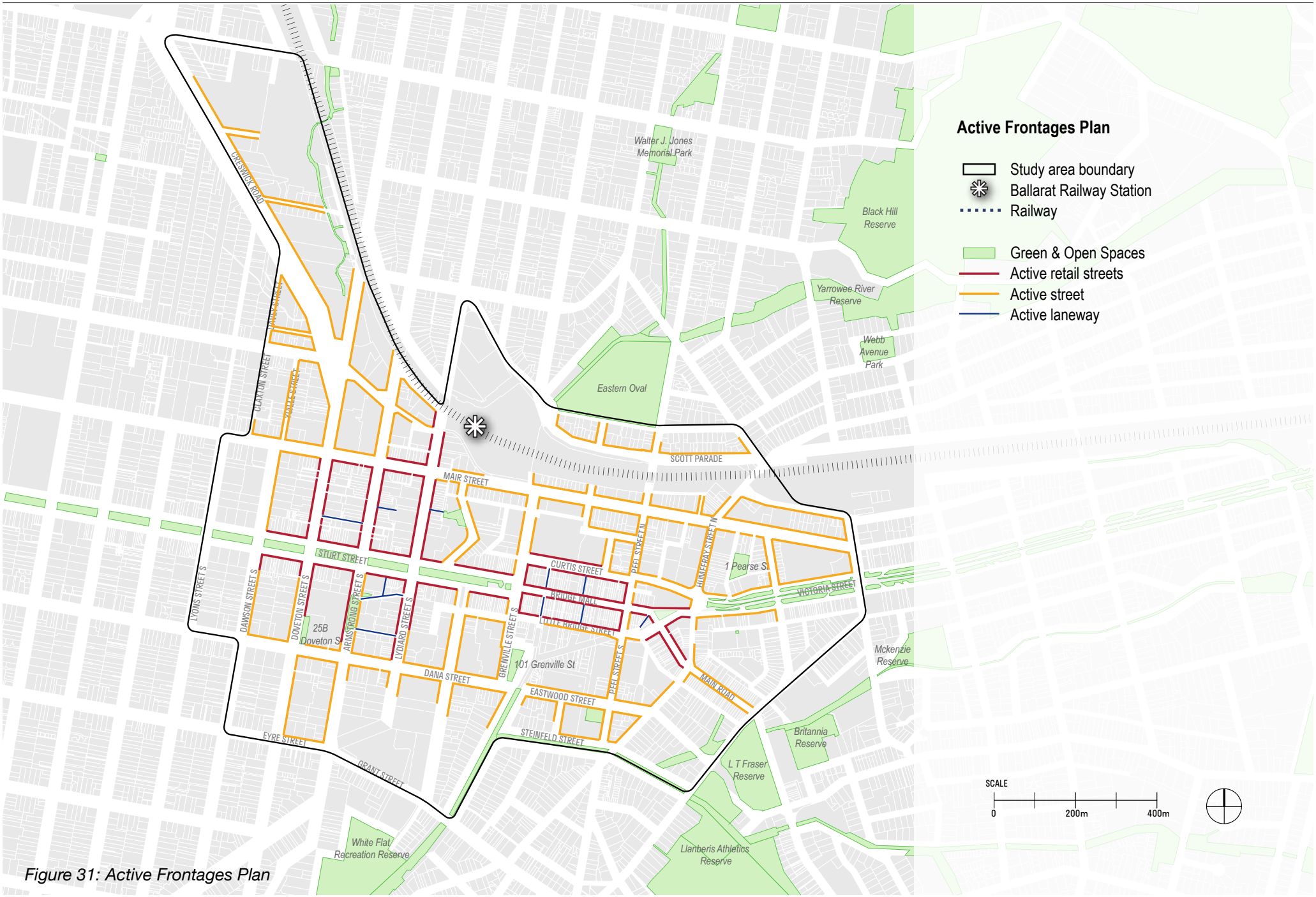
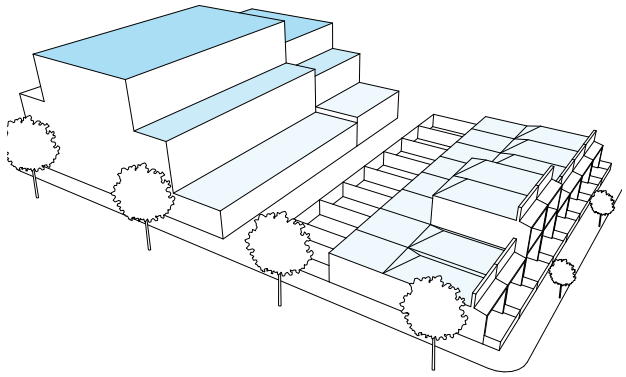


Figure 31: Active Frontages Plan

Principle 6.

Transition development at sensitive interfaces

New development should provide a transition in scale that respects interfaces with low-rise residential properties



Interface Recommendations

Type 1 - GRZ
(within or along/outside CBD Boundary)

- 5m ground level setback to a height of 8m.
- 45 degree angle setback from 8m height at property boundary.
- Maximum of 2 steps within 45 degree angle setback

Type 2 - RGZ (within CBD Boundary)

- 0m ground level setback up to a maximum height of 2-storeys unless where habitable (4.5m setback) and non-habitable windows (3m setback) are proposed.
- Minimum 6m upper level setback measured from the property boundary or laneway centreline where applicable.

Type 3 - Residential Streetscapes

- 5m ground level landscaped setback

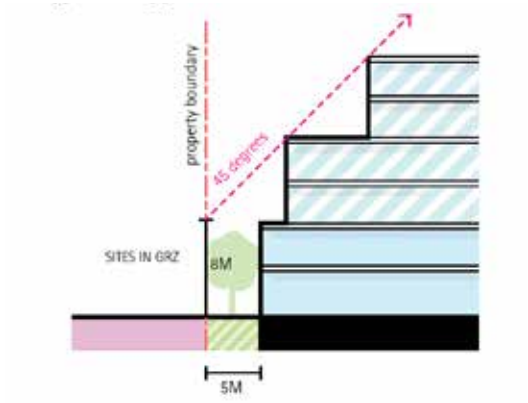


Figure 32. Interface type 1

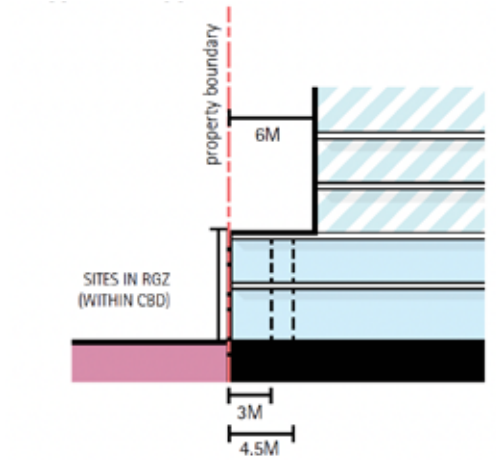


Figure 33. Interface type 2

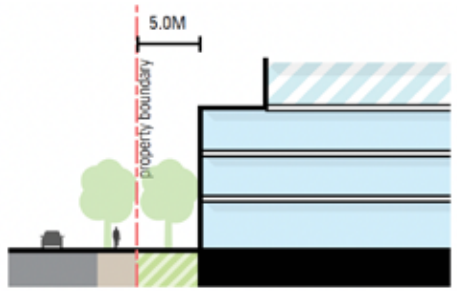


Figure 34. Interface type 3

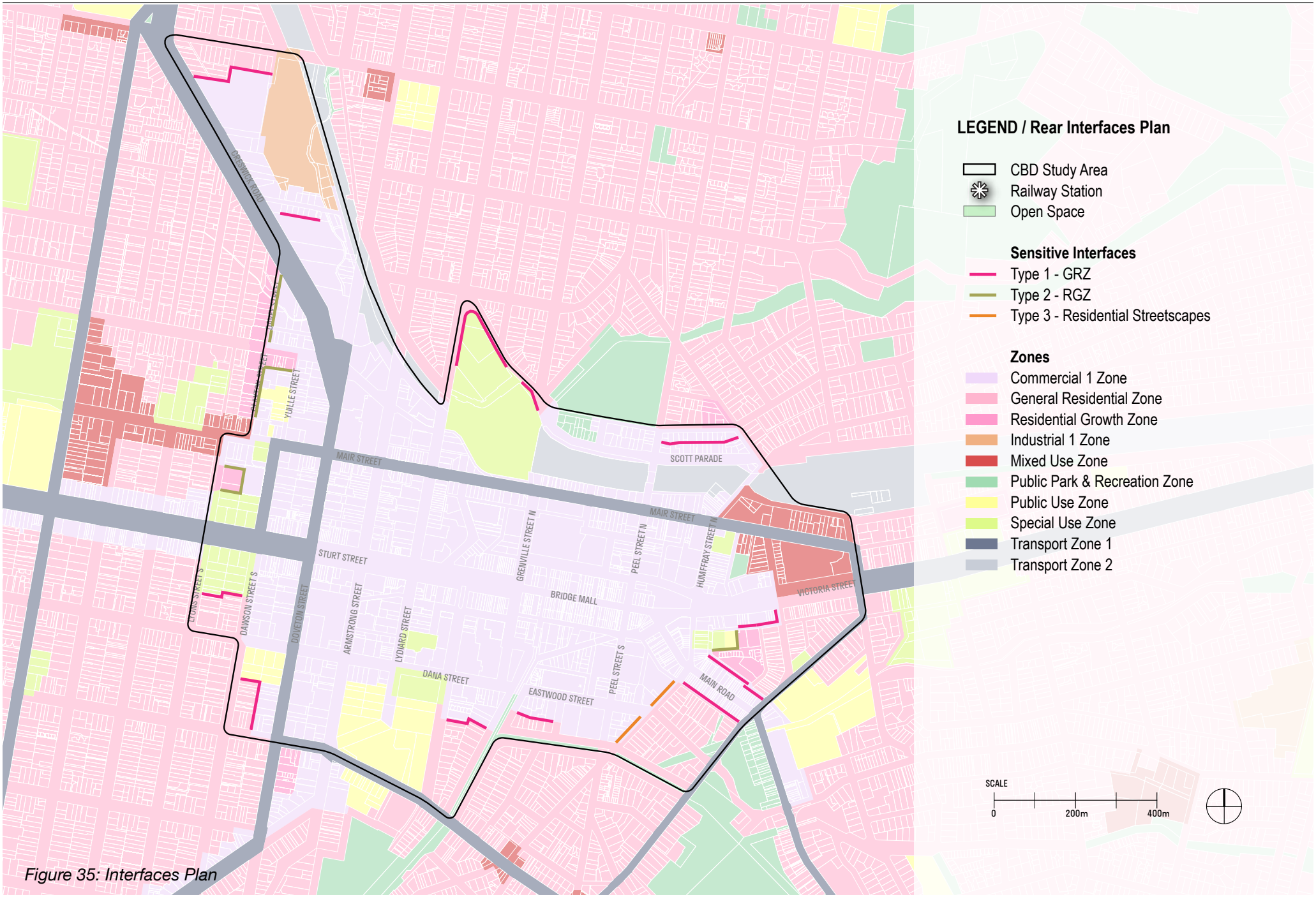
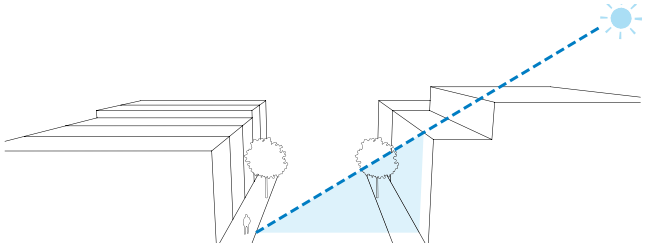


Figure 35: Interfaces Plan

Principle 7.

Maintain solar access to public spaces

This principle seeks to protect public spaces (parks, spaces, footpaths) from overshadowing when development occurs. The width of streets in the CBD already plays a part in avoiding overshadowing from buildings. It is important that the central areas of the city maintain solar access to (southern side) footpaths but also provide weather protection during harsher winter and summer periods, through the provision of awnings.



Public Open Space Interfaces

New development should provide a suitable scale and transition at the interface with areas of open space ensuring that buildings do not visually dominate the public open space, whilst providing a sense of passive surveillance and visual interaction at lower levels.

Solar Access Requirements (streets):

- *Boulevards: maintain solar access to the northern edge of the central median between 9am and 3pm at the Spring Equinox.*
- *Primary Streets: maintain solar access to opposite footpaths measured 6m from the property boundary, between 10am and 3pm at the Spring Equinox.*
- *Secondary Streets: maintain solar access to opposite footpaths between 10am and 2pm at the Spring Equinox.*

Solar Access Requirements (open space)

Tier 1:

- *For existing open spaces within the PPRZ within and proximate to the CBD, no additional overshadowing between 10am and 3pm at the Winter Solstice.*

Tier 2:

- *For other existing and future open spaces within and proximate to the CBD, avoid overshadowing beyond the shadow that would be cast by a street wall height on adjoining or opposite land of not more than 12m, between 10am and 3pm at the Spring Equinox. Alternatively, ensure no more than 50% of the open space is in shadow at the time measurement time and window.*

Tier 3:

- *For existing open spaces with limited opportunity to preserve sunlight access given their size and orientation (25B Doverton Street for example). This measure would seek to 'minimise overshadowing to open spaces at the Spring Equinox.*

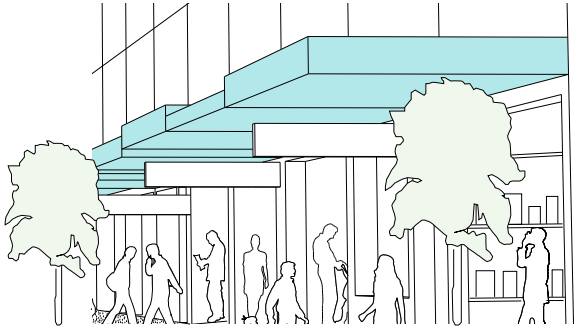


Figure 36: Solar Access Plan

Principle 8.

Environmentally responsive design

Principle 10 relates to how buildings integrate ESD (Environmentally Sustainable Design) principles and respond to a changing climate and potential weather events like extreme heat and wind, and flood risk.



Objectives

- *Incorporate ESD (Environmentally Sustainable Design) into the design and planning of all new development*
- *Consider flood risk at the early stages of planning and design*
- *Incorporate water sensitive urban design features and consider site permeability (permeable surfaces)*
- *Provide trees and weather protection where possible*
- *Ensure development assists in mitigating and reducing the urban heat island effect.*
- *Ensure development adjacent to existing residential areas on the periphery of the CBD minimises off-site amenity impacts.*
- *Ensure development contributes to the increase in urban tree canopy and vegetation cover.*



Green walls and gardens



Solar panels



Awning for weather protection

Flood Responsive Design

Flood responsive design is defined as how the design of the urban environment responds to flooding. It involves designing buildings and the urban environment so that risks from flooding to property, life, health and safety are appropriately managed.

Flood Design Guidelines

In identified flood prone areas, new buildings should be designed to minimise the risk to life and property damage when flood events occur. Measures to reduce the impacts of flooding include:

- *Increasing the provision of permeable surfaces and integrate water sensitive urban design into the site layout of development*
- *Raising ground floor levels to an appropriate height*
- *Programming buildings so that ground floor uses are appropriate*
- *Designing the ground floor with flood resilient materials*
- *Appropriate site layout through breaking up the building mass of larger scale development*
- *Ensuring that residential uses are not located on the ground floor in high risk areas*
- *Raising awareness and providing guidance on what residents and occupiers of buildings should do in a flood event*





Top image: Good Design Guide for Buildings in Flood Affected Areas in Fishermans Bend, Arden and Macaulay

Bottom image: ArchDaily.com

Defining people centred and activated places

The transition zone is an area where steps and ramps provide universal accessibility between the public realm and elevated ground floor level. Transition zones for street frontages should be designed to:

- *provide legible and equitable access;*
- *provide a direct visual connection between levels;*
- *relate to the human scale;*
- *contribute to the use, activity, safety and interest of the public realm;*
- *be durable and sustainable.*

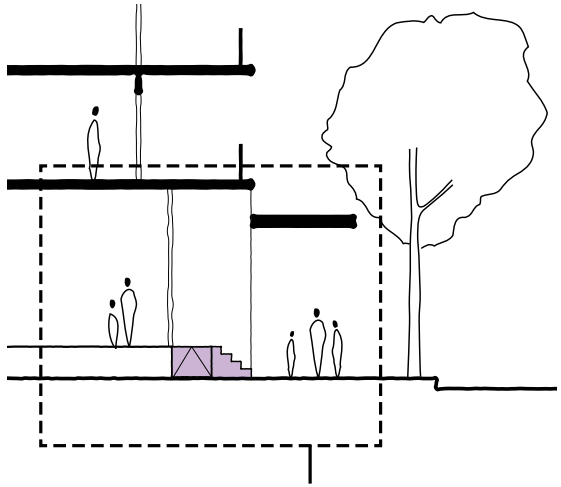
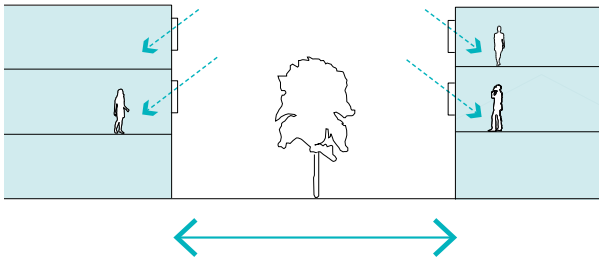


Figure 37. Transition Zone - Good Design Guide for Buildings in Flood Affected Areas in Fishermans Bend, Arden and Macaulay

Principle 9.

Equitable Development

Principle 9 intends to "future proof" the development of sites over time so that opportunities to provide solar access to buildings/apartments is not lost as new development occurs. Development needs to allow for the future development of neighbouring sites and to also apply the same principle when developing large sites.



Building Separation, Amenity & Equitable Development

New development should provide a design response that considers the existing condition and future development opportunities of adjacent properties in terms of outlook, daylight and solar access to windows.

Development above 15.5m should be setback from common boundaries to provide separation between buildings at the upper levels:

- *a minimum of 4.5m from the boundary where a habitable room window is proposed;*
- *a minimum of 3m from the boundary where a non-habitable room window or commercial window is proposed; and*
- *a minimum for 4.5m from the edge of a proposed balcony or terrace.*

Where the common side boundary is a laneway, the setback is measured from the centre of the laneway.

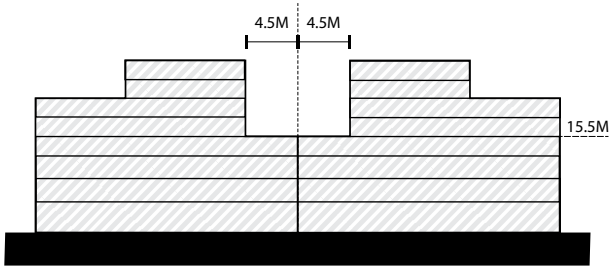


Figure 38. Building separation, no balconies

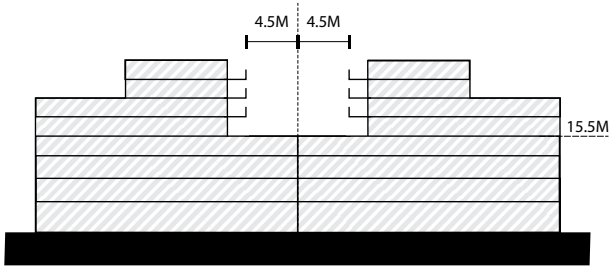


Figure 39. Building separation, with balconies

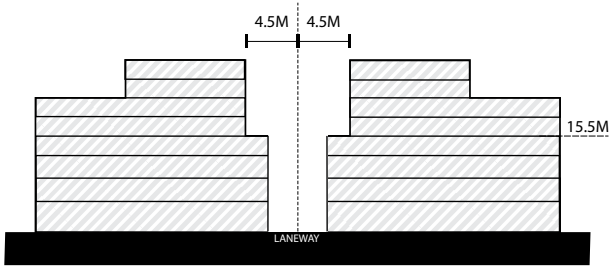


Figure 40. Building separation, with laneway

Principle 10.

Exceptional architectural design & materials

Principle 10 relates to the delivery of buildings that display excepional design quality and suitable materials for the context of the CBD. This principle essentially consolidates all of the preceding principles and seeks to achieve a considered and comprehensive design response that will contribute to the image and function of the city and benefit the inhabitants of new buildings.



Objectives

- *Ensure all development provides excellence in the standard of architecture and environmentally sustainable design, and contributes to the creation of exciting and inspiring streets in the Ballarat CBD.*
- *Promote architectual excellence in all new buildings.*
- *Ensure that developers and architects understand the level of quality that is expected in the Ballarat CBD.*
- *Educate prospective developers about the benefits of good design in terms of arhcitectural products and marketing.*
- *Encourage developers to participate and work with the Ballarat Design Review Panel to collaboratively improve the standard of development through a peer review process.*

New development should:

- *Incorporate materials suitable for the context of the site.*
- *Respond to the presence of heritage fabric.*
- *Be built to the property boundary (unless a setback is required) and conceal car parking within the building envelope or hidden from the street.*
- *Incorporate ESD principles into the design of the building.*
- *Incorporate Water Sensitive Urban Design and respond to flood prone areas.*


DUFFS JEWELLERS



Public Spaces

Public Spaces Framework

The public spaces framework has been developed through analysis and review of the CBD's existing and planned public spaces, and builds upon the opportunities identified in the Bakery Hill Urban Renewal Plan (2019), Creative City Masterplan (2019) and Making Ballarat Central (2017).

Recently constructed projects provide a strong foundation for a city centre that is well connected by vibrant, inclusive, attractive and active public spaces, including the Bridge Mall project and Grenville Street shared path and intersection upgrade.

The CBD boasts an attractive central boulevard with an abundance of green space leading into and through the centre of the CBD along Sturt Street. This public realm framework seeks to build upon this central "spine" of the CBD through the identification of existing and new opportunities to deliver both green and other other types of public spaces, responding to context and community needs.

Public Spaces Principles

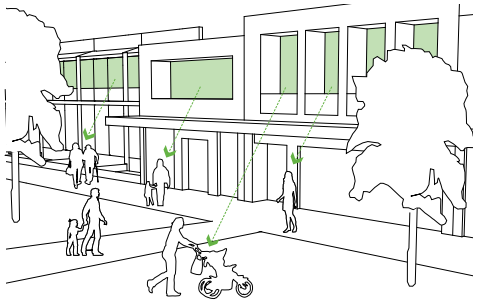
Public spaces are well connected and legible

Public spaces are safe and engaging

Public spaces are diverse and inclusive

Public spaces enhance the natural ecosystem

Public spaces integrate public art and support creative uses





Objectives

- *Increase the provision of green space and tree canopy throughout the CBD.*
- *Expand the urban forest to meet canopy cover targets of 40 percent within the CBD.*
- *Increase the quality of existing open spaces in the CBD and enhance biodiversity potential through the design of open space.*
- *Progress with the expansion of the Yarrowee Parkland and integrate with new open space*
- *Incorporate Water Sensitive Urban Design into public spaces to address flood risk*
- *Provide a network of public spaces that define the city centre and attract people to stay longer*
- *Identify and create pedestrianised spaces through the re-design of street space*
- *Strengthen and expand the laneway network through new (and existing) east-west connections.*
- *Improve the public realm and streets surrounding Ballarat Railway Station*
- *Increase pedestrian/public safety with passive surveillance and street lighting*

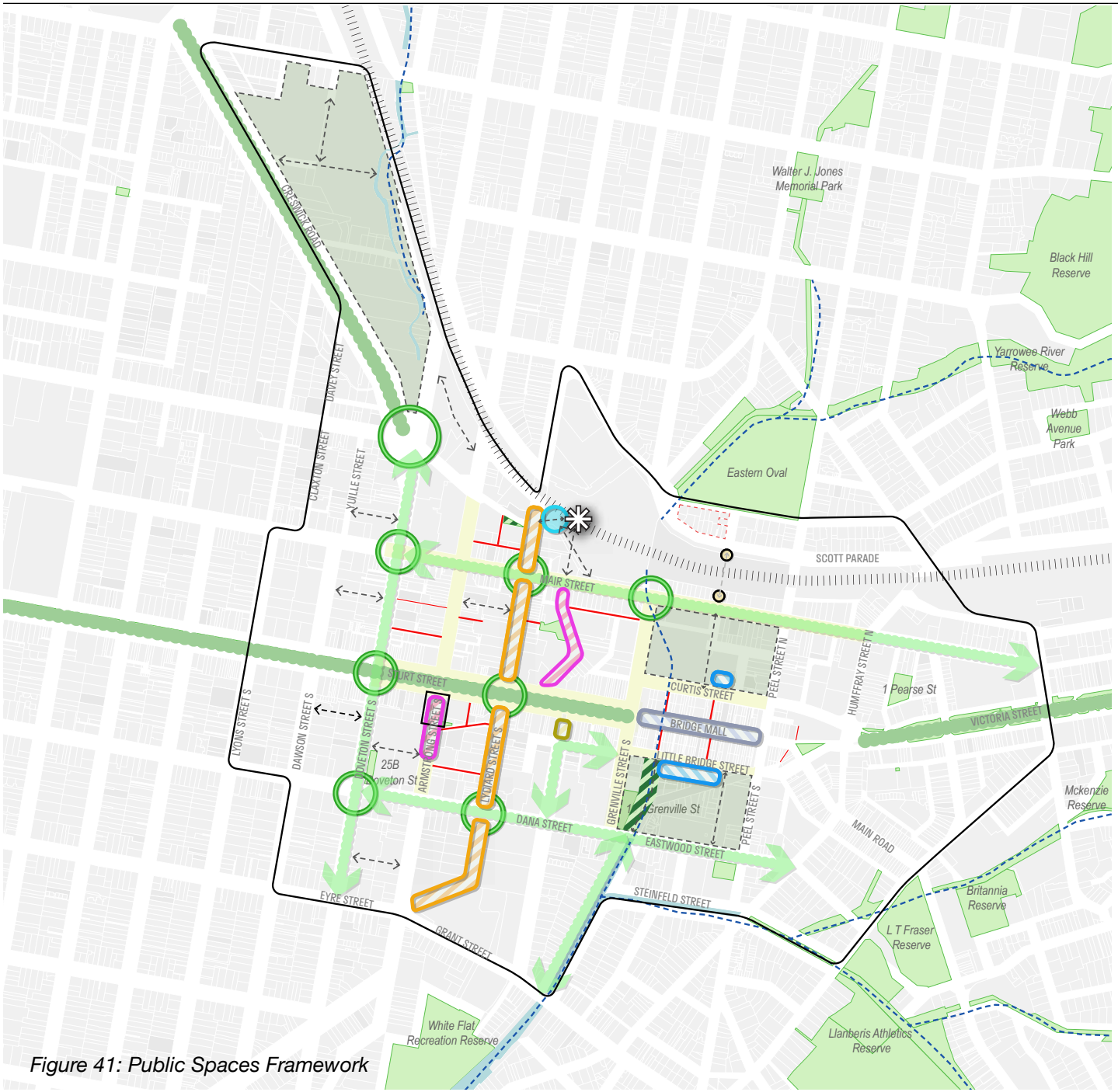


Figure 41: Public Spaces Framework

LEGEND / Future Public Spaces

- Study area boundary
- Ballarat Railway Station

Public space opportunities

- Green & open spaces (existing)
- Provide new open/public spaces (land contribution)
- Investigate options for Council owned land
- Extend Yarrowee Parkland
- Potential future public space (road closure)
- Improve public realm at key intersections
- Potential future shared zone (pedestrian priority)
- Flexible space (town square opportunity)
- Improved public realm (bus stops/interchange)
- Lydiard Street - streetscape upgrade
- Bridge Mall - shared zone (completed project)
- Ballarat Station south-side (improve public realm)
- Strengthen the existing laneway network
- Potential through links (subject to development)
- Improve the public realm at underpass entries

Tree planting and landscaping opportunities

- Retain/enhance boulevard character
- Undertake urban greening to improve the amenity & appearance of the street
- Respond to current Yarrowee alignment and explore opportunities to reconnect

SCALE 0 200m 400m



Movement & Access

The Ballarat CBD Movement and Transport Analysis Report is led by a vision, supported by a set of guiding principles and measurable strategic objectives. These will be achieved through the implementation of a set of recommended actions.

The vision:

Ballarat's CBD is vibrant, safe and accessible, supporting sustainable transport choices for all.

Movement Framework

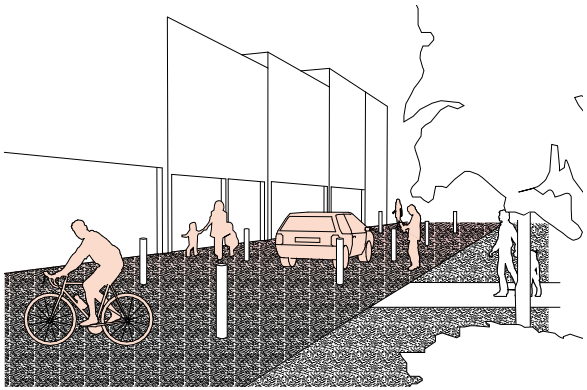
The movement framework has been informed by on the ground analysis, current City of Ballarat projects, external stakeholder discussions and the background report, *Ballarat CBD - Movement and Transport Analaysis* (Institute for Sensible Transport).

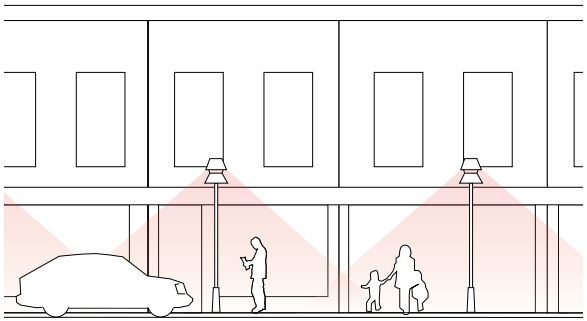
The urban structure of the city, current movement networks and the existing pattern of land use inform the framework in terms of identifying opportunities to enhance and improve the movement network to enable safe, enjoyable, sustainable and inclusive movement throughout the CBD.

Reducing car dependence and promoting walking and cycling is a key objective of this UDF and other projects that the City of Ballarat are currently undertaking in the transport space.

Movement Principles

- *People oriented places*
- *Increase sustainable transport mode share*
- *Safety*
- *Sustainability*
- *Increase public transport access*
- *Better use of parking spaces*





Objectives

- *Balance the needs of pedestrians, cyclists, vehicles and buses on major movement streets.*
- *Provide a pedestrian link and rear vehicle access laneway for properties fronting Mair Street to minimise vehicle crossovers and carpark entrances to Mair Street.*
- *Opportunities to improve the functionality of the bus network will be identified in the Movement Strategy to be prepared by the City of Ballarat.*
- *Improve access to the Railway Station via Mair Street and Lydiard St.*
- *Provide a pedestrian crossing at the Camp Street/Mair Street intersection to provide a high-quality secondary access point to the Ballarat Railway Station from the CBD.*
- *Create an interconnected network of high-quality bike paths to and through the Ballarat CBD, supported by bike parking in key locations.*

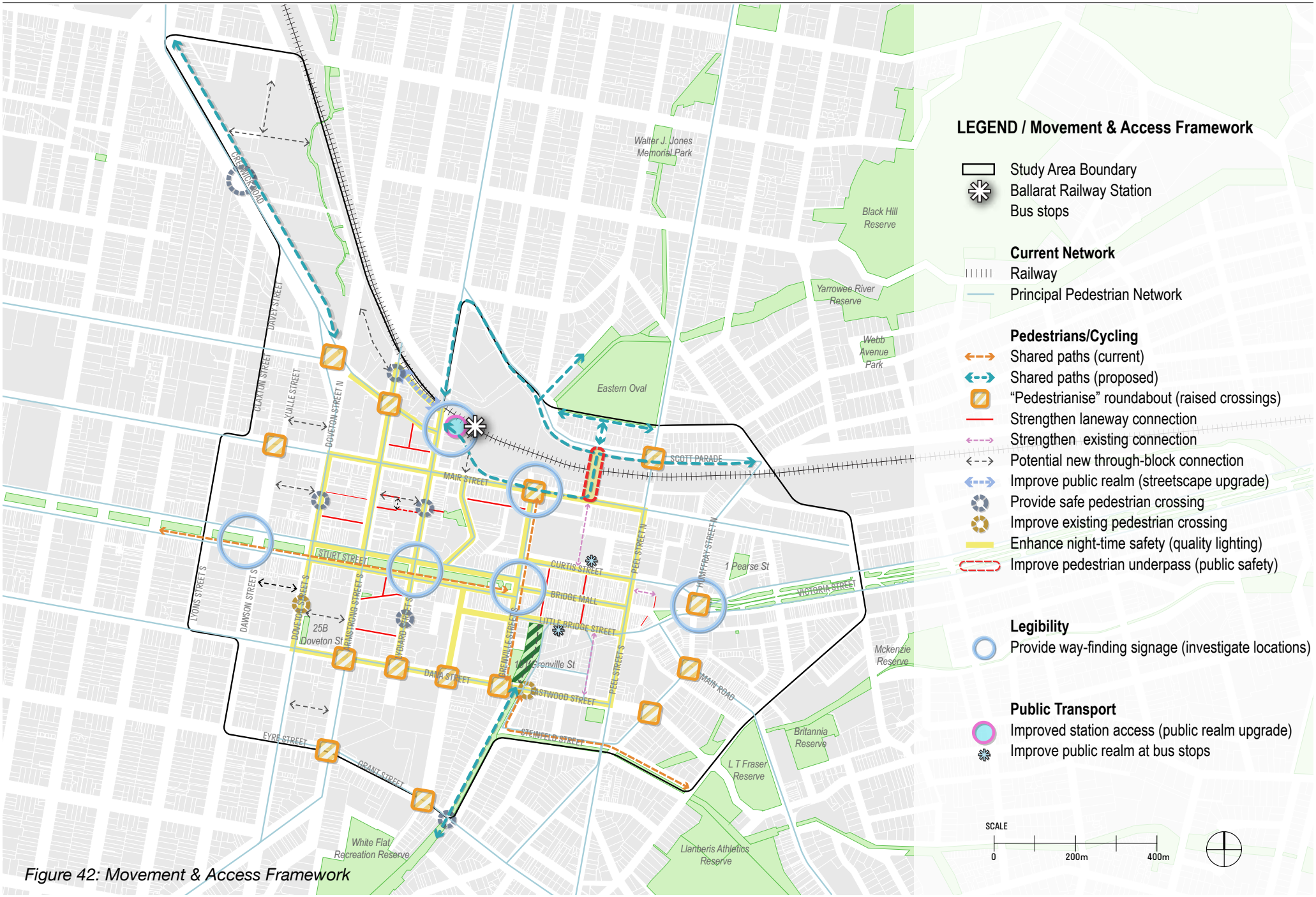


Figure 42: Movement & Access Framework

Enhance connections with Ballarat Railway Station

- *Improve the public realm on the south side of the station (DTP/VicTrack)*
- *Improve connections with Lydiard and Mair Street, including Coffee Palace Lane*
- *Increase pedestrian safety with improved lighting*
- *Revisit and finalise the masterplan for the south side of the station*
- *Provide way-finding signage*

Way-finding signage

- *Undertake a way-finding strategy that assists visitors to the CBD to understand the layout of the city centre and key destinations*
- *Ensure that projects are coordinated across Council to ensure that shared objectives are achieved*

Expand the laneway network

- *Strengthen the laneway network with improved lighting, surface treatments, artwork and installations.*
- *Create new connections as sites develop across the CBD area*

Facilitate safe pedestrian movement at roundabouts

- *Install raised (wombat) crossings at roundabouts*
- *Increase driver awareness of changes to traffic conditions*
- *Re-design roundabouts to slow the pace of traffic and raise awareness of drivers to give way to pedestrians*

Pedestrian Crossing Points

- *Create new pedestrian connections (new laneways) as larger sites redevelop*
- *Create new mid-block pedestrian crossings at identified locations including Creswick Road and Doveton Street N (between Sturt and Mair Street)*

Shared Paths

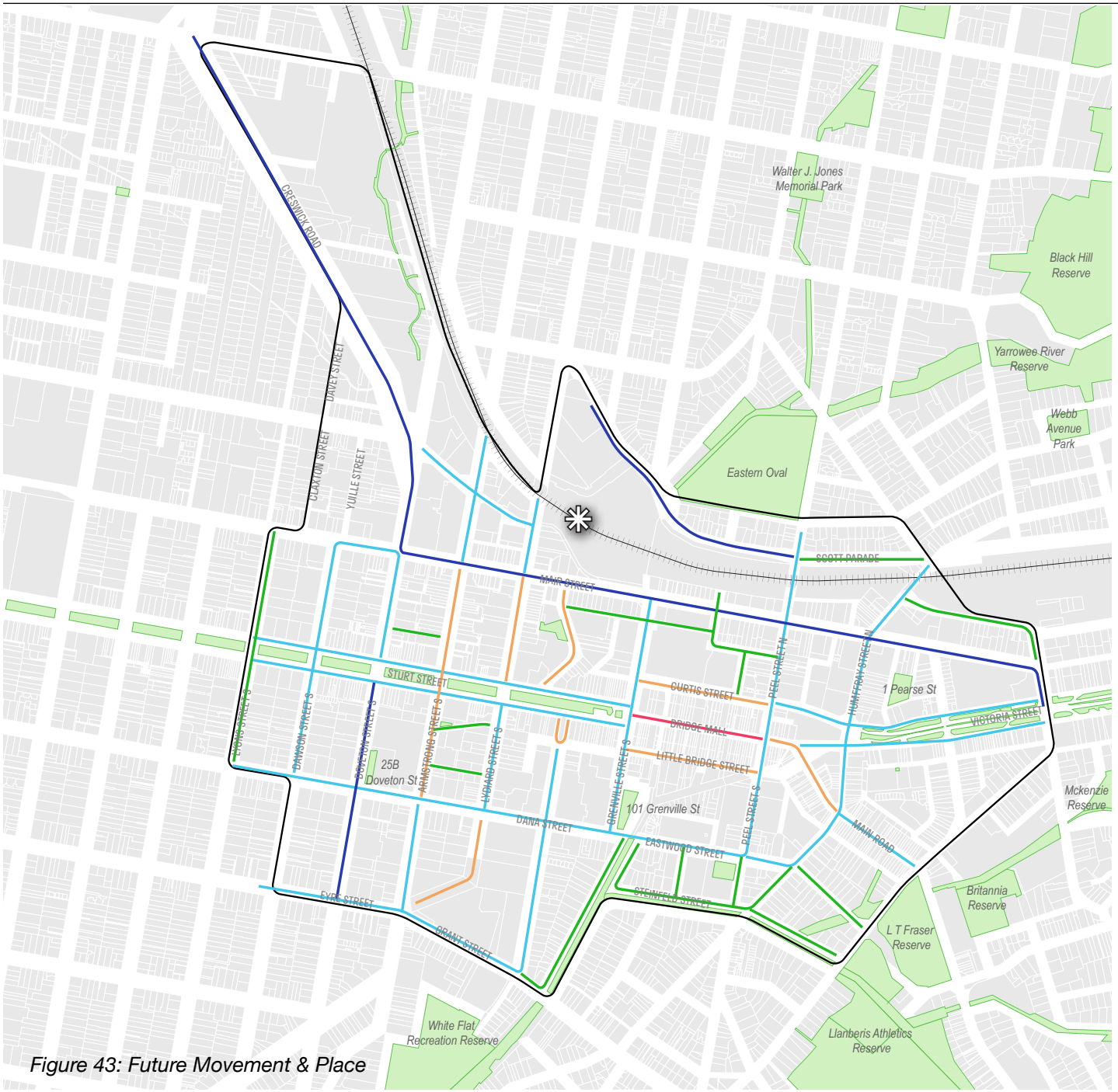
- *Strengthen the shared path network and connect missing links, focussing on Creswick Road, Scott Parade and Anderson Street W.*
- *Upgrade the existing shared path on the south side of Scott Parade*
- *Improve the safety and function of the underpass between Mair Street and Scott Parade.*

Public & Active Transport

- *Improve the public realm around public transport environs and increase public safety through improved street lighting*
- *Progress the bus route review and liaise with DTP to ensure implementation and ongoing monitoring*

Traffic Management

- *Direct through traffic to designated roads to reduce traffic flow in the central CBD*
- *Implement reduced speed limits for the central area of the city*



LEGEND / Future Movement & Place

- Study Area Boundary
- Ballarat Railway Station
- Current Open/Green Space
- Actvity streets & boulevards
- Connectors
- City places
- Local streets
- City Streets

SCALE
0 200m 400m

Figure 43: Future Movement & Place



PART 5:
PRECINCT DIRECTIONS

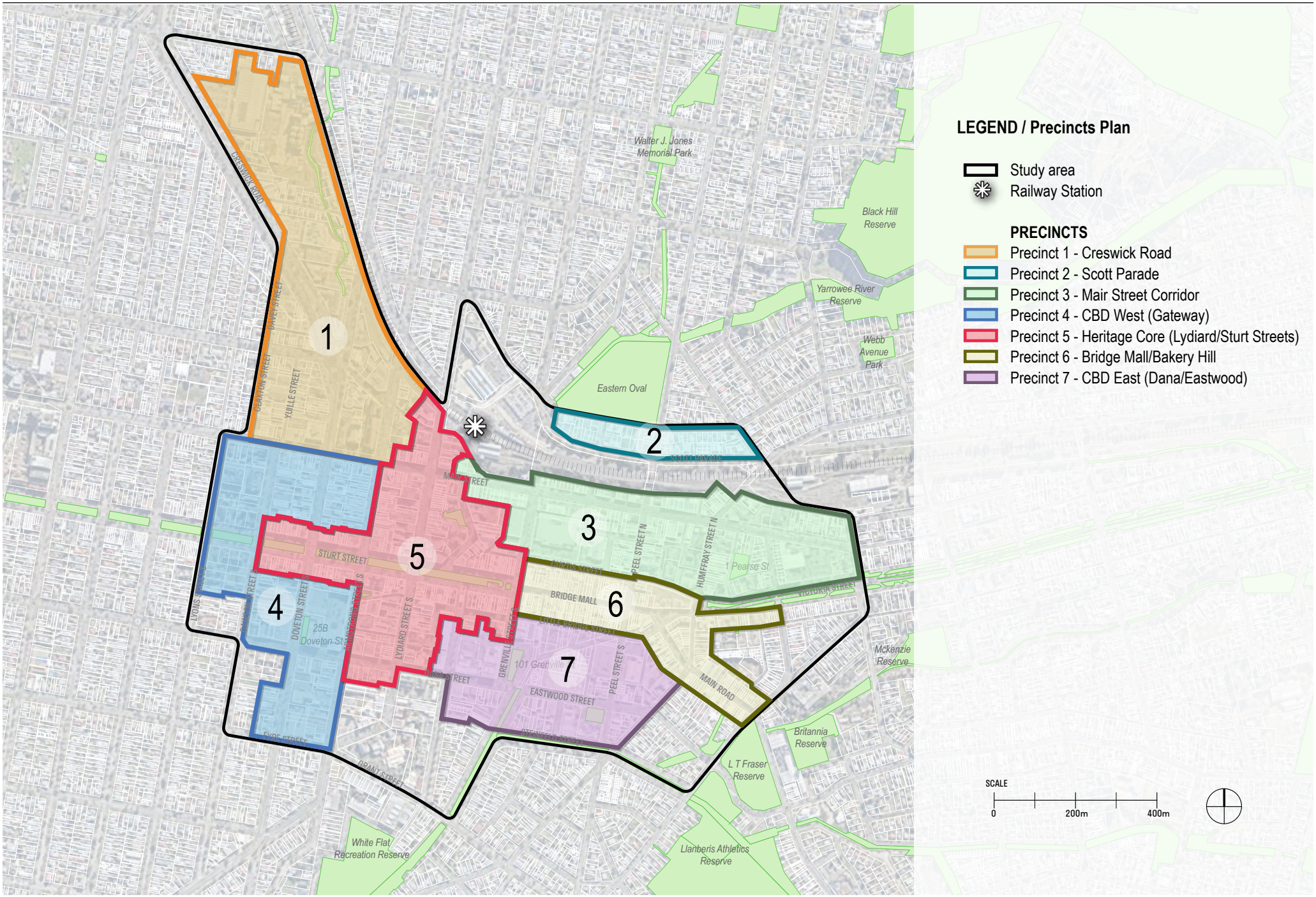
CBD Precincts

The Ballarat CBD contains distinct areas of activity and character that define the different parts of the CBD. These areas (precincts) can be categorised as:

- *Areas of commercial activity with significant potential for change and without heritage constraints, generally east and north-west of the central CBD.*
- *Areas of diverse activity and a mix of built form character types (including a mix of heritage buildings and also non-heritage sites that present opportunities for development in a mixed heritage context).*
- *Areas of strong (highly significant) heritage character that create and reinforce the cultural identity and history that is embedded in the city through its buildings and streets.*

The precincts and precinct boundaries were informed by existing building stock, heritage areas, non-heritage areas, the public realm, urban block structure (street layout), zoning and current land uses.

1. ***Creswick Road***
2. ***Scott Parade***
3. ***Mair Street Corridor***
4. ***CBD West (Sturt Street Gateway)***
5. ***Heritage Core: Lydiard & Sturt Street***
6. ***Bridge Mall & Bakery Hill***
7. ***CBD East (Dana & Eastwood)***


LEGEND / Precincts Plan
Study area
Railway Station
PRECINCTS
Precinct 1 - Creswick Road
Precinct 2 - Scott Parade
Precinct 3 - Mair Street Corridor
Precinct 4 - CBD West (Gateway)
Precinct 5 - Heritage Core (Lydiard/Sturt Streets)
Precinct 6 - Bridge Mall/Bakery Hill
Precinct 7 - CBD East (Dana/Eastwood)
1
2
3
4
5
6
7
Walter J. Jones Memorial Park
Black Hill Reserve
Yarrowee River Reserve
Webb Avenue Park
Eastern Oval
Mckenzie Reserve
Britannia Reserve
L T Fraser Reserve
White Flat Recreation Reserve
Llanberis Athletics Reserve
STURT STREET
BRIDGE MALL
MAIN ROAD
EASTWOOD STREET
DOVETON STREET
LYDIARD STREET S
PEEL STREET S
HUMFFRAY STREET N
YUILLE STREET
SCALE
0
200m
400m

Centre-wide Guidelines

This section sets out the direction for each of the seven precincts that make up the Ballarat CBD (Activity Centre), starting with the Centre Wide Guidelines. The directions are grouped under the following 3 themes:

- Built Form
- Public Realm
- Movement & Access

Built Form

- *Support overall building heights consistent with the preferred maximum building heights set out in the Built Form Framework Plan.*
- *Ensure that buildings within the "Heritage Core" (the central part of the city) respond appropriately to the heritage context.*
- *Protect and manage key views to landmark buildings from identified locations.*
- *Set back taller development from the street-wall of both heritage and new buildings to achieve visual recessiveness of upper levels.*
- *Ensure that new development has a minimum 2 storey street wall with additional upper levels set back from the street frontage to be recessive in appearance.*
- *Generally, build to the property boundary with zero setback at ground level unless otherwise specified.*
- *Future development in retail and commercial areas should conceal car parking areas to the rear, or within the building envelope, and reserve frontages for active uses and passive surveillance.*
- *Where built form abuts a residential zone, development should be set back a minimum 3m from the property boundary - with levels above 2 storeys visually concealed.*
- *Development with commercial and retail uses should avoid ground level setbacks to streets and present active and engaging public interfaces.*
- *Entrances into buildings should be clearly legible from streets.*
- *Ensure new built form provides glazed street frontages at the ground level to allow passive surveillance to the street. A minimum 70% of the street frontage should include transparent glazing.*
- *The ground and second levels of buildings should have taller floor-to floor heights to accommodate retail and commercial uses.*

Public Spaces

- *Create a greener, cooler city through urban greening initiatives, including street tree planting that increases canopy cover.*
- *Provide a network of public spaces that are safe, inclusive and comfortable across the CBD area.*
- *Redesign the street space of nominated streets to devote more public space to pedestrians, that incorporates urban greening/landscaping that "softens" the urban environment.*
- *Improve the public realm through landscaping and street trees at key intersections and side streets that extend off main streets.*
- *Encourage better utilisation and redevelopment of at-grade car parking to create a more favourable 'people friendly' quality to the precinct.*
- *Building servicing and rubbish bin storage should be sited to the rear of properties, away from retail and commercial frontages.*
- *Streets with a pedestrian focus should be well-lit with feature lighting to encourage vibrancy and safety after dark.*
- *Streetscapes in commercial and retail contexts should comprise a mix of canopy and under-storey vegetation in verges, outstands and medians to soften expanses of impervious surfaces.*
- *Streets with a pedestrian focus should be well lit with feature lighting to encourage vibrancy and safety after dark.*

Movement & Access

- *Identify opportunities to improve and extend the east-west laneway network.*
- *Key development sites should provide integrated car parking, concealed from streetscapes.*
- *Key development sites should seek to increase pedestrian permeability throughout the CBD by expanding and creating new shared pedestrian focussed laneway connections.*
- *Review speed limits throughout the CBD (consider implementing a 30km/h speed limit)*
- *Review car parking throughout the CBD and reconsider the use of street space (as public space).*
- *Provide mid-block crossings on key streets throughout the CBD.*
- *Provide zebra/raised crossings at roundabouts and traffic calming measures to prioritise pedestrian movements.*

Precinct 1

Creswick Road Precinct



Precinct Overview

Creswick Road serves as one of the main entries into the Ballarat CBD and has an existing boulevard character that could be further reinforced. The precinct is located to the immediate north-west of the centre of the Ballarat CBD and is predominantly a commercial area with a range of land use activity that might typically belong within the Commercial 2 Zone.

Precinct Vision

A vibrant and well-connected, mixed-use precinct with a strong built form presence, enhanced by an attractive and tree lined boulevard. As a key entry boulevard into the central CBD, Creswick Road has a mix of commercial and retail at street and lower levels of buildings, with upper levels of well-designed apartments. The precinct connects to the central CBD through accessible shared paths and high frequency buses with dedicated lanes.

Precinct Objectives

- *Encourage a transition in land use away from industrial activity.*
- *Create a higher density mixed use precinct with an attractive boulevard character.*
- *Undertake site masterplans for larger sites to deliver open space and connection opportunities.*
- *Respond to flood risk through appropriate design measures.*
- *Encourage a transition in land use as industries move away from the precinct.*

Public Spaces

- *Increase the provision of public open space as the area develops.*
- *Require open space land contributions as larger sites are redeveloped.*
- *Identify opportunities to create new public spaces and pedestrian connections.*
- *Respond to the presence of Gnarr Creek and explore opportunities to create a shared path and open space reserve along the length of the creek*.

Movement & Access

- *Facilitate pedestrian and cyclist movement through the precinct*
-
- *Create connections through larger sites as they develop.*
- *Provide a shared path along the eastern side of Creswick Road*
- *Improve and strengthen the shard path network through the precinct*
- *Prioritise bus, pedestrian and cyclist movement through the precinct*
- *Provide pedestrian and cycling connections through larger sites as they develop*
- *Investigate opportunities to create a connection along the western edge of the rail corridor.*

Built Form

- *New buildings are well-designed with a distinction between the upper and lower levels in terms of materials and design.*
- *Buildings are designed to accommodate ground floor commercial and retail uses with strong, active frontages.*
- *Buildings provide a 5m landscaped setback that accommodates tree planting and vegetation, along the eastern side of Creswick Road.*
- *Provide building separation between taller buildings at the upper levels, above the podium/street-wall height.*
- *Provide a transition in scale for new development at the western edge of the precinct, close to low-scale residential properties.*



Figure 46: Precinct 1 - Built Form Framework



Section A: Creswick Road



Section B: Creswick Road

Precinct 2

Scott Parade



Figure 47: Precinct 2 - Scott Parade

Precinct Overview

Scott Parade is located north of the railway line which separates the area from the central parts of the CBD but is connected by Peel Street and also connects with Lydiard Street North and Ballarat Station to the west. The proximity of Precinct 2 to Ballarat Station presents important opportunities in terms of the physical connections in addition to the clear development opportunities across the precinct.

Precinct Vision

An emerging higher density residential precinct that enjoys access to local parks and public open space with safe connections to the CBD and nearby Ballarat Railway Station.

Precinct Objectives

- *Facilitate well-designed higher density residential development that responds to environmental conditions such as flood risk.*
- *Provide a network of safe pedestrian and cyclist connections.*
- *Integrate permeable surfaces, flood mitigation and water sensitive urban design into the design of buildings and site layout.*
- *Investigate opportunities for the Council owned land at the western edge of the precinct in order to better utilise the land and improve the visual appearance and amenity of the site.*

Public spaces

- *Investigate and determine options for the Council owned land currently zoned as PPRZ (Public Park and Recreation Zone), south of Eastern Oval, in order to better utilise the land, including potential new open space (park), biodiversity and flood mitigation.*
- *Provide bus shelters at bus stops.*

Movement & Access

- *Establish a well-connected and safe street network.*
- *Upgrade/improve the pedestrian/cyclist underpass in terms of lighting, safety and overall design to encourage use of this connection.*
- *Upgrade the existing shared path on the southern side of Scott Parade.*
- *Install new shared paths on the northern side of Scott Parade, connecting with the broader shared path network and area.*

Built Form

- *Encourage well-designed, higher-density development on the "Haymes site" that responds to flood risk.*
- *Encourage new, finer-grain buildings east of Peel Street and provide a transition to residential interfaces.*
- *Integrate permeable surfaces, flood mitigation measures and water sensitive urban design into the design of buildings and site layout.*
- *Provide a landscaped 5m setback from Scott Parade (Haymes site).*
- *Provide a design response to flood risk within flood prone areas.*

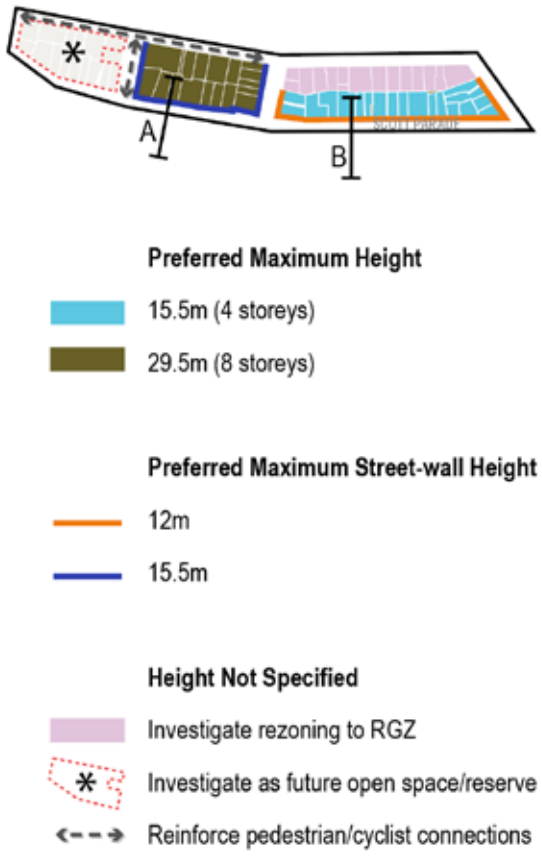
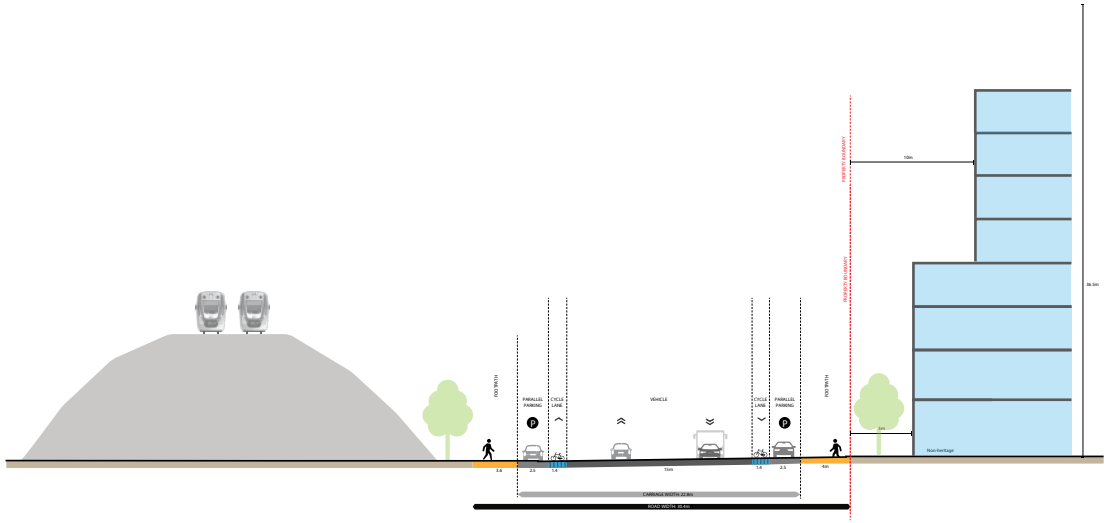
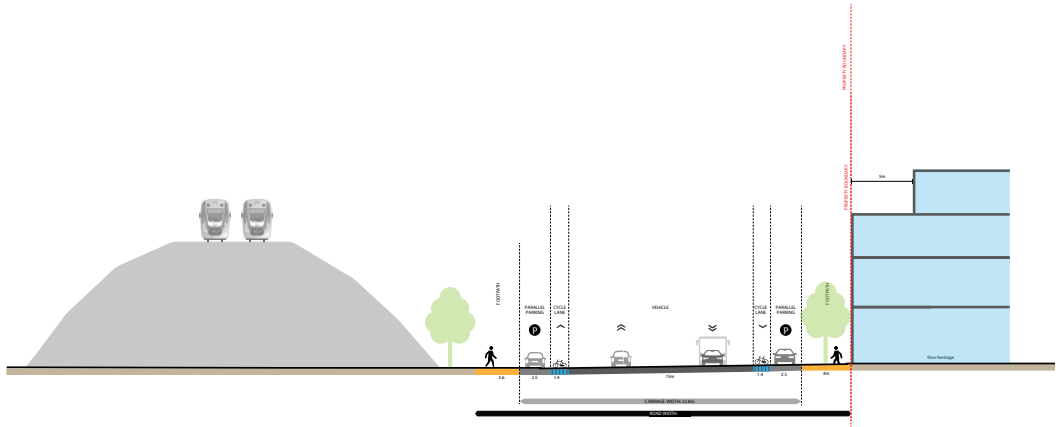


Figure 48: Precinct 2 - Built Form Framework



Section A: Scott Parade



Section B: Scott Parade

Precinct 3

Mair Street Corridor



Figure 49: Precinct 3 - Mair Street Corridor

Precinct Overview

The Mair Street Corridor is a major thoroughfare through the Ballarat CBD and the area is comprised of low-scale built form with a mix of commercial and retail buildings throughout the precinct, and fronting onto Mair Street. There are no observable residential buildings within the core of the precinct, despite the Commercial 1 zoning, with a residential pocket at the eastern edge of the precinct.

Big W occupies one of the major sites within the precinct, located immediately north of Bridge Mall alongside a Dan Murphy's within an important heritage building. There is also a Coles supermarket that occupies a large site at the eastern edge of the precinct which also has significant redevelopment potential.

Precinct Vision

The Mair Street Corridor is a vibrant mixed-use and residential area that benefits from a strong retail and commercial presence in the eastern part of the CBD. Mair street has realised its vision as a tree-lined boulevard with improved pedestrian crossings. Apartment buildings with active ground floor uses line Mair Street and throughout the area, including the significant redevelopment opportunity at the site currently occupied by Big W. New development provides public open space and pedestrian connections, with opportunities to reconnect with the Yarrowee that runs underneath the site.

Precinct Objectives

- *Reinforce the boulevard character of Mair Street with increased street tree planting including in the central median.*
- *Encourage higher density residential and mixed-use development throughout the precinct.*
- *Establish Curtis Street as a shopping "village" with active shop-fronts and improved laneway connections with Bridge Mall.*
- *Increase the provision of public open space (parks & green areas) and welcoming public spaces.*
- *Manage flood risk through flood prone areas*

Public Realm

- *Identify opportunities to increase the provision of green space and public space through the precinct, and to increase the provision of street trees (tree canopy).*
- *Improve public realm areas including the provision of open space and/or landscaping opportunities on larger sites (Big W).*
- *Create a streetscape master-plan for Curtis Street that addresses the Big W car park and other opportunities in the adjacent precinct.*
- *Explore ways of connecting with the Yarrowee that runs underneath the car park*
- *Upgrade the public realm around bus stops, particularly along Curtis Street and integrate with new open space.*
- *Create a pedestrian friendly environment through an improved public realm and potential shared zone along Curtis Street*
- *Future development could enclose the streetscape to create a village feel that further enhances the role of Bridge Mall to the south of Curtis Street*
- *Activate the street edge along Curtis Street through new development as it occurs, and widen footpaths as part of an overall streetscape upgrade*

Movement & Access

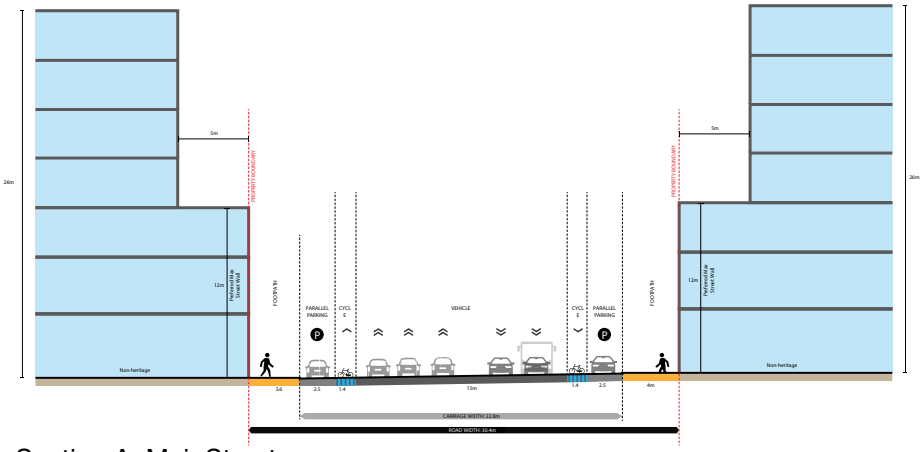
- *Reinforce pedestrian connections throughout the precinct, removing physical barriers and improving pedestrian movement through existing car parks or through future development.*
- *Reinforce/strengthen the existing laneway network with improved public realm including lighting, materials and explore activation opportunities*
- *Connections should be established through larger sites as they develop*
- *Upgrade Curtis Street to improve the pedestrian environment.*
- *Undertake a masterplan that encourages development of the Big W site, incorporating strong pedestrian connections and a share zone along Curtis Street, with both sides of the street activated.*
- *Pedestrianise the roundabouts – install wombat crossings and appropriate signage to slow traffic*
- *Liaise with DTP to progress the signalisation of the Mair/Grenville Street intersection.*

Built Form

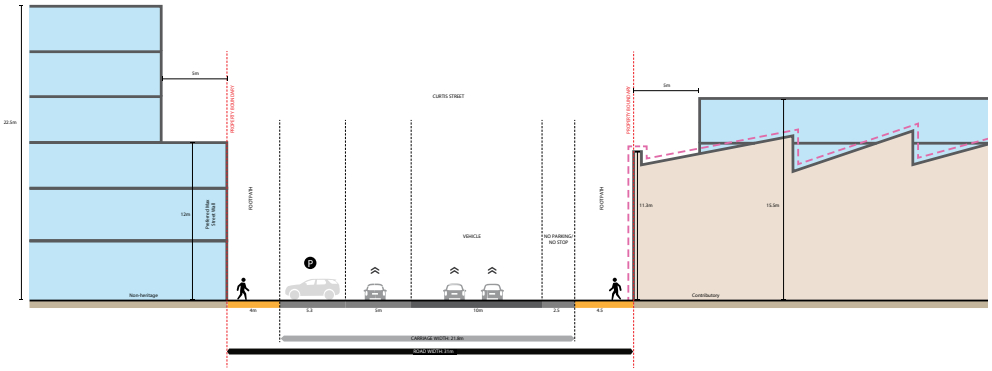
- *Create a consistent and activated street-wall edge along most streets within the precinct*
- *Activate the street edge along both sides of Curtis Street (create an enclosed village feel)*
- *Create a village feel along Curtis Street by building to the street edge and providing street activations and new pedestrian connections across the Big W site.*
- *Encourage new development to build to property boundaries and encourage taller built form that is set back above the street-wall façade.*
- *Encourage future redevelopment of the Big W site to provide a substantial mixed-use development*
- *Provide a design response to flood risk within flood prone areas*
- *Discourage at-grade parking areas in future development (conceal within building envelope)*



Figure 50: Precinct 3 - Built Form Framework



Section A: Mair Street



Section B: Curtis Street

Precinct 4

CBD West (Gateway)



Figure 51: Precinct 4 - CBD West (Gateway)

Precinct Overview

The CBD West Precinct is defined and characterised by the two dominant church sites that act as a gateway into the Ballarat CBD, as one enters from the west along Sturt Street. From this location, distant views to Mount Warrenheip to the east of the Ballarat CBD become apparent and this continues as one moves east along Sturt Street.

The precinct has a variety of streetscapes (and character) with Armstrong Street North presenting as an attractive and coherent retail strip with a mix of shops, restaurants and bars. The southernmost block, bounded by Dana, Doveton, Armstrong and Eyre Street, presents significant development opportunities with a number of vacant and under-utilised sites that present poorly to the street.

Precinct Vision

A vibrant and eclectic mixed-use precinct with a mix of celebrated heritage buildings and new apartments housing an inner-city population. An improved public realm along Doveton Street elevates the image of the city and attracts pedestrians to this under-utilised street, whilst intersection treatments create a stronger sense of place.

Substantial mixed-use and higher density development occurs in the block bounded by Dana, Doveton, Armstrong and Eyre Street, creating a vibrant area with ground floor activation and new pedestrian links through larger sites.

Precinct Objectives

- *Encourage higher density residential and mixed-use development throughout the precinct*
- *Integrate new buildings and respond to the heritage features of existing heritage buildings*
- *Establish new east-west pedestrian connections as development occurs*
- *Redevelop the Central Square site into a city changing mixed-use development with a modernised retail area, offices, apartments and consideration of the rooftop area*

Public Realm

- *Investigate opportunities (and undertake a masterplan) to create new public spaces or shared zones between Dana and Sturt Street, along Arm¬strong Street, including road closures (partially or fully).*
- *Deliver a town square within the existing road space on Armstrong Street, west of the town hall, which would function as a flexible and adaptable public space/shared zone, and road closure between Bath and Chancery Lanes.*
- *Improve the public realm (footpaths) along Doveton Street*
- *Continue to improve the public space at the corner of Dana and Doveton Street, and provide activation at the edges if the car park is redeveloped in future.*
- *Improve the car park at Armstrong Street N and consider alternative use of the site including open space.*
- *Increase tree canopy cover (that provides shade) through street tree planting.*
- *Explore public art opportunities along Armstrong Street S, between Eyre/Grant and Dana Street (to activate blank walls).*

Movement & Access

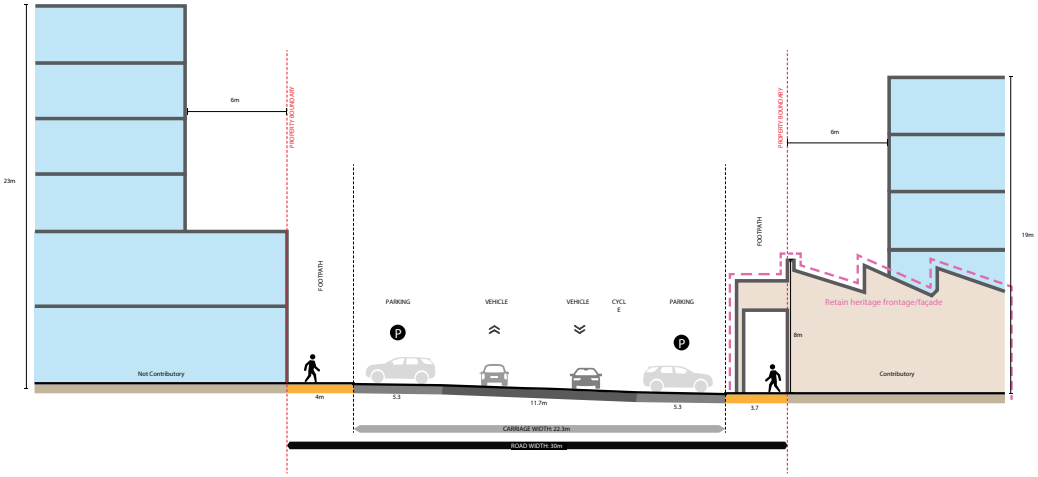
- *Strengthen the existing laneway network*
- *Create new pedestrian connections through larger sites as development occurs*
- *Install a pedestrian crossing and kerb outstands along Doveton Street, mid-block between Sturt and Mair Street*
- *Focus traffic movement along the key transport corridors - Doveton Street, Creswick Road and Mair Street*

Built Form

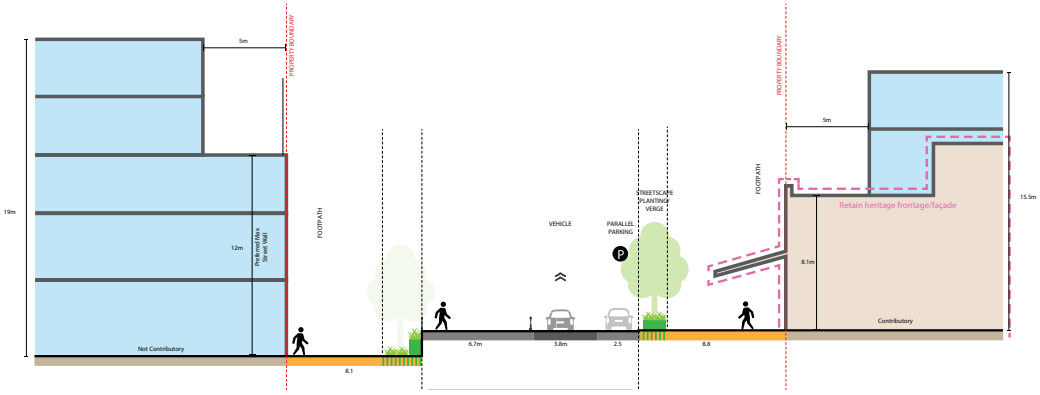
- *Build to the property frontage and set back upper levels above the street-wall height*
- *Ensure that new infill buildings match the parapet height (or similar features) of neighbouring two storey heritage buildings*
- *Establish a contemporary character in the block bounded by Dana, Doveton, Armstrong and Eyre Street in terms of scaler and materials*
- *Encourage ground floor active frontages in all new buildings*
- *Encourage a substantial redevelopment of the Central Square site to enable more efficient retail space and the integration of higher density residential (apartments).*



Figure 52: Precinct 4 - Built Form Framework



Section A: Doveton Street N



Section B: Armstrong Street S

Precinct 5

Heritage Core (Lydiard & Sturt St.)



Figure 53: Precinct 5 - Heritage Core: Lydiard & Sturt St.

Precinct Overview

Lydiard Street is the centre-piece of the Ballarat CBD from a histori¬cal perspective, and in terms of de¬fining the character and identity of the city centre, with its highly intact heritage streetscape, defining the evolution of the city since the initial gold-rush period in the 1850s.

Lydiard Street forms a central “spine” for the Ballarat CBD, connecting Ballarat Railway Station to the city centre, and intersecting with Sturt Street, one of the most important intersections in the city due to the heritage character and views to the east towards Mount Warrenheip.

Precinct Vision

The “Heritage Core” (the heart of the CBD) is comprised of the highly intact heritage streetscapes of Sturt and Lydiard Streets which retains and celebrates the highly significant heritage buildings. Defined by the grand boulevard of Sturt Street, lined by highly intact heritage buildings and leading towards the view to Mount Warrenheip in the distance, the precinct retains it heritage character along Sturt Street while supporting sensitive infill development throughout the precinct.

Precinct Objectives

- *Encourage infill development that responds to the context of individual sites, the adjacent buildings and the scale and rhythm of the streetscape.*
- *Retain and celebrate the distinctive heritage character and the presence of key landmarks that define the city centre.*
- *Create an improved pedestrian experience along Lydiard Street that improves the experience and amenity of the street, celebrating its heritage features.*
- Strengthen and expand the laneway network.

Public Realm

- *Convert the road space to the west of the Town Hall to a flexible, multi-purpose shared space (an adaptable town square), limiting traffic movement.*
- *Enhance the visitor experience for people arriving by train to Ballarat by undertaking. A streetscape masterplan that seeks to improve the appearance and function of Lydiard Street for pedestrians, cyclists and other users.*
- *Introduce sensitive landscape treatments that complement the heritage streetscape and do not diminish the visual dominance of the heritage buildings.*
- *Create a new pedestrian only public space between Chancery and Bath Lanes (Armstrong Street S) and close off the area to traffic.*
- *Create a new public space at the northern end of Albert Street and assess the future of the building that sits within the road reserve.*
- *Create a new public space on the southern side of Market Street.*

Movement & Access

- *Manage car movement and modify the road space along the following streets to deliver public realm outcomes that prioritise pedestrians over cars:*

  Armstrong Street S (south of Sturt Street)
  Albert Street (road closure)

- *Remove car parking in the centre of Mair Street between Lydiard and Armstrong Street and provide street trees.*

Built Form

- *New development is sympathetic to the prominence of the taller landmarks and other significant buildings that punctuate the streets.*
- *Retain the prominence and character of exsiting heritage buildings as viewed within the streetscape, particularly along Lydiard and Sturt Streets.*
- *Avoid development/additions that are visible above heritage frontages along Lydiard Street through appropriate upper level setbacks and a mandatory height limit for properties fronting Sturt and Lydiard Streets.*
- *New buildings should respond to the scale and rhythm of the existing streetscapes which is varied but characterised by a number of highly significant heritage buildings, some of which are on the VHR.*
- *New (infill) development should match the heritage parapet height (of neighbouring properties) at the property frontage and upper levels well set back from the street-wall (front facade).*

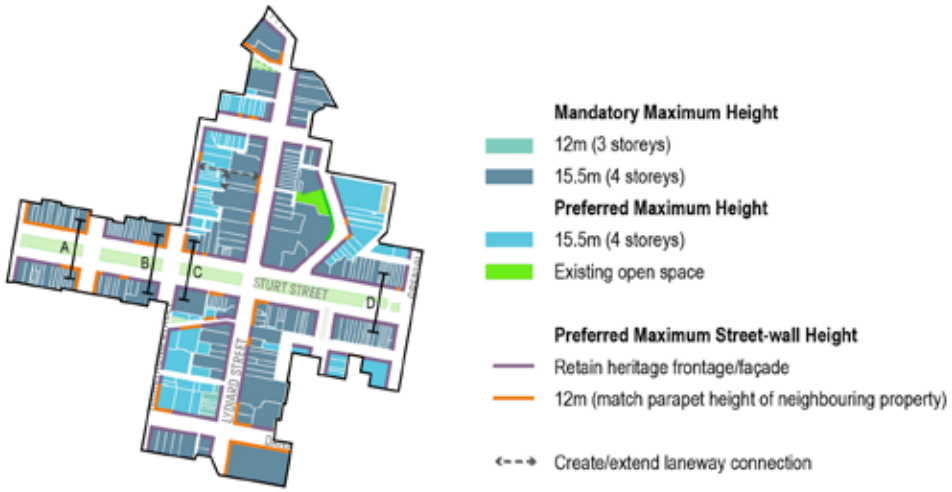
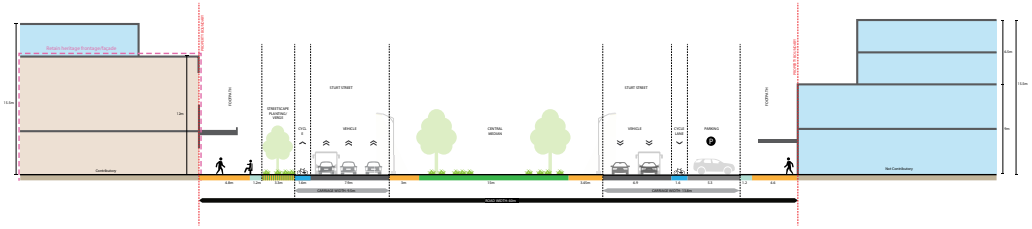
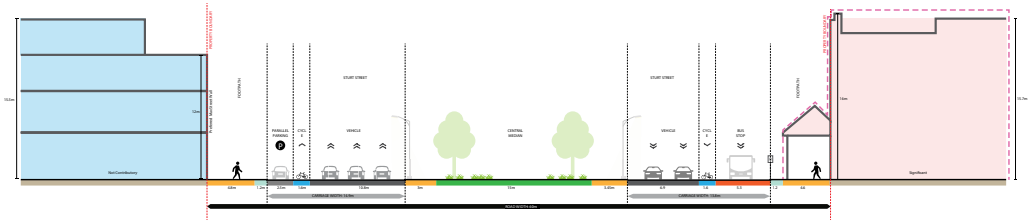


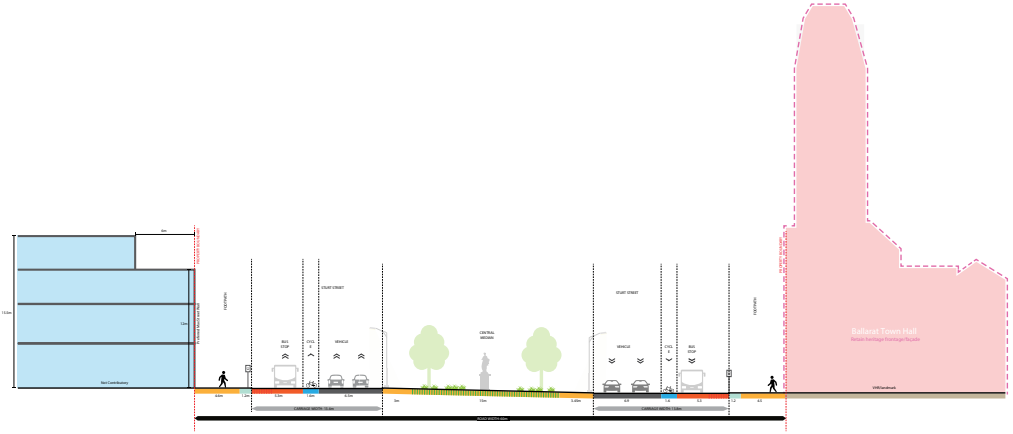
Figure 54: Precinct 5 - Built Form Framework



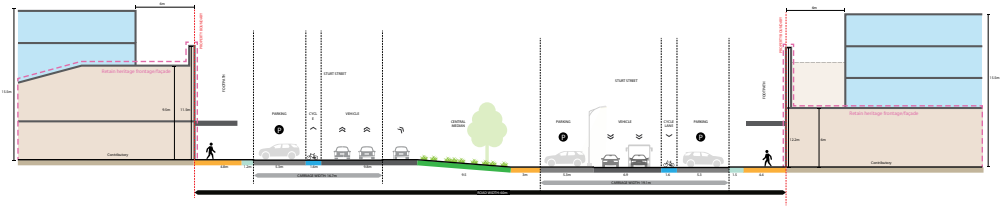
Section A: Sturt Street



Section B: Sturt Street



Section C: Sturt Street



Section D: Sturt Street

Precinct 6:

Bridge Mall & Bakery Hill



Figure 55: Precinct 6 - Bridge Mall & Bakery Hill

Precinct Overview

The Bridge Mall and Bakery Hill precinct is defined by the newly upgraded Bridge Mall which is now a shared zone with one-way traffic, and its built heritage, character and commercial use. Main Road has an intricate heritage character in part, but then transitions to an area that lacks a consistent character and presents opportunities for development and renewal, east of Humffray Street S.

Precinct Vision

Bridge Mall retains its focus as a vibrant, retail focussed shopping strip with upper levels of offices and apartments, fronting onto Curtis Street and Little Bridge Street. Main Road retains its distinct heritage character, whilst east of Humffray Street and active local shopping strip emerges with an activated street edge and upper levels of apartment living.

Precinct Objectives

- *Reinforce the role of Bridge Mall as the principal retail strip shopping centre in the CBD*
- *Upgrade the eastern end of Bridge Mall/ Street as an extension of the streetscape upgrade already undertaken.*

Public Realm

- *Build on the recent Bridge Mall streetscape upgrade by also upgrading Bridge Street, east of Peel Street and provide an improve public realm and improved public space towards the roundabout.*

- *Undertake a masterplan for the section of Little Bridge Street east of Peel Street and also main Road, west of Humffray Street and reconsider the street space in terms of pedestrian priority*

Movement & Access

- *Review both Little Bridge and Main Street (west of Humffray) in terms of the road function (see public realm direction) and identify opportunities to improve and expand pedestrian/public space*

- *Finalise the bus route review and continue to liaise with DTP to implement more efficient bus routes through the Ballarat CBD*

- *Improve the laneway connections that connect Bridge Mall to areas north and south of the shopping mall.*

Built Form

- *Improve the public realm and built form interface at entries to Bridge Mall*

- *Encourage redevelopment of the Bridge Mall Gateway sites, being Norwich Plaza and the southern corner site at the western end*

- *Provide glazed frontages and ground level activation in new development*
- *Retain the heritage charac¬ter by providing upper-level setbacks to minimise visual intrusion from upper level de¬velopment behind heritage or non-heritage buildings*

- *Establish a mid-rise scale of built form that respects the scale of streetscapes and views to city landmarks/skyline*

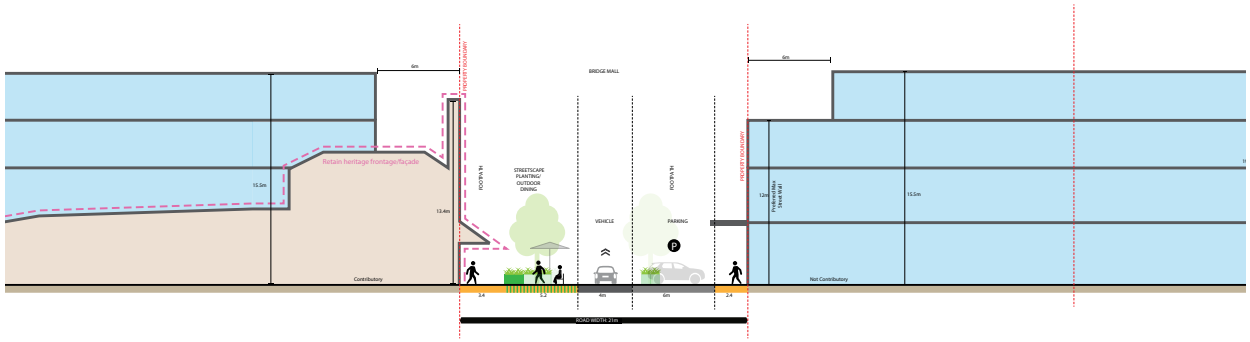
- *Activate the street edge along both Curtis and Little Bridge Street – undertake streetscape masterplan to enable “village feel” in Curtis Street*

- *Curtis Street presents an op¬portunity to establish a village character that complients the role of Bridge Mall, with acti¬vation along both sides of the street.*

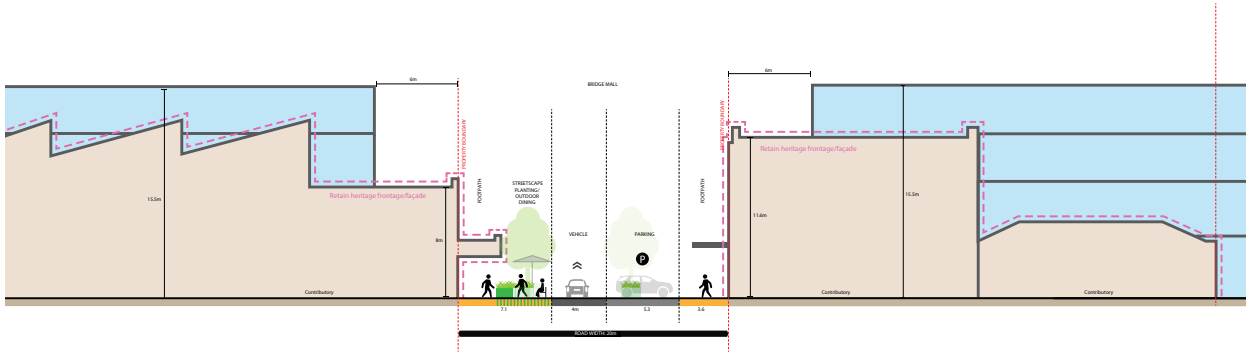
- *Encourage mixed use develop¬ment and activation along Main Road, south-east of Humffray Street.*



Figure 56: Precinct 1 - Built Form Framework



Section A: Bridge Mall



Section B: Bridge Mall

Precinct 7

CBD East (Dana / Eastwood)



Figure 57: Precinct 7 - CBD East (Dana/Eastwood)

Precinct Overview

Precinct 8 has a mix of land uses that are centred around the large, open-air car park that services Coles, Woolworths and other retail and restaurant uses within the area. It is also in close proximity to Bridge Mall to the immediate north of the precinct. Adjoining the car park is an area of open space that serves as a peaceful refuge from the expanse as car park to the east.

Little Bridge Street is the location of a bus interchange with a number of bus shelters lining the southern side of the street. This results in people gathering at this location in order to wait for buses and can be a location that poses a risk for public safety.

The law courts and police station add a different dimension to the precinct that also benefits from an abundance (over-supply) of car parking in this location.

Precinct Vision

A vibrant mixed-use and retail precinct that forms part of a broader precinct (as identified in the Bakery Hill Urban Renewal Plan). The car park is redeveloped with active retail and commercial uses at ground level and upper levels of apartments. The parkland is expanded and connections with the Yarrowee redefined. Public spaces are inclusive and safe, and the bus interchange is redefined through a contemporary public realm design that integrates with the surrounding area.

Precinct Objectives

- *Encourage intensive, higher density mixed-use and residential development throughout the precinct*
- *Provide new open space and an improved public realm as large sites develop*
- *Encourage the redevelopment of the car park and shops (buildings) into a large-scale, mixed-use development that provides enclosed car parking, an actitvated ground plane to all street frontages and an extended open space.*
- *Consider the location and alignment of the Yarrowee and opportunities to reconnect the wateray when redeveloping the Council owned car park site in future.*

Public Realm

- *Increase the provision of street trees and canopy cover throughout the precinct.*
- *Expand the Yarrowee parkland on the eastern side of Grenville Street and create connections (reference) the Yarrowee that currently passes through underneath the car park, towards the western edge*
- *Improve the bus interchange on Little Bridge Street and improve the amenity and safety of the public realm, integrating with the northern area of the car park.*
- *Improve the public realm at bus stops along Curtis Street*
- *Improve the streetscape along Lewis Street, connecting with Albert Street, devoting more of the street to pedestrians and cyclists.*
- *Improve the public realm and strengthen pedestrian connectivity through the car parking area, potentially as part of future redevelopment of the car park.*

Movement & Access

- *Improve the bus interchange, public realm and pedestrian connections*
- *Establish walking paths across existing parking areas*
- *Provide raised pedestrian (wombat/zebra) crossings at all roundabouts*
- *Provide a shared path along the eastern side of Anderson Street W, aligning with the edge of the Yarrowee.*
- *Create a shared path that extends south along Anderson Street West towards Grant Street*
- *Finalise the bus route review and continue to liaise with DTP to implement more efficient bus routes through the Ballarat CBD (which will influence the location of bus stops and also planning for public realm improvements)*

Built Form

- *Activate the street edge along Little Bridge Street as part of a major redevelopment of the car park site.*
- *Create a "human-scale" street environment along Little Bridge Street*
- *Improve the appearance and amenity of the street edge along Eastwood Street, including activation*
- *Investigate the future of the Senior Citizens' building and opportunities to also expand public open space and expose the Yarrowee River as part of future redevelopment of the area.*
- *Review the location and future use of Council owned buildings in relation to open space opportunities and future connections.*

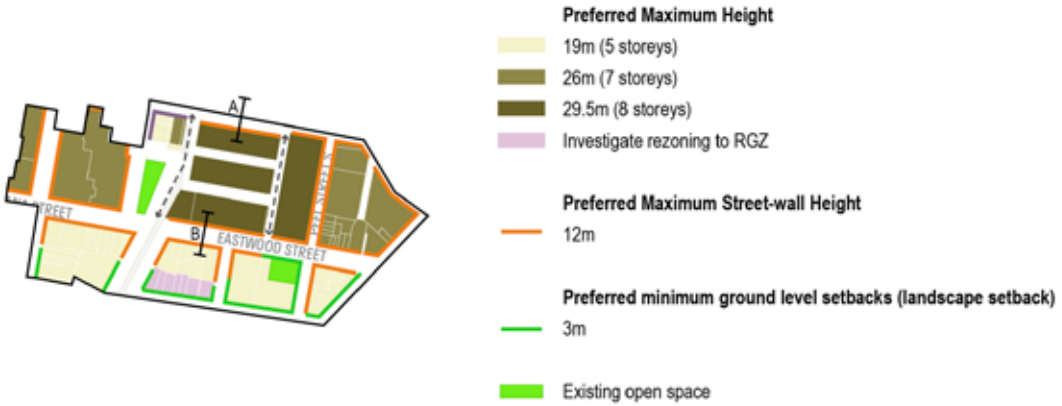
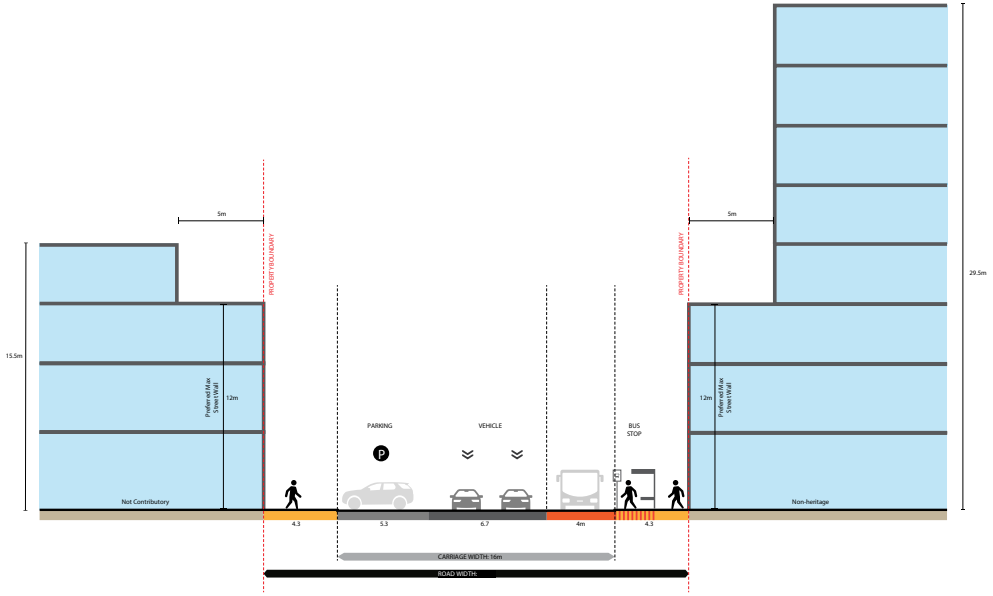
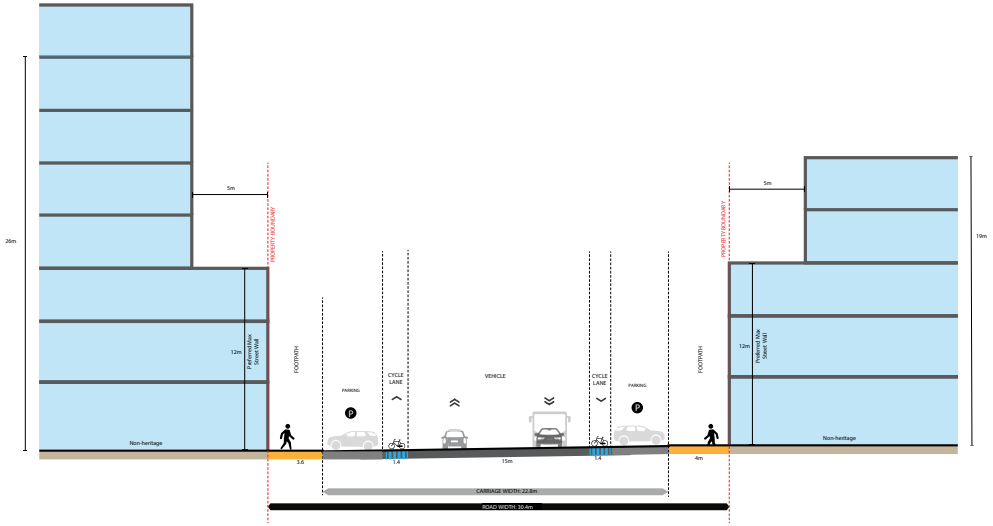


Figure 58: Precinct 7 - Built Form Framework



Section A: Little Bridge Street



Section B: Eastwood Street

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All information correct at time of publication.