PART 2:
CBD VISION


MLC
Allan Bros.
Allan Bros. Jeweller
Allan Bros.



Urban Design Vision

In 2050, the Ballarat CBD is a bustling, vibrant activity centre with inclusive, safe and welcoming streets and spaces, framed by its historic buildings and complimented by respectful, exceptionally designed, sustainable and well-integrated, mixed-use buildings. Residents, workers and visitors to the CBD enjoy walking and relaxing in the city's active streets and green spaces.

As the city has evolved, its highly intact heritage core remains the centrepiece with new, contemporary buildings integrating with, and complementing, the historic character in terms of design, scale and materials. New buildings adopt a low to mid-rise character that contributes to the existing streetscapes, maintaining the human-scale street-edge, with taller buildings and upper levels visually recessive within the streetscape.

The prominent, historic landmark buildings, remain the dominant and celebrated feature of the Ballarat skyline, preserving its identity and character for generations to come.

Vision Statement

The urban design vision expresses the overarching aspiration for the Ballarat CBD. The vision has been developed from previous community feedback and past work.

The vision will be delivered through a number of objectives and actions that support the economic role of the CBD and its residential areas, environmentally sustainable development, movement and access, streets and spaces and quality buildings.

The UDF identifies seven precincts within the Ballarat CBD, each with its own character and qualities. The overarching vision for the Ballarat CBD is translated into specific visions for the seven precincts that support their future role.

The Urban Design Strategy underpinning the UDF hinges on 4 key themes:

1. Protect the heritage core and views to key landmark buildings

2. Encourage higher density development in the Strategic Change Areas

3. Expand the network of public and green spaces (including tree canopy)

4. Better connect the city for pedestrians, cyclists and public transport

Heritage Core & Landmarks



Manage the design, materials and scale of development in the heritage core.

Strategic Change Areas



Encourage higher-density mixed-use and residential development in areas with a strong potential for change.

Public & Green Spaces



Expand the network of green and public spaces, providing space for increased tree canopy and comfortable spaces.

Connectivity & Movement



Promote sustainable forms of movement and transport, prioritising pedestrians

Urban Design Vision

Key Boulevards

The key boulevards are retained and celebrated as important entry features into the Ballarat CBD. Entry points (gateways) at Creswick Road and Victoria Street reinforce the arrival experience into the city centre.

Public Realm / Movement Corridors

The streets of the CBD are transformed from their utilitarian function to attractive spaces that invite pedestrian movement and also offer high a high amenity experience in which to slow down, stop and experience the city centre while shopping, eating or just passing through. The streets are greener and have increased shade from street trees (canopy).

Strategic Change Areas

The Strategic Change Areas are a focus for higher-density development and urban growth, accommodating mixed-use and apartment living, an activated street environment and the establishment of stronger pedestrian links through large sites. These sites incorporate landscaping, open space, water sensitive urban design and increased tree canopy to create a cooler, greener city.

Heritage Core

The heritage core retains its character and sense of grandeur while accommodating respectful infill development that builds upon the historic legacy.

Lydiard Street

Lydiard Street creates a lasting impression. The public realm and street space along Lydiard Street is respectfully transformed to enhance the pedestrian and visitor experience, celebrating the grandeur of the heritage buildings that line the street.

Landmark Buildings & Views

Views to landmark buildings and natural landscape features (Mount Warrenheip) are managed and protected as new, well-designed buildings are established throughout the CBD. The landmark towers and spires that are an integral part of the city's identity and character remain as prominent features on the CBD skyline.

Major Redevelopment Opportunities

New development provides/improves pedestrian links and laneways as part of the redevelopment process, with safe and attractive public spaces that invite activity and pedestrian movement.



Bridge Mall



Little Bridge Street



Sturt Street

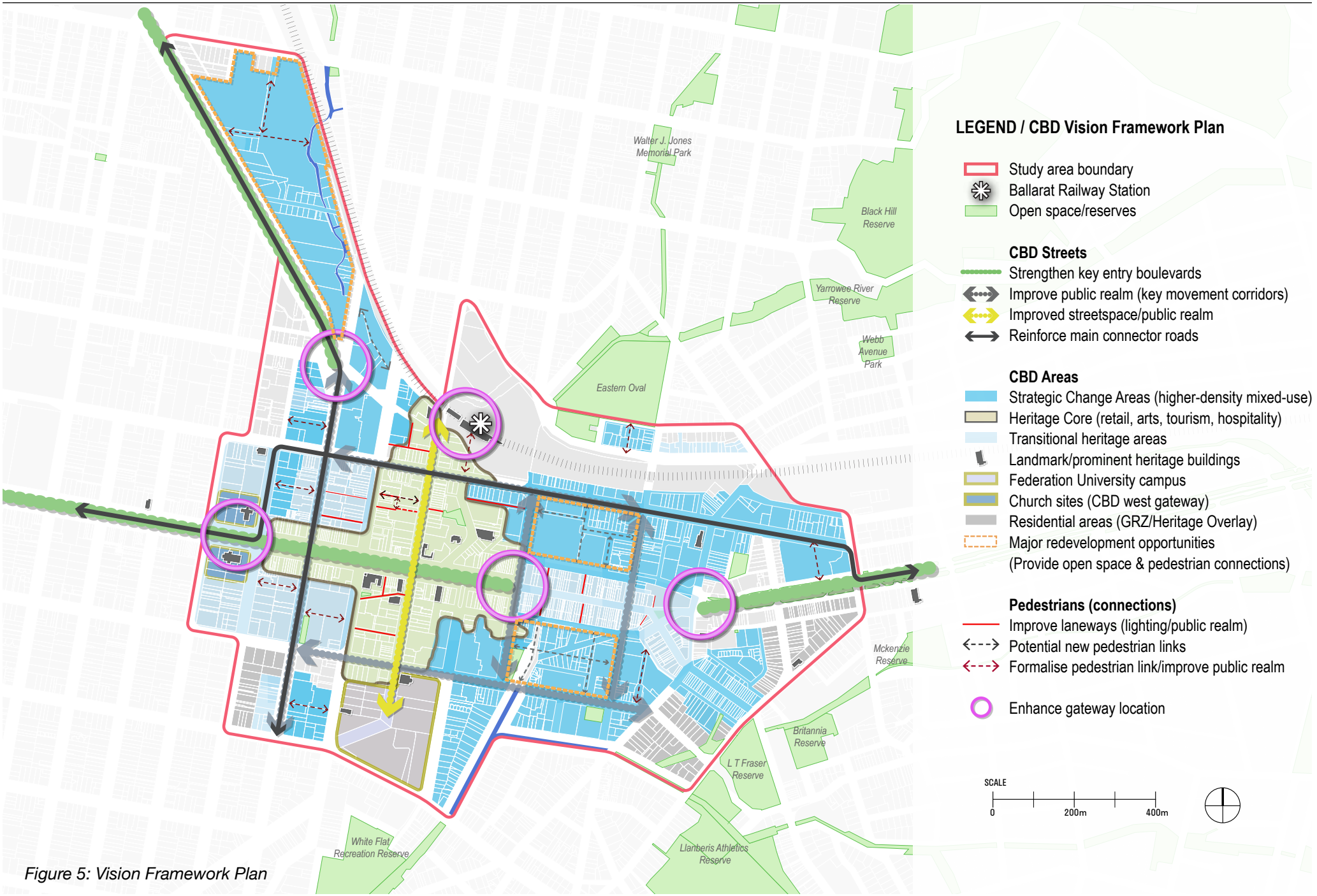


Figure 5: Vision Framework Plan

CBD Principles

The following set of principles were tested with the community and provide a strong foundation for the future evolution of the Ballarat CBD.

Indigenous Design

The design of the public realm and of civic buildings reflects the living history of the Wadawurrung and the Dja Dja Wurrung people and their deep understanding of Country. It is a city designed to create harmony between people and nature. The Yarrowee River is healed, and its cultural significance is remembered. The ongoing involvement of Traditional Owners in design processes has brought new meaning to the city.

Creativity

The Ballarat CBD is the heart of creativity and culture. Ballarat has an internationally-renowned public art program that attracts visitors from around the world. Creativity is imbued into the fabric of the city which reflects the playfulness, skills and talent of its community. Streets are adaptable and frequently used for large-scale arts and cultural events.

Inclusive and Healthy

The consideration of all people's needs is built into the fabric of the city. Housing and workspaces are affordable, buildings are universally accessible and social infrastructure allows the community to flourish. The city is designed to support whole communities, it is centred on people and on creating healthy, natural environments. Those that often sit at the margins of society are made to feel at home. The design of the Ballarat CBD tells untold stories of the past and celebrates new stories.

Heritage and History

The design of Ballarat reflects its proud living history and the heritage of the city is celebrated in all its forms. Ballarat's heritage architecture has been enhanced and re-contextualised to make the city's history more accessible to the community. Contemporary architecture sits comfortably alongside heritage buildings, creating a new lens for viewing the city. Buildings that were once vacant have been transformed into spaces that are valued by the whole community. Breathtaking views to Mount Warrenheip and Mount Buninyong connect the community to the landscape. The Ballarat skyline reflects different moments in Ballarat's history and can be enjoyed from different public spaces, and as one moves through the city.

Public Realm

The public realm lives and breathes in Ballarat. The city is full of energy and the streets feel safe and welcoming day and night. The city celebrates Ballarat's seasons. The experience of the CBD has been enhanced by an expanded urban forest and buildings look out onto healthy tree canopies. Ballarat's historic verandas provide shelter in the centre of the city all year round. Indigenous planting has brought new harmony to the city and the biodiversity of the landscape has allowed plants and animals to flourish. Public spaces allow people to play, exercise and relax in the city and people have begun to use the city in new and unexpected ways.

Movement

The city is compact and walkable, leading the way in sustainable regional growth. It is a pleasure to walk and cycle the CBD's iconic streets and laneways. Streets are slow and safe and designed to allow children to move about the city independently. Streets are universally accessible and support people of all different abilities to use the city comfortably. Walking, cycling, and public transport are the favoured way of moving around.

Architecture

Ballarat is a city of design excellence. Architecture is for everyone and valued by everyone in Ballarat. A distinct style has emerged which reflects the landscape, history, and creativity of Ballarat. Contemporary buildings that use natural, local materials sit alongside opulent heritage buildings. Civic buildings are well-used, well-loved, and welcoming to everyone.

Environment

Ballarat is a zero-net emissions city with a 100% renewable energy target. Sustainable lifestyles are supported, and people can meet their daily needs without relying on cars. Ballarat leads the way in climate responsive design and uses innovative approaches to building design, water management and waste management. The city is a generator of energy and produces more energy than it requires.


Lyons Street


Sturt Street


Sturt Street


The Yarrowee River


Sturt Street Gardens


Armstrong Street N



10 Key Moves:

The following ten "key moves" summarise the key directions that will help to realise the vision and outline the "big ideas" for the Ballarat CBD:

1. *Reinforce and protect the "heritage core" of the Ballarat CBD*
2. *Connect the central CBD to Ballarat Station by delivering a high-quality public realm*
3. *Elevate Lydiard Street as a world class heritage streetscape by transforming the public realm and better utilising the street space*
4. *Encourage well-designed, higher density development in the CBD's non-heritage (Strategic Change Areas)*
5. *Create a greener, more attractive city centre through a series of new, high amenity public spaces through streetscape transformation and increased tree canopy*
6. *Strengthen the network of east-west pedestrian connections to key destinations and spaces*
7. *Celebrate and activate the city's laneways, catering for quality experiences, hospitality opportunities and safer streets*
8. *Transform Armstrong Street South as an attractive, accessible and flexible civic space*
9. *Make Doveton Street a pedestrian friendly street and an attractive through street for people passing through the city (via the A300 – Midland Highway)*
10. *Reclaim the streets for pedestrians and remove barriers to pedestrian movement and safety*

1. Protect and celebrate the "heritage core" of the Ballarat CBD

The central part (the core) of the Ballarat CBD will retain its identity and character with highly intact heritage streetscapes being the predominant feature with uninterrupted views to landmark buildings within the streets where they are located. New sympthetic, mid-rise development contributes and continues the scale seen at the street edge with upper levels recessive from the streetscape.

2. Connect the central CBD to Ballarat Station by delivering a high-quality public realm

Ballarat Station provides an entry point to the CBD for both locals and visitors and will be the starting point for a "world class" experience as one leaves the station and embarks on a journey of discovery into the city centre. An improved station forecourt on the south side of the station leads into an attractive streetscape framed by world class heritage buildings.

3. Transform Lydiard Street into a world class heritage streetscape by improving the public realm and street space.

Lydiard Street is a place where visitors, students, residents and workers come to enjoy what the street has to offer in terms of its heritage streetscape, activated shop-fronts and laneways and to enjoy a vastly transformed public realm experience.

4. Encourage intensive development in the CBD's non-heritage areas while managing more sensitive development opportunities in the city's heritage core.

The city has matured and evolved with a mid-rise character that houses a substantially increased population, adding street life and vibrancy to the city centre. New buildings line the street edge, activating and providing opportunities for pedestrian engagement.

5. Create a greener, more attractive city centre through a series of new, high amenity public spaces through and streetscape transformation

New parks and public spaces enhance the amenity of the city centre that create a stronger sense of place and comfort. The streets and spaces are greener and cooler, adapting to a changing climate.

6. Strengthen the network of east-west pedestrian connections to key destinations and spaces

The city is more connected through the creation and transformation of east to west oriented streets and laneways. Movement between the key streets and attractions within the city centre encourage pedestrian movement.

7. Celebrate and activate the city's laneways, catering for quality experiences, hospitality opportunities and safer streets

The city's laneways have become a key feature of the city providing pedestrian engagement and safety, connecting the major streets and the vibrant activity they provide.

8. Transform Armstrong Street South as an attractive and accessible civic space

The long-standing vision for Armstrong Street, west of the Town Hall, has been realised and a world class community/shared space provides for all walks of life to celebrate the diverse community of the City of Ballarat. To the south of Bath Lane a dedicated, redesigned public space provides a sanctuary for workers and visitor to Central Square that enables quiet time, relaxation and a popular lunch spot.

9. Make Doveton Street an attractive, pedestrian friendly street and for people passing through the city (via the A300 – Midland Highway)

Doveton Street will become a more prominent street within the CBD that adds vibrancy and is legible as part of the city centre. The stronger east-west connection (laneways and side streets) reinforce this street as a retail and commercial street that attracts businesses and enhances the experience of the CBD for locals and visitors to the city.

10. Reclaim the streets for pedestrians and remove barriers to pedestrian movement and safety

Roundabouts have been transformed and repositioned as instruments that facilitate pedestrian movement rather than vehicles. The streets belong to pedestrians and the city is vibrant with pedestrian activity.



Hop Lane

PART 3
CBD ANALYSIS: KEY FINDINGS


LAKE WENDOUREE
1476 feet above Sea level
234 above level of Lake Burrumbeet
SWAMP LEAD
HAPHAZARD LEAD
OLD CEMETERY
CEMETERY
REDAN ROAD
NATIONAL LEAD
BALLAARAT STATION
BALLAARAT EAST STATION
MAIN STREET
TURTS STREET
GRAVEL PIT LEAD
BAKERY HILL
OLD GRAVEL PITS LEAD
BLACK HILL
BLACK HILL GULLY
PINCH CUT GULLY
CROCODILE GULLY
RIVER YARROWEE
BLACK HILL LEAD
VICTORIA STREET
EUREKA LEAD
GOLDEN POINT
GOLDEN POINT LEAD
NIGHTINGALE LEAD
MALAKHOFF
MILKMAIDS LEAD
RED HILL LEAD
CANADIAN LEAD
WENDOUREE PARADE
Victoria
Royal Saxon
Inkerman & Durham
Newington
Western Freehold
Park Reserve No 2
Park Reserve No 1
Ballaarat Freehold No 2
New Ballaarat Freehold
Ballaarat Freehold No 1
Hand & Hand No 2
Cosmopolitan
Nightingale
Lady of the Lake
Durham
Albion Consols No 2
MARKET ST
LA TROBE ST
HOPE ST
WINTER ST
PARK ST
St Andrew
CRICKET RES
Cricket Reserve

KEY FINDINGS

The urban context of the Ballarat CBD has been analysed in order to understand the various conditions that affect the current and future form of the city.

Ballarat is well known for its history, topography and natural features which have created a strong identity for the city, and is often described as the city in the landscape.

The natural topography and features also have a much deeper history and the original inhabitants of the land (the Wadawarrung people) have their own connection with the land and Country.

The central area of the Ballarat CBD has many highly intact heritage streets, prominent heritage buildings and landmark features that strongly define the city centre. The central area has clusters of individual buildings that are (highly) “significant” and also many listed on the Victorian Heritage Register. Part of the CBD is the subject of investigation for listing on the World Heritage Register through an UNESCO bid process.

This section summarises the key findings from an extensive analysis of the Ballarat CBD under the following headings:

- *Urban structure*
- *Buildings & character*
- *Heritage context*
- *Landscape & envrionment*
- *Land use*



Looking north from intersection of Sturt and Lydiard Street



Looking west from intersection of Sturt and Lydiard Street



Sturt Street looking east

Urban Structure

Ballarat CBD: Early Development

Ballarat developed rapidly after rich alluvial gold deposits were discovered in 1851. Located on the river flats of Yarrowee River, Bridge Street is one of the oldest commercial centres in Ballarat. It originally linked the diggings in Ballarat Flat with the ordered official government township in the west.

Much of Ballarat city lies on a plateau, which is bordered by the Yarrowee Creek on the southwestern side and has Lake Wendouree to its north. As a result of the Ballarat gold rush from 1851, considerable wealth was generated in Ballarat which brought rapid development. A township, laid out in a grid format, was surveyed in 1852. The presence of a gold commissioner and a large body of police from 1851 were responsible for law and order.

Urban blocks & street widths

Today, the Ballarat CBD is generally set on a typical, but elongated, grid layout with city blocks 100m x 200m in length, and streets 30m in width within the core of the CBD. This uniformity is less present to the east of (and including) Camp Street and the top of the escarpment, through the Bridge Mall and Bakery Hill area, and east of the study area (through Ballarat East).

Creswick Road, Sturt Street and Victoria Street have an established boulevard character with 60m wide road reserves, tree-lined central medians and still, modest low-scale buildings along the edges of a wide road reserve.

Laneway network

The city has some laneways that connect the north-south oriented streets but there are many incomplete connections (dead-ends), making east-west pedestrian movement difficult and movement is generally limited to a north-south direction. Opportunities exist to expand the network of laneways and provide east-west pedestrian connections as sites are developed.

Subdivision pattern

Although the urban blocks within the city centre are generally uniform (predominantly west of Grenville Street, the pattern of subdivision (lot sizes, widths and depths) is highly irregular.

Heritage streetscapes, such as Bridge Mall (formerly Bridge Street), Lydiard, Sturt and Armstrong Streets, have a finer grain pattern with some narrower lot widths (less than 10m), while there are a number of prominent heritage buildings (e.g. the Ballarat Town Hall and former Post Office) with broad frontages to the street, consistent with their typology (grand institutional buildings).

The areas north and south of Bridge Mall have some significantly larger lot sizes with large, open air car parking areas servicing supermarkets and retail uses, and this extends north-west along Creswick Road. The non-heritage areas (areas without a precinct overlay) have generally larger lots and wider frontages to the street, enabling the retail and commercial activity present today.



Figure 6: Urban structure & street widths

Buildings & Character

Building height/scale

Buildings are relatively consistent in terms of scale across the study area, with 1-2 storeys (3-9m) being the most common in both heritage and non-heritage areas of the CBD.

The taller buildings in the Ballarat CBD are also some of the most significant heritage buildings in Ballarat, some of which are located in Lydiard and Sturt Streets, where there are a number of prominent heritage buildings including the Mining Exchange and the for-mer Ballarat Post Office. The Ballarat Town Hall is another landmark heritage building that is visible from distant viewing locations.

Recent development at 6-7 storeys includes the Gov-Hub building on Mair Street and Lyons Place on Lyons Street.

Existing character

The more consistent (and attractive) character is found in the heritage areas (within Heritage Overlays) where buildings are generally built to the property frontage and are more uniform in style, with rows of two storey (late 19th and early 20th century) shopfronts with opportunities for upper level residences.

Street proportions and buildings

The heritage streetscapes have already established an appropriate and recognisable scale to the street edge, which is generally 2 storeys or 8-9m, but occasionally lower or higher. Some heritage streetscapes (particularly, Lydiard and Sturt Streets) are punctuated by taller, more prominent heritage buildings.

Building typology

The more intact heritage streets are comprised of single and double storey heritage buildings which are essentially late 19th and early 20th century shopfronts and businesses. Outside of the heritage precincts, buildings are generally low-scale and there are many larger, box like buildings suitable for large format retail (Bunnings, Officeworks, Coles, Woolworths, Big W). These land uses and the building typologies that support them, are found on larger sites and generally with a larger land area devoted to car parking than the actual building footprints themselves.

Interface conditions

Most of the study area is within a Commercial 1 Zone, and the sensitive interfaces are located near the edges of the study area where the C1Z interfaces with residential areas. There is also an industrial site (zoned as Industrial 1 Zone) that is generally buffered by surrounding commercial land use and the railway line but is a consideration for future development within the immediate area.

Public Realm Interfaces

Public realm interfaces are influenced by bother heritage conditions and land use, where heritage streets are more consistently built to the street edge and provide for (active) retail, commercial and food premises. The larger format retail areas and some peripheral areas (e.g. Armstrong Street south of Dana Street) have less consistent, active frontages (or no active frontages) and more at-grade car parking areas, particularly the large format retail sites.

Vacant and inactive sites

There are numerous vacant and inactive sites across the CBD study area, that are chracterised as either large at-grade car parks or undeveloped sites (clearly waiting to be developed). These sites create gaps in the streetscape and urban fabric of the CBD that present opportunities for redevelopment and street activation.

Railway line & embankment

The railway connecting Ballarat to the wider region, is set on an elevated embankment leading into the city from the east which levels out at the Ballarat Railway Station (where the topography rises) and then continues in a north-west direction.

The embankment effectictively cuts off Scott Parade from the rest of the study area, but is included due to its zoning as Commercial 1 Zone and the presence of strategic sites that offer redevlopment potential.


GovHub & Civic Hall


Railway bridge, Peel Street N


Armstrong Street S


Multi-level car park, Dana Street


McKenzie Street


At-grade car park, Armstrong Street N

Heritage Context

Heritage Overlays/Precincts

The central part of the CBD is covered in large part by HO171 - *Lydiard Street Precinct*, which is currently being reviewed and updated, and yet to undergo an amendment process. The proposed gradings in that study have been used to inform the built form direction as it relates to the area affected by HO171.

HO176 - Bridge Mall and Bakery Hill Precinct was updated in 2025 by Amendment C243ball Pt 1. Bridge Mall is one of the most significant areas, from a historical perspective, within the Ballarat CBD.

All other heritage overlays that intersect with the CBD study area will be the subject of review and amendment processes in the near future as part of City of Ballarat's *Heritage Gaps Program*.

Victorian Heritage Register

The CBD has a concentration of both locally significant places and places listed on the Victorian Heritage Register (VHR). Places on the VHR include the following:

H902 Ballarat Railway Complex (NT)
H0111 Craig's Royal Hotel
H0110 Former Es&A Bank
H1089 Former Wesleyan Church/Sunday School
H0112 Former Bank Of New South Wales
H0978 Ballarat Town Hall
H0109 Former Union Bank Building
H0113 George Hotel
H0469 Former Reids Coffee Palace
H0987 Mechanics Institute
H0116 Old Colonists Association
H0955 Pratts Warehouse
H1544 Former Police Station, Ballarat
H0432 Provincial Hotel
H0680 Fine Art Gallery, Ballarat
H0391 Former Mining Exchange
H0114 ANZ Bank
H0115 Alexandria Tea Rooms
H1463 School of Mines
H2221 Regent Picture Theatre
H0972 Queen Alexandra Bandstand
H0902 Ballarat Railway Complex
H0107 Former Baptist Church
H0657 Ballarat Trades Hall
H1018 Ballarat Post Office
H0648 Her Majestys Theatre
H1911 Former Unicorn Hotel

World Heritage Bid

Part of the Ballarat CBD (predominantly Lydiard and Sturt Street) forms part of a broader World Heritage Bid being put to UNESCO. The outcomes of the bid will not be known until after 2030 but the UDF has had regard to available information on the bid. It has not been a key driver for the project though, based on the limited information at hand.

City Views & Landmarks

The (draft) *Ballarat Skyline and Views Study (2021)* has provided the starting point for a view analysis within the CBD study area. Hansen Partnership have undertaken built form testing and analysis, supported by advice from GJM Heritage in order to define both landmark buildings and key view locations. In addition to landmark buildings, key views toward Mount Warrenehip to the east of the CBD have also been assessed.


Lydiard Street, looking south from Sturt Street


Lydiard Street, looking south from Sturt Street


Lydiard Street, looking north from Dana Street


Lydiard Street, looking north from Sturt Street


Lydiard Street, looking north from Sturt Street


Lydiard Street, looking south from railway line


Mair Street, looking east from Lydiard Street


Lydiard Street, looking south from Mair Street


Dana Street, looking east from Lydiard Street

Landmark & Prominent Heritage Buildings

Within the heritage core of the CBD, a number of landmark and prominent heritage buildings sit above the prevailing two storey street-wall condition at heights ranging from 15m to 22m, with tower elements (landmarks) generally above 30m in height. These buildings, many of which are on the VHR, include the Mining Exchange, Mechanics' Institute, Ballarat Art Gallery, Ballarat Town Hall and former Post Office.

Future development should have regard to the location and prominence of these buildings and their overall heritage context.

Through recent analysis and review (undertaken by Hansen Partnership), the definition of landmark heritage buildings has been refined to identify only those buildings that perform a role as a "landmark", and as features on the Ballarat skyline that can be viewed from numerous vantage points around the CBD and acts as a way-finding elements within the urban environment.



Ballarat Railway Station

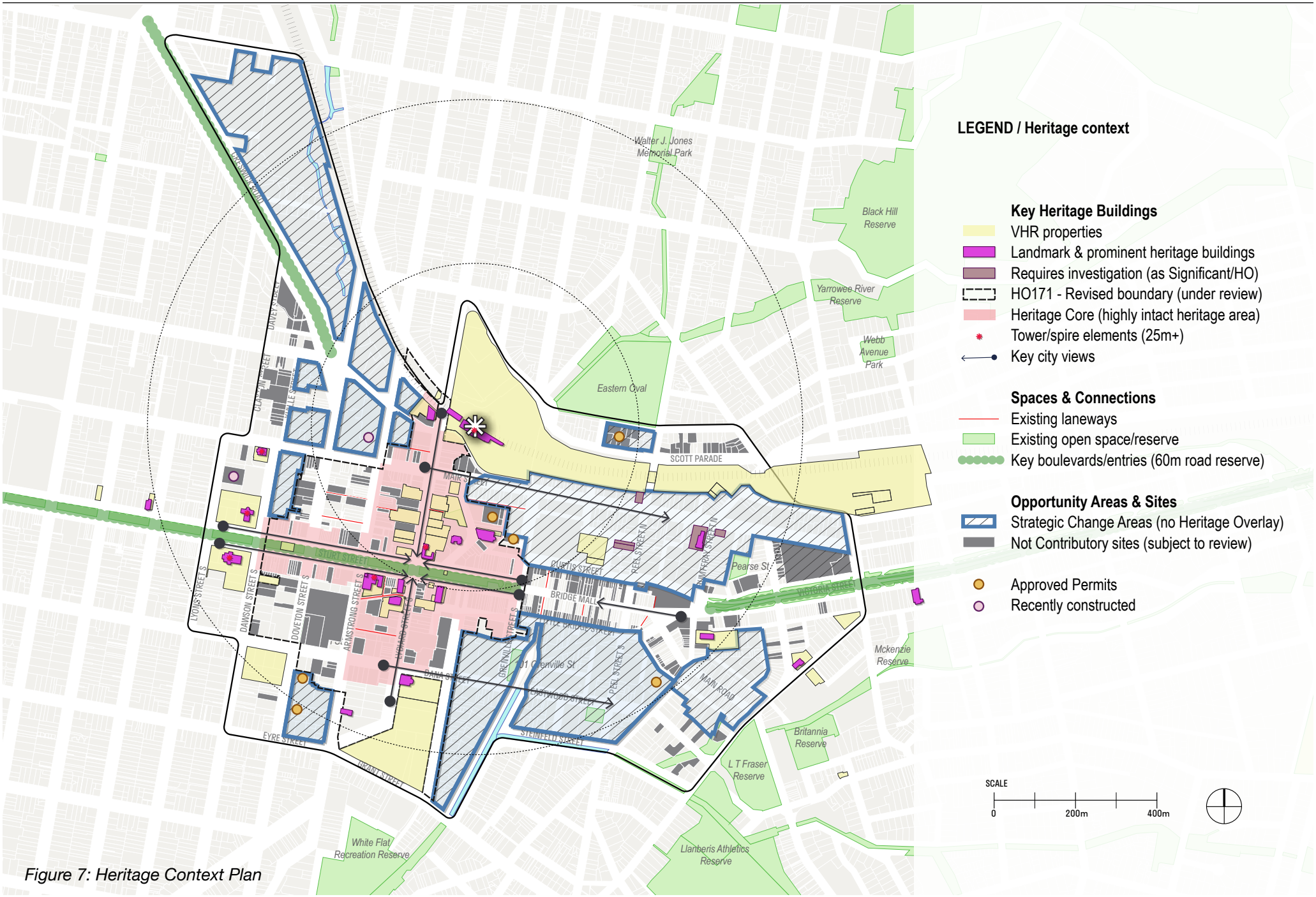


Figure 7: Heritage Context Plan

Heritage Streetscape Hierarchy

There are three streetscape conditions (or types) that each require a design response, noting that within those streetscapes are various lot widths and depths, and contextual variations in terms of surrounding buildings and other streetscape considerations. The three categories are:

- *Principal Heritage Streetscapes*
- *Supporting Heritage Streetscapes*
- *Non-Heritage Streetscapes*

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 Armstrong 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 streets within the study area that are not included in a precinct Heritage Overlay. Non-heritage streetscapes may include individual heritage places and do not present as a cohesive streetscape.

Built form controls applied to non-heritage streetscapes, whether they be floor area ratio or envelope controls, would be applied to achieve other (non-heritage) planning and urban design outcomes. For individual heritage places where the Heritage Overlay applies, new development will also need to appropriately respond to the heritage context, consistent with clauses 15.03-1S and 15.03-1L.



Lydiard Street: Principal heritage streetscape



Bridge Mall: Supporting heritage streetscape



Mair Street Non-heritage streetscape

Land Use & Activity

Commercial & retail areas

The city centre has a range of land use activities that include retail, restaurants, bars and cafés, as well as commercial and office-based activity.

Retail clusters are located at Bridge Mall and the surrounding Bakery Hill area, Sturt Street (west of Bridge Mall to Doveton Street) and less so along the north-south oriented streets of Lydiard, Armstrong and Doveton. Major retailers (supermarkets) are located south of Bridge Mall (Little Bridge Street) and also to the north is Big W. The defining feature of these areas is the large expanses of car parking.

Large format retail, car sales and commercial uses are located along Doveton Street North and Creswick Road. There is also an industrial use at the northern edge of the area.

Residential areas

Residential areas (zoned as either GRZ or RGZ) are located at the fringes of the study area. Some of the residential areas are covered by the heritage overlay and some are not. For the areas that are not affected by the HO, there is an opportunity to rezone to allow higher densities of residential development under the RGZ.

One anomaly that has been observed is found along the south side of Ebden Street, which is zoned as Commercial 1 Zone but is a typical, residential street. The zoning allows and encourages uses that could cause conflict with the current use and character of the street.

Industrial activity

The current industrial activity that occurs to the rear of Bunnings at the Allied Mills site is an isolated land use that is inconsistent with other land uses and nearby residential areas. The site presents an opportunity to transition to either commercial, mixed-use or residential activity in the future.



Large format retail, Grenville Street


Allied Mills Site, Creswick Road


Residential street, Ebden Street

Landscape & Topography

Topography

The varied topography of the CBD gives the city its unique character and the location of significant heritage buildings within the Lydiard Street area presents both challenges and opportunities.

The central area of the Ballarat CBD is located immediately to the west of the “escarpment” (where Camp street is located, running south of Sturt Street along Lydiard Street). The topography (elevation) descends to the east of the “escarpment” into the Bridge Mall and Bakery Hill area, an area which is subject to flood risk and the location of the original and current Yarrowee River catchment, now an urbanised storm water drain with heritage significance. The topography then ascends further east of the Bakery Hill area to where Victoria Street commences.

Tree Canopy

Based on 2017 tree canopy data, canopy cover is minimal across the CBD study area. The highest concentations of trees are found along the Sturt Street Gardens.

Public Spaces & Green Space

The CBD has definitive areas of public space such as the recently upgraded Bridge Mall and the Sturt Street gardens. However, the overall provision of quality public spaces and open space could be improved. The parks that exist within the CBD are found in obscure locations and generally not well used.

Whilst the heritage buildings along Lydiard Street provide a spectacle, the city lacks a coherent and legible pedestrian network and sense of place, defined through quality public spaces and green spaces.

Boulevards

There are three boulevards that provide an entry into the CBD, being Sturt Street, Victoria Street and Creswick Road, all having a 60m wide road reserve. The eastern side of Creswick Road has larger properties with minimal or any sensitive interfaces, presenting opportunities for larger scale development that comfortably frame the street edge.



Yarrowee Parkland, Grenville Street S



Bus stops, Little Bridge Street



Sturt Street Gardens and church

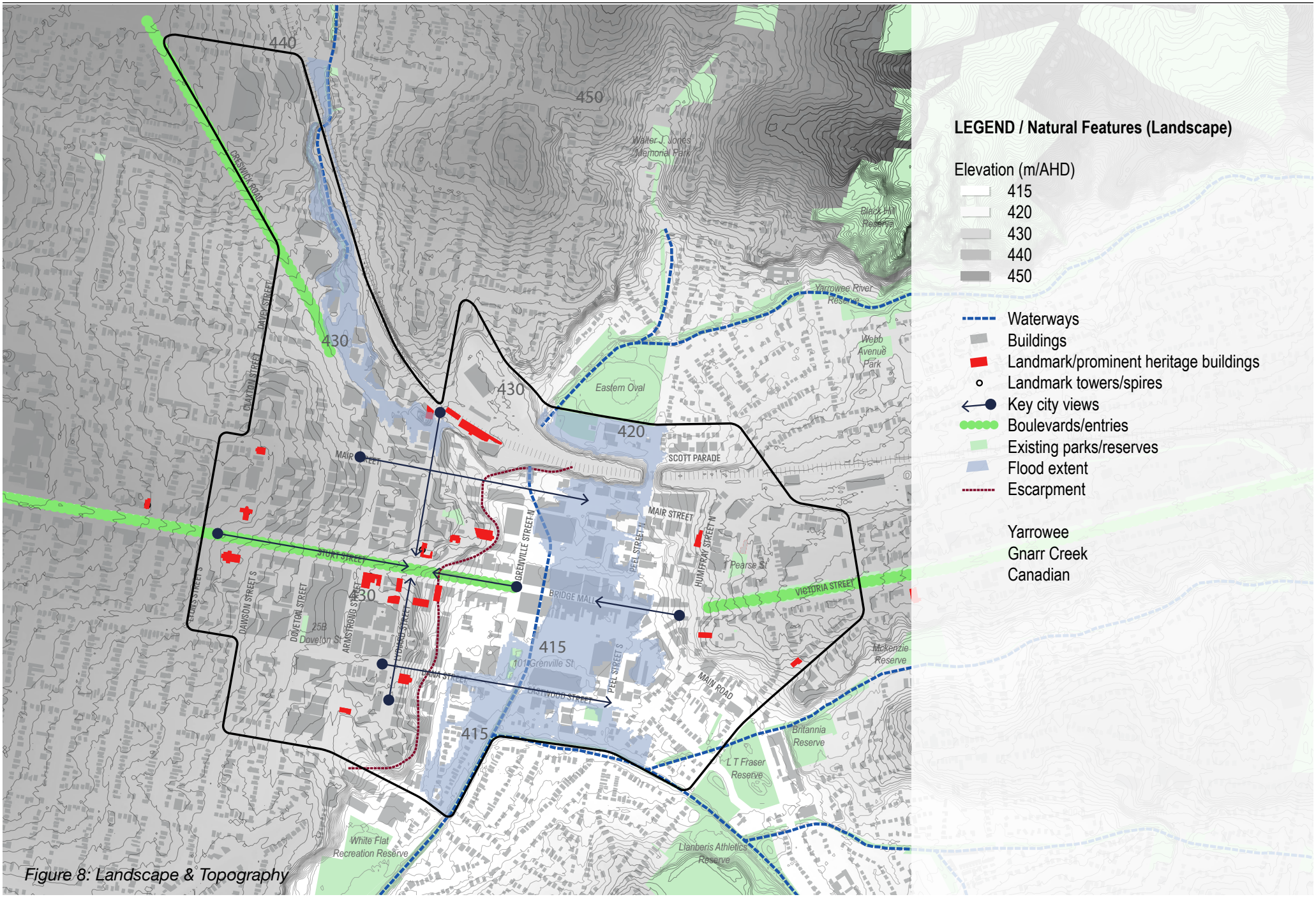


Figure 8: Landscape & Topography

The Movement Network

Pedestrians

One of the key barriers to creating a more walkable and liveable CBD is the lack of pedestrian priority at key crossing points. Midblock crossings, roundabouts, and unsignalised intersections are common throughout the city centre, but many are poorly designed for people walking.

There are several roundabouts and intersections that prioritise vehicle flow over pedestrian safety. They often lack designated pedestrian crossing points, have obstructed sightlines, and encourage unsafe speeds through poor design. This forces pedestrians to wait for a break in traffic, making the experience feel unsafe and inconvenient.

Many of the arterial roads within the CBD have long blocks with few formal midblock crossing points, making people walk significantly out of their way to cross. These shortcomings reinforce car dominance and undermine walking as a safe, convenient and attractive mode of transport.

Cycling & Shared Paths

There are recently constructed shared paths that extend through the city centre at Sturt and Grenville Streets with others planned to establish a more comprehensive network through the CBD. As more people live in the CBD, many local trips will be short enough to be cycled. A connected network of high-quality, protected infrastructure is needed to support cycling.

Public Transport

The Ballarat public transport network, formed by bus and V/line services, suffers from inefficiencies that prevent it from being an easy choice for getting around. The bus network provides the Ballarat principal public transport service across the city, with almost all routes spanning radially outwards from the CBD.

Motor Vehicles

Being a regional town centre, Ballarat is heavily reliant on private motor vehicles for transport and the street space and function of the CBD generally prioritises vehicle movement, currently. There is an abundance of car parking available throughout the CBD and consideration could be given to reducing parking in some locations to reclaim street space for public spaces and outdoor activities.



Shared path, Steinfeld Street



Bus going east along Sturt Street



Raised crossing at roundabout, Eastwood Street