

Prepared for the City of Ballarat

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## Overview

The purpose of the Ballarat Urban Design Framework is to set the overall design direction for the city. The Framework builds upon strategic work already completed by the City of Ballarat, which articulates the vision and objectives for the city. This work commenced with the adoption of the Ballarat CBD Strategy in 2010 and continued most recently, with the approval for the Bakery Hill and Bridge Mall Precinct Urban Renewal Plan in October 2019.

This Draft Report will form the basis of community consultation in December 2020 - January 2021. The feedback from the consultation will then be integrated into a Final Report to be completed in early 2021. The Final Report will include an implementation plan that prioritises key actions for the Ballarat CBD.

### Study area

The study area is approximately bounded by Dawson Street in the west, Eyre Street/Grant Street/Canadian Creek in the south, Humffray Street South/North in the east and Ebden Street/Nolan Street/Doveton Crescent in the north (see Figure 1).

## Report Structure

The report is organised into five parts -

### STRATEGIC CONTEXT

An overview of the regional context and the local context.

### VISION & PRINCIPLES

An urban design vision and supporting principles which articulate the aspirations for the Ballarat CBD.

### URBAN DESIGN ANALYSIS

A spatial analysis of the Ballarat CBD that assesses the urban structure, streets and open spaces, movement network and built form character.

### DESIGN FRAMEWORK

A design framework that articulates the design strategies for the Ballarat CBD. The design framework is informed by the urban design analysis and is guided by the overall vision for the Ballarat CBD.

### IMPLEMENTATION PLAN

An implementation plan that summarises the key actions identified in the design framework. This will be added following feedback on this draft version of the Framework.





Figure 1. Urban Design Framework Study Area.

## Overview

Ballarat is part of the Central Highlands Region which spans the east-west transport corridor connecting Melbourne to western Victoria. Ballarat is the major centre of the Central Highlands region and has the fastest growing population of any regional city in Victoria. The region includes six municipalities - Ararat Rural City, City of Ballarat, Golden Plains Shire, Hepburn Shire, Moorabool Shire and the Pyrenees Shire (See Figure 2). The region has a population of 203,600 and 54% of the population live in the City of Ballarat.<sup>1</sup> The Central Highlands Region historically has a strong focus on manufacturing and agriculture but other sectors such as health, retail, education, tourism, property, financial services and construction are growing.

## Economy

Ballarat's economy is diverse with education, manufacturing, construction and healthcare as the leading industry sectors. The top employing industries are retail trade, health care and hospitality.<sup>2</sup> The health and community service sector in Ballarat is a major employer and fundamental to the economic and social wellbeing of Ballarat. Within 5 kilometres of the CBD are the following key economic attributes.

### Industrial Zones

There are multiple industrial zones on the outskirts of the Ballarat CBD which are well connected to the city centre via the freeway network. The new Ballarat West Employment Zone (refer Figure 3) will become a centre for jobs and economic growth in Ballarat over the next 20 years. The project involves the redevelopment of surplus Crown Land for industrial, wholesale, logistics, construction, commercial and residential uses. This is intended to encourage employment growth in Ballarat and the surrounding region.<sup>3</sup>

### Bakery Hill Urban Renewal Plan

The Bakery Hill and Bridge Mall Precinct Urban Renewal Plan identifies the Bridge Mall as a priority project. It proposes changes to the design of the street in order to improve its quality and function and rejuvenate the centre. It outlines targets for the Bakery Hill area to become a more liveable, creative and connected place.



Figure 2. Central Goldfields and the Ballarat Region. Source: Regional Development Victoria.

### Health and Knowledge Precinct

The Ballarat Health and Knowledge Precinct is immediately to the west of the CBD and is focused on growing the health and education sector in an accessible, friendly, safe and attractive precinct. The Precinct will play a complementary role to the Ballarat CBD in providing employment and housing.

### Sovereign Hill & Goldfields

Sovereign Hill is a major tourist attraction and is located to the south-east of the study area. It is an open-air museum that depicts Ballarat's history as a gold rush town. Directly south of Sovereign Hill is the Ballarat Gold Mine which is still in operation.

The Central Victorian Goldfields' UNESCO World Heritage status bid provides funds to encourage visitor interest and engagement with the Victorian Goldfields. It recognises the status of the region as among the best surviving historical landscapes in the world.

<sup>1</sup> Regional Development Victoria

<sup>2</sup> Creative City Strategy Precinct Master Plan

<sup>3</sup> Development Victoria



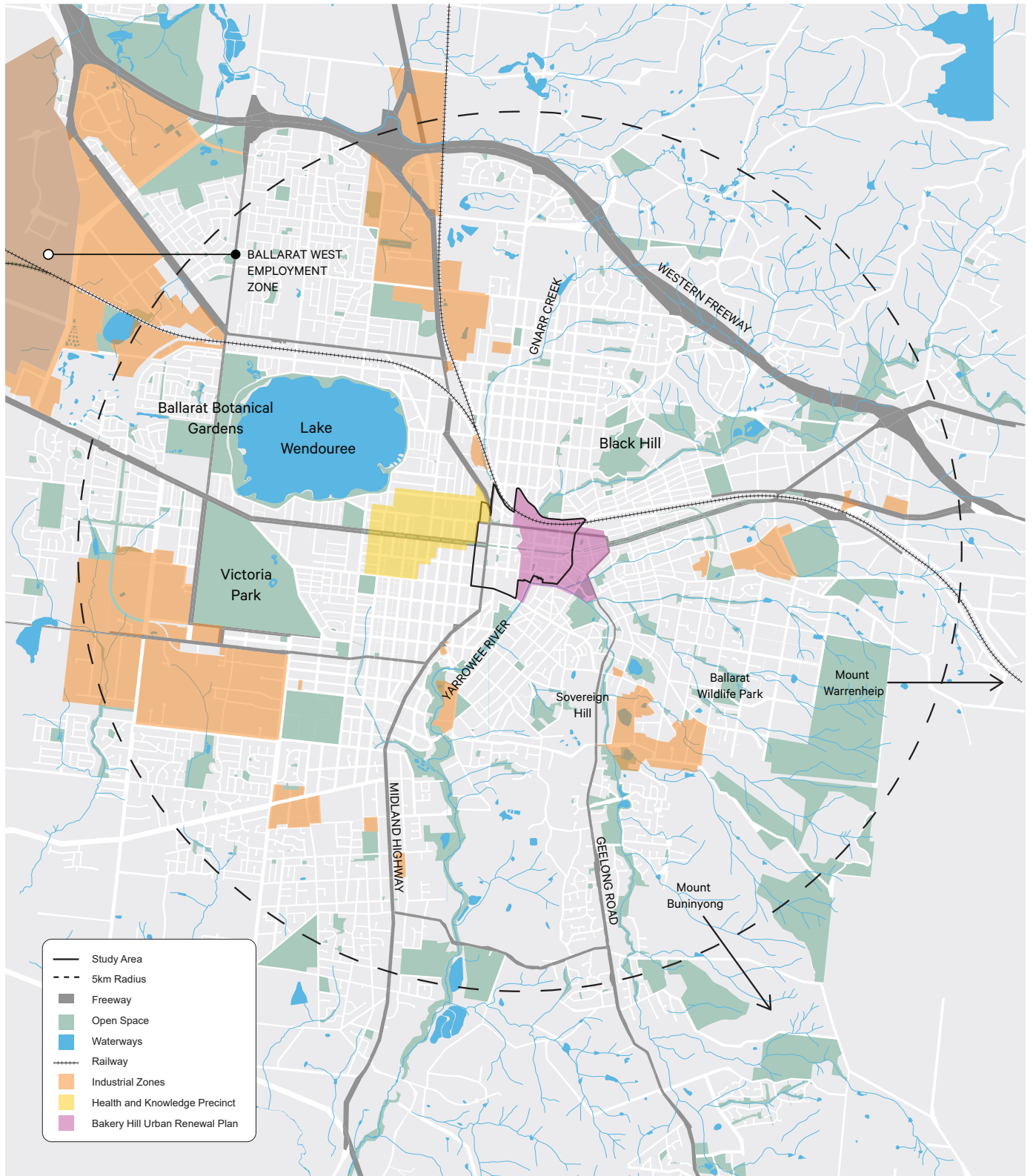


Figure 3. Regional context of the Ballarat CBD

## Overview

The Ballarat CBD is set within an enviable physical, cultural and historical location. Most of the Ballarat CBD is included in heritage overlays, which seek to conserve the heritage value of iconic buildings, monuments, streets, views and other historic features. The CBD also incorporates the cultural and archeological heritage of the Wadawurrung people.

### Maintaining heritage qualities

The City of Ballarat is guided by the Heritage Urban Landscape framework. The Heritage Urban Landscape seeks to use a detailed, rich and localised understanding of Ballarat to drive sustainable outcomes for the city and its community. It is focused on managing change while retaining what is distinct and valued about the identity, culture and environment.

The Urban Design Framework will be guided by a localised understanding of place, and promote change that is managed sensitively. This will include the integration of the findings from the Ballarat Skyline Study which seeks to preserve and enhance views to the historic core of the city and the surrounding landscape.

### Maintaining liveability

Ballarat is one of the most liveable regional cities in Australia, performing highly for access to public transport and public open space in an analysis by RMIT University of Australia's 21 largest regional cities. It also ranked in the top five for access to supermarkets, local employment, services, and housing affordability. Other benefits identified included the ability to live in close proximity to workplaces.<sup>1</sup>

To maintain Ballarat's liveability, growth must be located in central locations where people are able to access public transport, healthy food and community services. To achieve this, Ballarat CBD needs to become a place to live, as well as a place to work and study. This will require significant transformation as there are currently only 465 residents living in the CBD.<sup>2</sup> This should include places for students to live, to support the approximately 13,000 tertiary students<sup>3</sup> studying within, or in close proximity to the Ballarat CBD.

Additional infrastructure will be required to support the population as it grows, including community infrastructure, public transport infrastructure, employment uses, public open space and affordable housing.

## Existing Anchors

The Ballarat CBD is the largest city in the Central Highlands Region and services a broad community. There are many different anchors concentrated in the CBD including education, creative, civic and retail institutions (see Figure 4).

### EDUCATION

Federation University has two campuses in the Ballarat CBD - the SMB Campus and the Camp Street Campus. The SMB Campus is set in historic grounds with some buildings dating back to 1870. The focus of the campus is TAFE vocation, apprenticeships, skills, training and preparatory courses. The Camp Street campus is home to the Arts Academy. This campus includes the Helen Macpherson Theatre and the Post Office Gallery.

### CREATIVE

There are many creative anchors in the Ballarat CBD including the Civic Hall, the Art Gallery of Ballarat, the Post Office Gallery and Her Majesty's Theatre. The future of these creative anchors is supported by a long-term vision for the cultural and creative industries in the Ballarat CBD. The Ballarat Creative City Strategy and the Ballarat Creative Precinct Master Plan collectively position Ballarat as one of Australia's leading creative cities.

### CIVIC

The Ballarat CBD is a centre for government employment and services. This includes state and local government offices and key services such as the Ballarat Library and Centrelink. The construction of the new GovHub building will support a significant increase in government jobs and services in the centre.

### RETAIL

Retail uses are concentrated around Bridge Mall, Sturt Street Lydiard Street and Armstrong Street. There are two large-format supermarkets to the north and south of Bridge Mall, as well as the Central Square Shopping Centre on the corner of Sturt Street and Armstrong Street.

<sup>1</sup> <https://www.rmit.edu.au/news/all-news/2020/march/australias-most-liveable-regional-cities>

<sup>2</sup> CBD Strategy 2017-2020 Action Plan

<sup>3</sup> Making Ballarat Central



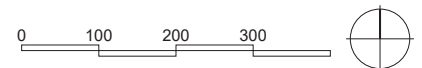
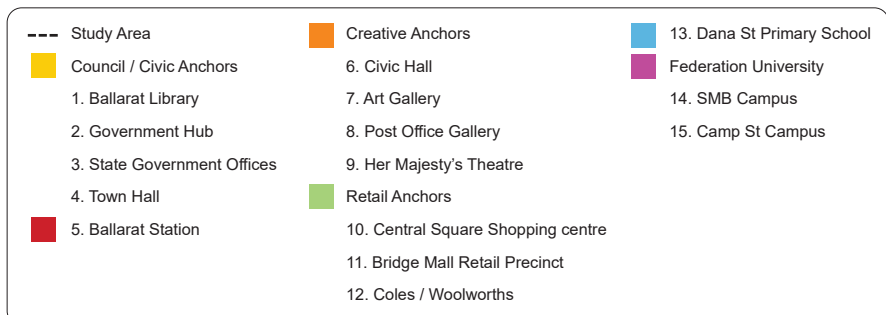


Figure 4. Local Context map

Designing with Country is not possible without engaging with, and more importantly, being guided by the Aboriginal community and with recognised knowledge holders.<sup>1</sup> For Aboriginal Australians, Country (with a capital C) holds a very different meaning:

'Country means much more than land, it is their/our place of origin in cultural, spiritual and literal terms. It includes not only land but also skies and waters. Country soars high into the atmosphere, deep into the planet crust and far into the oceans. Country incorporates both the tangible and the intangible, for instance, all the knowledge and cultural practices associated with land. People are part of Country, and their/our identity is derived in a large way in relation to country.'<sup>2</sup>

The City of Ballarat extends across parts of the Traditional Country of the Wadawurrung and Dja Dja Wurrung peoples of the Kulin Nation who have lived in the region for at least 50,000 years and continue to care for it today. The Indigenous people of Ballarat have shaped the landscape of Ballarat throughout its history, knowing it deeply and imbuing it with important cultural and spiritual meanings. The name 'Ballarat' originates from two Waddawurrung words: 'ballaw' meaning elbow or reclining on the elbow, and 'arat' meaning place.

The Ballarat Creative City Strategy highlighted the opportunity of showcasing the rich Indigenous heritage of Ballarat. The Strategy also acknowledged that the post-European heritage of Central Ballarat is highly evident in the city while cues of Wadawurrung culture are much harder to find.<sup>3</sup> An example of the erasure of Country is the Yarrowee River which was heavily degraded during the gold rush and in the 1960s became re-routed, concreted and built over. Prior to European settlement, this river was an important place for the Boro gundidj, a tribe of the Wadawurrung people, as they were based in this area.<sup>4</sup>

Draft research being progressed by the Government Architect in NSW suggests that there are three essential elements of designing with Country: nature, people and design. This design approach differs from 'human-centred' design approaches.

There is an opportunity to design with Country in Ballarat by focusing on design that centres on people and nature while integrating with local landscapes and topography.

Design with Country can occur through:

- Collaboration with Traditional Owners on design projects led by the City of Ballarat.
- Consultation with Traditional Owners on major projects in the Ballarat CBD.
- Design that centres on people and nature and integrates with local landscapes and topography.

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3 Creative City Strategy, 2019

4 Yarrowee River Masterplan

2 Dr Daniele Hromek (Budawang/Yuin). Government Architect NSW





Image 1. View of Mount Warrenheip.



# Vision & Principles

This chapter outlines the vision and principles that underpin the Ballarat CBD Urban Design Framework.

## Vision

The vision is an aspirational statement that communicates a design-led future for the Ballarat CBD. The vision is supported by specific principles that inform place-specific design strategies for the Ballarat CBD. These principles are grouped into the following categories:

### Public realm principles

Public realm principles guide the design of streets, laneways and open spaces.

### Buildings principles

Building principles guide the design of new buildings in the Ballarat CBD.

### Strategic block principles

Strategic block principles guide the urban structure in the Ballarat CBD.

### Movement principles

Movement principles guide the design of streets, laneways and transport interchanges.

### Community infrastructure principles

Community infrastructure principles guide the provision of community infrastructure in the Ballarat CBD.







By 2050, the City of Ballarat is a world-class, contemporary regional city. This is most prominent in its CBD, the heart of the city. Collaborative, design-led processes have allowed Ballarat to become leaders in regional urban design. It supports all people to inhabit the city and make it their own.

## 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 within 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.





Image 2. View of north over Ballarat's rooftops looking towards the Ballarat Railway Complex.

### 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.

## Public spaces are safe and engaging

Public spaces must feel safe to be enjoyed. Having active streets, with people observing the public space, makes it feel safer. Windows, doors, balconies and seating can all help to create engaging streets as they make the activities of people inside the buildings more visible.

Buildings with large blank walls, above ground carparking, undercroft spaces, or services that dominate the street (e.g. fire services or loading bays) reduce the number of 'eyes on the street' and create streets that don't feel as engaging or safe and should be avoided. Designing for safe and engaging streets and laneways is achieved when:

- The ground floor of buildings provide an appropriate balance between solid walls and windows.
- Buildings provide balconies to the street for residential or commercial uses.
- Multiple entrances are provided to buildings and along streets.
- Carparking is located underground or sleeved with other engaging uses. Carparking entrances are well-integrated into the design of the building facade.
- Service requirements are integrated into the design of the ground floor and don't dominate the street.
- New laneways are provided or extended in appropriate locations to allow for service uses to be located away from main streets.

## Public spaces are diverse and inclusive

Ballarat's public space network includes wide, generous streets, boulevards, narrow laneways and a small number of local parks.

As the city grows, it is important that a diversity of open spaces, in size and design, are provided within the Ballarat CBD. This will support a mixture of uses including large-scale public events, active recreation and leisure. The different needs of the people that use the city should inform the types of open spaces that are delivered.

## Public spaces enhance the natural ecosystem

Public spaces must be designed to enhance the natural ecosystem of the city. Improving the ecological health of the city improves the quality of the environment for plants, animals and humans. This is achieved through planting that supports biodiversity, an expanded urban forest and innovative approaches to water management.

The Ballarat Urban Forest Action Plan has identified the strategic importance of expanding the tree canopy and aims to increase canopy cover across the municipality from 17 per cent to 40 per cent.

## Public spaces integrate public art and support creative uses

There are over 100 pieces of public art in Ballarat which tell Ballarat's history.<sup>1</sup> The design of new public spaces should contribute to the evolution of a distinctive and memorable city that places creativity at its centre. This is achieved when public art is integrated into the fabric of the city and streets are designed flexibly to support arts and cultural events.

## Public spaces are comfortable

Many different factors influence whether a street is comfortable and inviting to be in. This includes the design of the street and the buildings that front it. Comfort means different things to different people but important considerations include accessibility, seating, shelter, amenities and access to sunlight and shade (see Figure 5).

### ACCESSIBILITY

Streets need to be accessible to people of different abilities in order to be inclusive. Minimising level changes, slowing crossing times at pedestrian crossings and widening footpaths are all ways to assist in improving the accessibility of the street. Reducing street clutter (e.g. signage, bollards) can also ensure that footpaths remain accessible.

### SEATING

As people get older, the ability to find seating in public space can determine whether they feel comfortable in the city. A lack of access to seating can mean that older people don't go out

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1 Creative Ballarat, 2020



at all or limit their outdoor activity.<sup>2</sup> Almost 25% of Ballarat's population is over 60<sup>3</sup> meaning that considerations of the needs of older people is an important urban design consideration.

Similarly, public seating is valued by young people who might not have money to access cafes and restaurants. These 'edge spaces' are often good places to test their social identity because engagement with strangers becomes less risky.<sup>4</sup>

Providing seating is an easy way to increase comfort, allow people to inhabit the city and make the city a more inclusionary space.

### SHELTER

Tree canopies and verandahs can provide effective weather protection. Tree canopies provide shade to help reduce the

impacts of the Urban Heat Island Effect and can also make streets less windy. Verandahs provide shelter from wind and rain and are a distinctive, decorative element in many of Ballarat's wide streets.

### AMENITIES

Public toilets and water fountains allow people to linger in cities for longer periods of time. These facilities make the city more inclusive and allow those that rely on these amenities regularly to inhabit the city. For example, parents with children require access to public toilets more frequently.

### ACCESS TO SUNLIGHT AND SHADE

Ballarat has a cool climate and keeping the streets and parks sunny helps to keep these spaces comfortable and enjoyable. Protecting streets and parks from overshadowing ensures that these spaces remain sunny and comfortable during busy periods in the day.

2 Ward Thompson, 2013

3 ID Consulting, 2020

4 Gehl, 2010

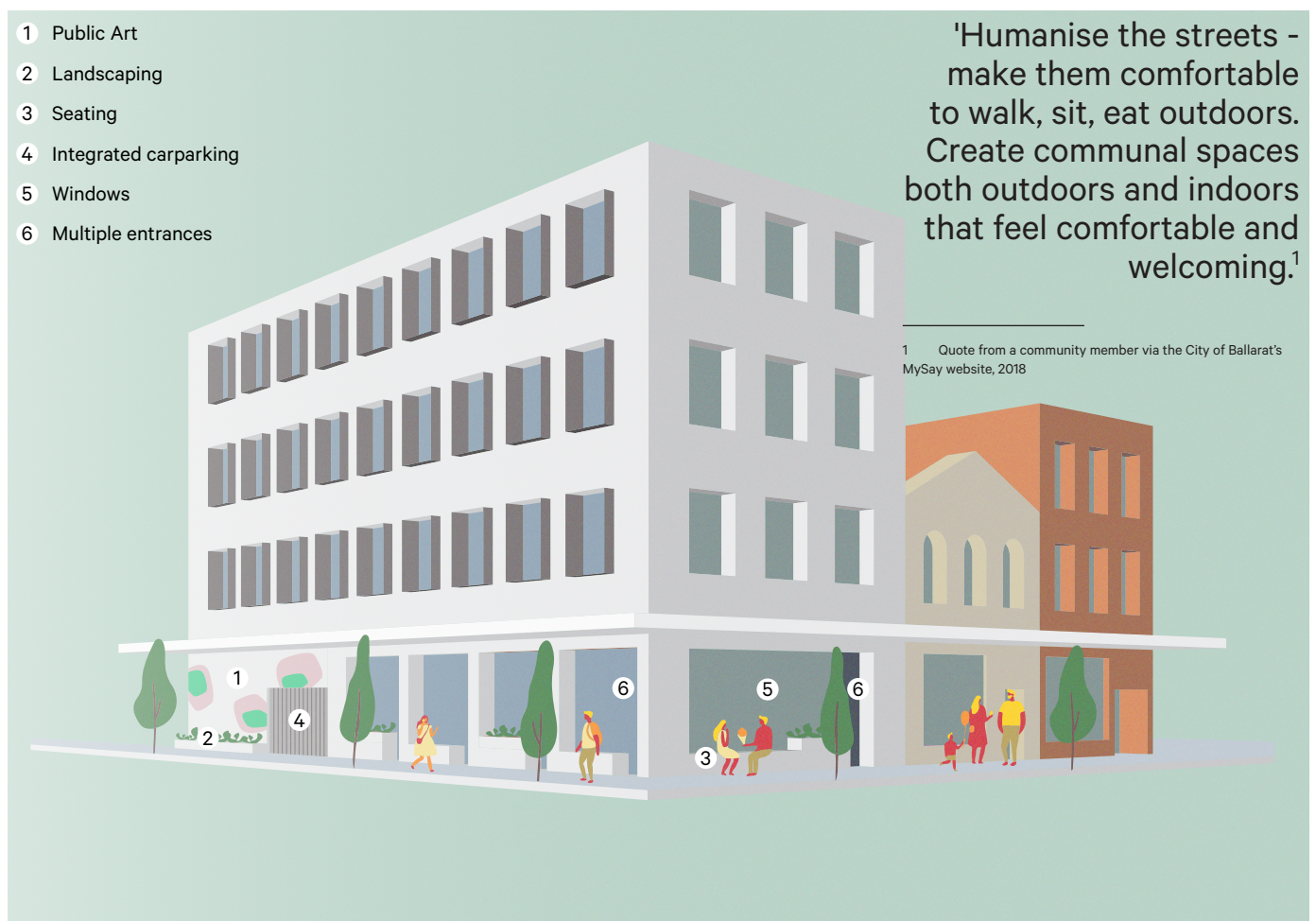


Figure 5. Considerations for comfortable public space





Image 3. Views of the Ballarat skyline looking south-west from the intersection of Mair Street and Humffray Street.

Across Ballarat you can see a mixture of natural and built features that make up Ballarat's distinctive skyline.

## Buildings complement the skyline

The design of all future buildings must complement and enhance the Ballarat skyline. Many of these features are landmarks which have historic and evolving cultural meanings for the people of Ballarat. Central Ballarat's elevated position atop the escarpment allows for sweeping views of the surrounding landscape, particularly the natural landforms of Mount Warrenheip and Buninyong.

## Buildings respond to streets and laneways

Buildings that are responsive to their surrounding context consider the character of the street, the topography, and the scale and detailed features of neighbouring buildings.

Designing buildings that are responsive to the street is achieved when:

- Building facades are designed to be complementary to the street in their form and use of materials.
- Carparking and servicing requirements are located along secondary streets or laneways.
- Street wall heights of new buildings are responsive to the predominant street wall height along the street.
- Ground floor setbacks are in line with the predominant character along the street.
- Undercroft spaces and undefined setback spaces at ground level are avoided.
- Corner buildings are designed to be responsive to a corner location, for example, by providing splayed corners or wrap-around verandahs.
- Buildings on laneways are an appropriate scale and improve the character of the laneway.

## Buildings enhance the heritage context

New buildings must complement existing heritage buildings and precincts in Ballarat. Heritage places distinguish cities by adding authenticity and distinction to people's experiences. Ballarat is part of an international pilot program for UNESCO's long-term approach to city management which guides how historic cities can develop and change sustainably over time. This seeks to manage change through an understanding of what is valued by locals, appeals to visitors and makes local places distinctive. Design that enhances heritage buildings and streets is achieved when:

- Heritage buildings are still able to be viewed as their own distinct buildings.
- Contemporary additions to heritage buildings are complementary and help to distinguish between the old and the new.
- New buildings are complementary to the scale of neighbouring heritage buildings and use massing and materials to transition between old and new.



Image 4. Decorative facades and parapets along Sturt Street.

- Additions to heritage buildings or buildings adjacent to heritage buildings are setback at the upper levels when the profile of the building parapet is important.
- The design of streets (materials, lighting, landscape, etc) complement and enhance the heritage context.
- Carparking entrances are not provided on important heritage streets, for example, Sturt Street and Lydiard Street.



## Buildings are sustainable by design

Buildings that are designed with sustainable principles have less emissions, lower energy demand and are generally more comfortable to be in. The City of Ballarat has developed a Carbon Neutrality and 100% Renewables Plan which signals a commitment to a more sustainable Ballarat. The Action Plan stipulates that major refurbishments and new constructions are to be designed and constructed to high Ecologically Sustainable Design (ESD) principles.

Using electricity instead of gas in buildings means that buildings are able to transition to 100% renewable energy when and as it becomes available. Buildings can also be made more energy efficient through passive design, improved air tightness, insulation, double-glazing and use of energy efficient lighting, cooling, heating and hot water systems. Reducing embodied energy can occur through the use of sustainable materials and sustainable construction processes. Ground floor landscaped open space also contributes to the reduction of the Urban Heat Island Effect<sup>1</sup> and support natural drainage.

Designing sustainable developments is achieved when:

- Buildings use passive design techniques to minimise energy requirements of the building in the long-term.
- Buildings use sustainable materials that have low embodied energy.
- Buildings incorporate energy generating infrastructure (e.g. solar panels).
- Buildings do not incorporate infrastructure which relies on gas or coal-fired electricity.
- Building typologies support the integration of planting including deep soil areas and green walls.
- Buildings support sustainable approaches to waste management.

## Buildings are comfortable to be in

Building designs should support the health and wellbeing of residents. This means they need to have access to daylight and sunlight, natural ventilation and visual privacy. For residential use, they need access to private outdoor space (e.g. balconies) and sunny, communal open spaces (e.g. rooftop gardens and courtyards spaces) which allow for a range of informal and active uses<sup>2</sup>.

Designing buildings that are comfortable to be in is achieved when:

- Buildings are oriented to maximise access to sunshine, views and privacy.
- Adequate separation is provided between buildings to support access to daylight, sunlight, outlook and natural ventilation.
- Privacy is achieved through building separation and orientation and reliance on screening is avoided.
- Buildings are designed to facilitate cross-ventilation through the careful locations of openings and windows.
- Buildings include comfortable private and communal open spaces that have sufficient access to sunlight and privacy.

## Buildings are adaptable

Designing buildings to be adaptable to different functions is the best way to make sure that they can support multiple uses over their life-cycle. For example, many buildings are converted from office buildings into housing or from warehouses into offices.

Designing buildings that are adaptable is achieved when:

- The lower floors of residential buildings include high floor-to-ceiling heights to support commercial uses.
- The floor-to-ceiling heights of car parks support conversion for other uses, such as residential.

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<sup>1</sup> 'Urban heat islands' occur when cities replace natural land cover with dense concentrations of pavement, buildings, and other surfaces that absorb and retain heat. This effect increases energy costs (e.g. for air conditioning), air pollution levels, and heat-related illness and mortality. EPA (2020).

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<sup>2</sup> Victorian State Government, 2017



Image 5. Heritage building on Sturt Street in Ballarat.

## The design of the ground floor makes a positive impact on the street

The design of the ground floor has the highest impact on people's experience of buildings from the street. The visibility of the ground floor also means that privacy needs to be managed carefully. Privacy in ground floor residential dwellings is particularly important and can be achieved through different design interventions, for example, a balance between solid walls and windows, landscaping and/or level changes.

The ground floor design of commercial premises requires different considerations. Higher visibility is supported but a balance between solid walls and windows should still be provided.



Image 6. Heritage building on Sturt Street in Ballarat.

The design of servicing requirements has a significant impact on the quality of ground floor design. Minimising the impact of servicing requirements can be managed by consolidating services and minimising vehicular access points.



## Strategic blocks must deliver the vision for the Ballarat CBD

Strategic blocks must set the new design standard for Ballarat by demonstrating the positive impact that good design can have on the city. These blocks should contribute to the targets established in existing strategic work:

- Increase the number of residents living in the city, including students.
- Improve the movement network by providing new streets and laneways.
- Support modal shift from cars to sustainable forms of transport.
- Increase the diversity of uses in the city and support local employment.
- Deliver 5% of new dwellings as affordable housing.
- Deliver zero net emissions developments.
- Demonstrate architectural excellence.
- Contribute to the expansion of the public space network.
- Increase canopy cover.

Strategic blocks have the potential to transform the landscape of the city. In order to make a positive contribution, these sub-precincts must deliver the 2050 vision for the Ballarat CBD, deliver on the principles guiding all sites in the Ballarat CBD and demonstrate best-practice design quality.

## Strategic blocks must enhance the Ballarat CBD

There is an opportunity to create significant positive change in identified strategic blocks within the Ballarat CBD if a co-ordinated design approach can be taken to the redevelopment of these areas. Achieving good design outcomes is achieved if the following occurs:

### HERITAGE CONTEXT IS CELEBRATED

Strategic blocks must contribute and respond to the heritage context of Ballarat. This includes identifying opportunities to celebrate the heritage of the Wadawurrung and Dja Dja Wurrung peoples, as well as post-settlement heritage. Heritage buildings should be retained and enhanced when located within strategic blocks. The setting of heritage buildings can be enhanced through the co-location of heritage buildings with new public spaces.

### URBAN STRUCTURE AND LEGIBILITY IS IMPROVED

There is an opportunity to significantly improve the urban structure in Ballarat through the provision of new streets and laneways within strategic blocks. An improved urban structure is achieved when:

- A fine-grain urban structure is provided.
- Pedestrian, bike, vehicle access, permeability and connectivity are improved within a site.
- A clear hierarchy of public streets is delivered that is well connected to the existing street and laneway network.
- New streets, lanes and footpaths are to be designed in accordance with the City of Ballarat's public realm standards.
- Streets and laneways that formed the historic urban fabric are reinstated where appropriate.
- A clear sense of address is provided for all buildings, dwellings and commercial premises within a block.

#### HEIGHT STRATEGY IS WELL CONSIDERED

Within strategic blocks, a well-executed height strategy will ensure that designs are responsive to their context. Heights should vary across larger sites and contribute to the diversity of forms within the city. Variable heights allow built form to better respond to context. For example, higher forms might be located on major roads with lower scale forms located on laneways. Any taller forms should be designed to enhance the Ballarat skyline.

#### VISUAL BULK IS MINIMISED

Visual bulk relates to the overall height and width of buildings. A building is considered visually bulky if the scale of the building is much larger than the buildings in its surrounding context. Minimising visual bulk through a carefully executed massing strategy will ensure that contemporary developments sit comfortably along fine-grain heritage precincts.

#### PUBLIC SPACE NETWORK IS EXPANDED

There is a greater opportunity to provide public open space on strategic blocks. The specific characteristics and location of each of these blocks will determine the type of open spaces that can be supported.

#### A MIX OF USES IS DELIVERED

There is a need to deliver a diversity of uses on strategic blocks in order to increase the vitality of the city. There are targets to increase the number of residents and jobs in the city and each strategic site should contribute to reaching these targets. There is also a need to provide community infrastructure within strategic blocks in order to support an increased population of residents and workers. A range of complementary uses and housing types should be included on strategic blocks that deliver the strategic objectives for the Ballarat CBD.

#### PUBLIC ART IS INTEGRATED

Public art is integrated into the design of strategic blocks. Streets, spaces and laneways are designed to be adaptable to support their use as community spaces and for arts and cultural events.

#### CARPARKING AND SERVICING IS CONSOLIDATED

There is an opportunity to consolidate carparking and servicing within strategic blocks. This will allow their negative impacts to be minimised and increase the amount of usable space within strategic blocks.



Image 7. View to the south-east over the Ballarat CBD.



## The Ballarat CBD supports universal accessibility and public safety

There is significant opportunity to leverage urban renewal within the Ballarat CBD to deliver an integrated mixed-use neighbourhood, and to work in partnership with the private sector and other stakeholders towards its ultimate delivery. By re-establishing the Ballarat CBD as a place that is accessible and welcoming for all, we can build a stronger and healthier community.

Universal accessibility and public safety are achieved when:

- A design led approach is adopted to planning for universal accessibility to seamlessly integrate inclusivity.
- Ballarat invests and upgrades the amenity, accessibility and safety of public areas to encourage people to walk through a prioritisation system.
- Streets of Ballarat are safe places for people of all ages and abilities.
- Vehicle speeds are moderated by quality urban design of public spaces.
- Infrastructure and transport facilities are designed with all users in mind, focusing on contributing to sense of place, as well as managing capacity and movement.
- Lighting and the design of transport links moves beyond Crime Prevention through Environmental Design (CPTED) standards to truly support usage by all users across the whole day.

## Transport and public spaces adopt a 'people first' approach to movement

Ballarat's generous streets allow provision for safe spaces for pedestrians and bike riders. There is significant opportunity to redesign key streets and to reallocate more space for pedestrians and cyclists to safely travel and explore. This will be achieved through progressively improving the quality of the public realm, optimise access for all, enhance transport affordability, and to deliver a more liveable and healthier community. Walkable streets support local business and activity in the city.

Adopting a 'people first' approach to movement can be achieved through:

- Establishing a 'Principal Pedestrian Network' (PPN).
- Targeting pedestrian improvements around community hubs, schools and other key destinations.
- Investing in quality street furniture, trees and the public realm improvements to ensure accessibility and comfort.
- Improving travel options for people of all ages and abilities.
- Improving access to surrounding trails and green spaces.
- Address gaps in signage and wayfinding.

## Supporting a 10 Minute City encourages a more integrated and reliable transport network

The Ballarat Integrated Transport Action Plan 2020 provides updated guidance on land use and infrastructure planning with a view to support a more integrated and compact 10 Minute City. This reflects community aspirations, which is a desire to maintain the existing level of access to destinations and services as the city grows.

Through the development of a new Housing Strategy, the Ballarat CBD will be identified as a key location to adopt the 10-Minute City principle, focusing on creating an efficient, compact and convenient city. This will support convenient, efficient and accessible transport options and create a more prosperous Ballarat where people are efficiently connected to local jobs and services.

The Ballarat CBD presents a significant opportunity to deliver a 10-minute City.

This is achieved through:

- Enhancing accessibility to and from the Ballarat Railway Station and leveraging new opportunities through recent and upcoming developments and upgrades to the station precinct.
- Creating well serviced local neighbourhoods that are desirable, convenient and provide for day to day needs.
- Improving travel options to support the growth and efficiency of the 10-minute City principle.
- Support a diverse range of well-connected housing stock to accommodate the needs of changing demographics.
- Improving public realm and open space amenity, including where they provide access to transport infrastructure.
- Facilitating thriving local economies through enhancing walking and cycling activity.

## Support a shift towards more sustainable and diversified travel options away from dependence on private vehicles

By encouraging higher density development along or within close proximity to public transport and reducing the need for motor vehicles in the Ballarat CBD, residents, workers and visitors will support a shift towards more sustainable transport options.

To achieve a city-leading shift towards more sustainable, resilient and adaptable modes of travel, sustainable transport options within and through the Ballarat CBD will continue to be promoted.

Reducing private vehicle dependence can be supported through:

- Enhancing public and active transport routes, including frequency and more direct routes between key destinations, to support a more effective alternative to the private vehicle.
- Embracing new transport and other smart city technologies.
- Better utilise existing infrastructure and services which are provided, including opportunities to optimise a network of 'park and ride' stations to alleviate pressure for car-parking within the CBD.
- Continuing to implement actions arising from the Ballarat Cycling Action Plan (2017) and its technical reference guide.





Image 8. Armstrong Street, Ballarat. Looking north.

Community engagement is a critical element in identification of community aspirations, and to validate current and future community needs.

## Community infrastructure enhances social connection, health and wellbeing

Community infrastructure refers to assets that accommodate community services, including education, arts and culture, health, individual, family and community support, information, employment and training, community development, open space and active and passive recreation opportunities.

Community infrastructure provision is an essential element in achieving socially sustainable communities and plays an important role in bringing people together, developing social capital, maintaining quality of life and in developing the skills, networks and relationships essential to strong communities. Investing in community infrastructure is essential for the health, wellbeing and economic prosperity of communities.

Community infrastructure should be integrated with land use and transport planning and should be designed and provided in an environmentally sustainable manner.

Designing for community infrastructure which supports health and wellbeing is achieved when:

- Access to community facilities is convenient, easy and affordable.
- Community infrastructure is co-located or adjacent to other services and facilities.
- The location is central to the community it serves and accessible by public transport, pedestrian and cycle path networks.
- There is a focus on connecting people to services, facilities and experiences to enhance their overall health and wellbeing.
- Community infrastructure responds to and is integrated with the surrounding area.
- Infrastructure provides a place for people to interact and build a sense of place.
- Community infrastructure contributes to developing social capital and capacity building.

## Community Infrastructure responds to community needs

Community infrastructure must consider the needs and demographics of the local population to inform the purpose and function of facilities and to maximise ongoing utilisation. An evolving understanding of the profile of the community is essential to planning and providing community infrastructure because the makeup of any place, including its history, culture and population, has a major impact on determining the types of community facilities and services that will be required.

Community engagement is a critical element in identification of community aspirations, and to validate current and future community needs. Communities must be appropriately involved in all aspects of decision making in relation to community infrastructure planning, design, operation and management.

Designing community infrastructure which is responsive to community needs is achieved when:

- Community leadership is actively encouraged.
- Communities are involved in the planning and design of community infrastructure.
- Community infrastructure is planned and provided in a timely manner.
- The provision of community infrastructure is based on sound evidence of need and established priorities.
- Facilities can adapt to meet changing community needs over time.
- Infrastructure considers availability and utilisation of other existing facilities in reasonable proximity.



## Community infrastructure is inclusive and equitable

Demands for a varied and adaptable range of community facilities are being driven by increases in population and increasingly diverse needs of socially and culturally diverse and aging communities. All members of the community, regardless of income, gender, background, age, cultural background or disability, should have fair and equal access to community infrastructure.

To ensure that the development of community infrastructure contributes to wellbeing outcomes facilities should be co-located to accommodate diverse groups, maximise activity and integrate service provision where synergies exist.

Designing for inclusive and equitable community infrastructure can be achieved when:

- Community infrastructure provides opportunities for social and economic inclusion.
- Access and equity for all is recognised by ensuring all age groups have equal standing.
- Facilities are distributed equitably to address diverse needs.
- Infrastructure aims to be equitable and universally accessible.
- Collaboration with Traditional Owners and diverse groups informs community infrastructure development.
- Equitable provision and standard of facilities is promoted using established hierarchy and provision standards.

## Community infrastructure is innovative

The way community services are delivered, and how and when they are accessed is changing. As a result, the type, location, size and configuration of built community infrastructure to meet these needs must be imagined differently. Traditional and emerging partnership and tenure opportunities with and across government, community and private providers needs to be explored to create sustainable and memorable places which are valued by the community.

Ballarat is an inherently creative and innovative city with an ambition to continue to foster problem solving, design and invention. When embarking on design processes for community infrastructure it is important to achieve innovative and adaptable facilities that can take advantage of new technologies, be ecologically sustainable and respond to changing community priorities in the future.

Innovative community infrastructure design can be achieved when:

- New concepts, innovative practices and successful models of delivery are employed.
- Effective partnerships enable complementary infrastructure and service providers.
- The likely impact of new technologies on service delivery is considered to ensure facilities can adapt to changing user needs.
- Local expertise, creativity and innovation is valued.
- There is an understanding of the culture, qualities and wisdom of the community.
- Placemaking approaches are used to create authentic, vibrant and resilient places.

## Community infrastructure is multipurpose, flexible and safe

Traditionally, facilities have been purpose built for specific community use or interests. This can lead to singular use of a facility by one particular group and create a false sense of ownership, as well as less flexibility to adapt the use of a facility as community needs change.

Community hubs which bring together a range of groups, services and uses can encourage social interaction, creativity and economic and environmental vitality, and create a strong sense of community and local identity.

Buildings which have active street frontages, visual prominence and appropriate lighting can create places where people feel welcomed and safe. Community infrastructure should aim to enhance public streets, spaces and views and include best practice principles in crime prevention through environmental design including natural surveillance, access control and delineation between public and private spaces.

Designing for multipurpose, flexible and safe community infrastructure is achieved when:

- Community infrastructure enables a range of social functions, services and uses, and are multi-purpose in nature.
- Community infrastructure is appropriately flexible to grow and adapt to evolving needs.
- The design of infrastructure (location, materials, lighting, landscape, etc) enhances community safety.
- Community infrastructure is located to optimise land efficiencies, sharing of resources and the creation of active community 'hubs'.
- Planned spaces that offers opportunities for people of all ages and abilities to meet to meet, learn, play, connect, be active, express their culture and feel safe and accepted.



Image 9. View at the intersection of Lydiard Street and Sturt Street.



# Urban Design Analysis

The urban design analysis assesses the existing urban fabric to identify opportunities to improve the quality and useability of the Ballarat CBD. The analysis is grouped into five categories:

## Urban Structure

This section analyses the topography, landmarks, block structure and watercourses within the CBD to understand the overarching urban structure.

## Public realm

This section analyses the existing traffic function of streets, the width of streets, the network of existing open spaces and proposed public realm upgrades identified in other strategic documents to understand the quality and function of the existing public realm network.

## Movement

This section analyses the existing public transport and active transport network. This analysis will inform the movement strategy to be prepared by the City of Ballarat.

## Buildings

This section analyses the topography, existing building heights, landmark buildings, heritage buildings and strategic sites to understand the existing built form context.

## Views

This section analyses the key views in the Ballarat CBD to develop urban design guidelines for developments so that the historic skyline is protected.







## Overview

The Ballarat CBD has a distinctive urban structure that is responsive to the landscape and topography that it sits within. The western, northern and eastern edge of the study area are elevated and the eastern part of the CBD sits within low-lying land (see Figure 6).

A ridge line runs vertically through the centre of the CBD (see Figure 7). The escarpment signifies the change in the urban structure to the east and west of the grid. Landmark buildings are located at higher points within the CBD and at the edges (see Figure 8).

The Yarrowee River originally ran through the Ballarat CBD, the channeled river is visible in parts of the study area, but today is largely underground (see Figure 9).

### Topography

The western edge of the Ballarat CBD, the railway escarpment to the north and the eastern edge of the Ballarat CBD sit at a higher elevation than the rest of the CBD. The CBD skyline is noticeably more visible when viewing the city from the east.

The escarpment distinguishes between the east and west of the city. The topography of Ballarat is evident along Mair Street, Sturt Street and Dana Street with the most dramatic change in topography occurring at the Dana Street and Lydiard Street intersection. Camp Street aligns with the ridge line and has impressive views to the east between buildings.

The street network to the west of the city runs on a north-south axis. The street network to the east of the city runs predominantly on an east-west axis. This reflects the original watercourses which ran east-west.

The railway line sits along the northern escarpment of the CBD and is flanked by established trees. This escarpment is very prominent when viewed from the south east of the CBD.

### Landmarks

The more prominent landmark buildings in Ballarat have taller elements such as clocktowers and spires and are located at higher elevation points within the CBD (see Figure 8). There are clusters of taller elements in the following locations:

- At the intersection of the railway line and Lydiard Street.
- At the intersection of Lydiard Street and Sturt Street.
- Along Camp Street.
- At the periphery of the CBD - along the west side of Dawson Street, at the intersection of Lydiard Street and Dana Street and to the east along Humffray Street.

### Watercourses

Ballarat CBD east sits at a lower elevation in a floodplain. The Yarrowee River used to run north to south through this eastern floodplain separating the east and west of the CBD. The portion of the Yarrowee River that runs through the city has now been built over and runs under Bridge Mall.

There are indications of the original Yarrowee River at different locations in the CBD:

- The large drain that runs under the railway escarpment at the end of Grenville Street.
- The open drain channels along Sturt Street.
- The convergence of the channeled Yarrowee River and Canadian Creek to the south-east of the CBD.

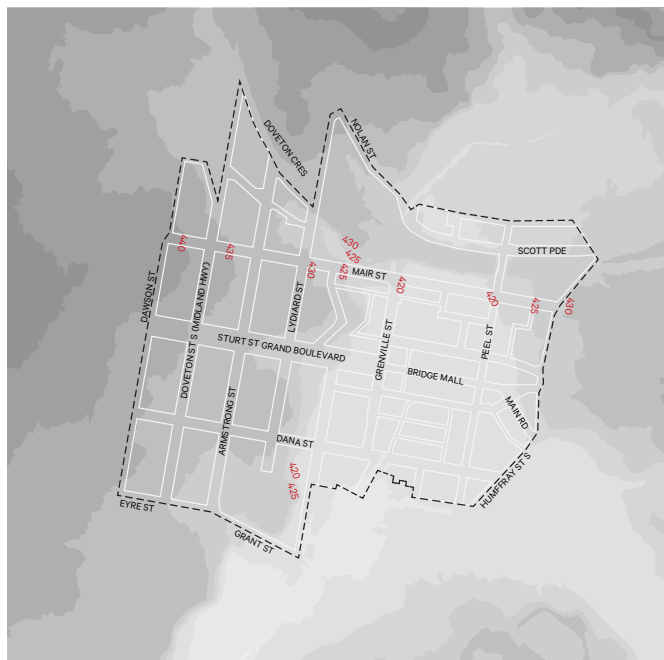


Figure 6. Contour map demonstrating the distinctive topography of Ballarat which slopes down to the south-east before rising again.



Figure 7. Ridge line or escarpment that runs north-south through the CBD and signifies a shift in the character of the urban structure.



Figure 8. Landmark buildings located within and at the edges of the Ballarat CBD.



Figure 9. Current watercourse of the Yarrowee River which runs underground through the CBD.



Overview

The street network is a formal grid to the west of the CBD with the grid becoming more unstructured to the east. On the western side of the study area, the roads are laid out in a clear grid and the blocks are oriented north-south. In the eastern side of the study area, the roads are irregular and disconnected and the blocks are oriented east-west.

Traffic function

The main vehicle entrances to the city are via Doveton Street (Midland Highway) in the north-west and south-west and via Victoria Street in the east. There are many through-streets that run through the CBD and carry significant traffic (see Figure 10). The streets that carry the heaviest traffic are Mair Street, Doveton Street, Dana Street and Peel Street. Sturt Street also carries significant east-west traffic. There is a need to balance pedestrians, cyclists and vehicular traffic on these streets.

Lydiard Street, Grenville Street, Bridge Mall, Little Bridge Street and Curtis Street are not through streets and carry less traffic. Armstrong Street also has a more limited traffic function as it has a secondary role to Doveton Street. There are opportunities to improve traffic functions that will prioritise pedestrians on these streets.

Street width

The overarching structure of the street network in Ballarat is a grid of 30m wide streets that run north-south and east-west. Sturt Street is the central boulevard of the CBD. It runs east-west and is the widest street at 40m in width.

The streets to the west of the grid are more regular and blocks are approximately 200m by 100m (see Figure 11). A network of laneways makes these blocks more permeable to the north-west of the CBD north of Sturt Street. The laneway network is more limited to the south of Sturt Street. There are opportunities to increase laneway connections within these blocks to make the CBD more accessible from the west.

The streets become more irregular to the east. The eastern street network is broken up by large carparks which make it feel dominated by cars and difficult to navigate. There is an opportunity to improve the street network to the east and make it more legible and easier to navigate.

There are several narrow streets in the CBD that have a limited movement function and could be transformed into pedestrian priority spaces and public spaces.



Figure 10. Street movement network.

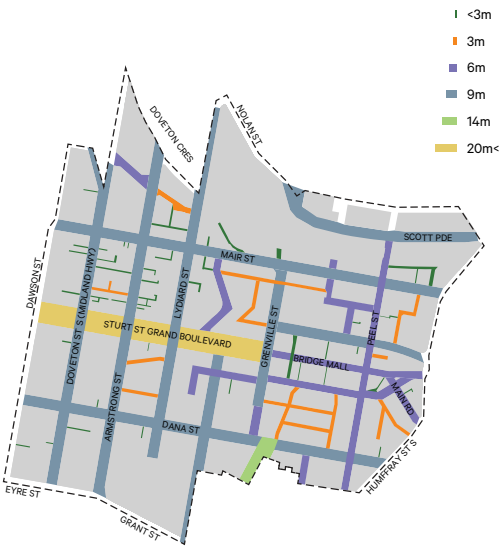


Figure 11. Street widths.

### Existing open space

There are large reserves and parks surrounding the study area, however, there is limited existing open space within the CBD (see Figure 12). The largest open spaces are the Sturt Street Gardens and the Civic Gardens to the south-east. The Civic Gardens are identified for expansion and are to be renamed the Yarrowee Parkland. There are several smaller public spaces within the study area:

- A low-quality open space with trees and limited seating at the intersection of Doveton Street and Dana Street.
- A high-quality sloped open space along Camp Street between Federation University and the Art Gallery.
- A small hardscape public space with toilets, seating and trees at the intersection of Little Bridge Street and Peel Street.
- A small, high-quality open space at the intersection of Bridge Mall and Main Road. This park is at a higher elevation and supports views of the CBD to the west.
- Albert H Graham Reserve and Playground at the intersection of Eastwood Street and Peel Street.



Figure 12. Open space.

### Proposed public realm upgrades

The Ballarat's Creative City Strategy Masterplan included a series of proposed outlines for public realm improvements. These included the following propositions (see Figure 13):

- Improved pedestrian crossings at key intersections along Mair Street and Lydiard St.
- Upgrading access to the railway station at the Mair Street/Camp Street intersection.
- Proposing permanent and temporary plazas along key streets including Lydiard Street, Armstrong Street, Doveton Street and Camp Street.
- Upgrades to Hancocks Lane and Cuthberts Lane.

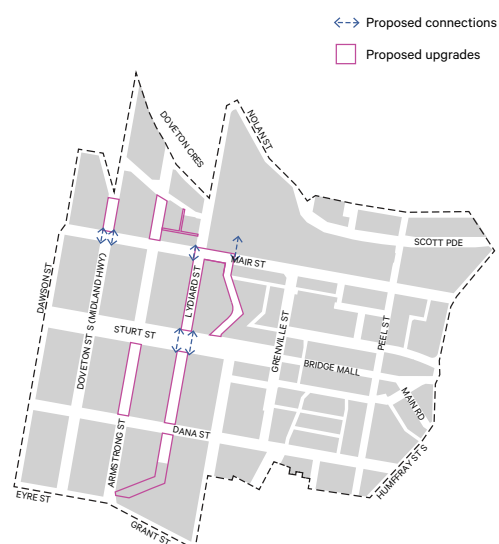


Figure 13. Creative precinct strategies.

## Overview

The Ballarat CBD is the most well-served area for public transport within Ballarat. The Ballarat Railway Station is to the north of the CBD and integrates with a major bus interchange. There is a secondary major bus interchange to the south-east of the CBD on Little Bridge Street.

The walking and cycling environment requires significant improvement. Very minimal cycling infrastructure and significant pedestrian barriers within the CBD limit the ability to comfortably walk and cycle.

### Rail

Ballarat Station is to the north of the study area on Lydiard Street (see Figure 14). It sits in an elevated position along the escarpment making the station a key landmark within the CBD. Access to the railway station occurs via Lydiard Street and via a narrow pathway that connects to Mair Street. There is an opportunity to improve access to the railway line from the CBD.



Figure 14. Ballarat Station.

## Cycling

The existing network of bike lanes in Ballarat is very limited (see Figure 15). There are currently segments of bike paths along Mair Street, Sturt Street and Lydiard Street. There are plans to continue the extension of the bike network along Mair Street and Sturt Street. This will improve east-west bike connections through the CBD.

There is an opportunity to create an interconnected network of high-quality bike lanes within the Ballarat CBD. These should include off-road and separated bike paths as well as on-road bike paths. The proposed network should prioritise routes which have minimal change in topography.



Figure 15. Bike lane network.



## Walking

The wide streets and through traffic in the Ballarat CBD can make many of the streets difficult to cross (see Figure 16). Improving the safety and quality of crossings will make walking into the city a more attractive option.

The major intersections to the north-west and east of the CBD are major barriers for walking. The smaller roundabouts also serve as barriers for pedestrians. These are particularly concentrated along Dana Street and Mair Street and at the north-east and south-west approach to the CBD.

The railway escarpment to the north-east is a physical barrier to accessing the CBD from the north. The main entrances to the CBD are via the Davies Street pedestrian underpass, Peel Street and Humffray Street. The Davies Street underpass is a low-quality, poorly lit space which requires a significant upgrade if it is to become a safe arrival point into the CBD from the north.

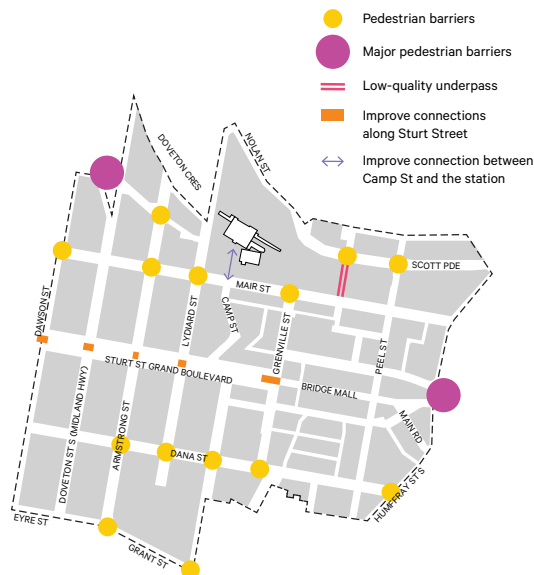


Figure 16. Pedestrian barriers.

## Bus

There are four bus interchanges in the Ballarat CBD (see Figure 17). These are located at the Ballarat Railway Station, at the Lydiard Street/Sturt Street intersection, along Curtis Street, and along Little Bridge Street. The Ballarat Railway Station interchange and the Little Bridge Street interchange are the major bus interchanges. There is an opportunity to improve the quality of the Little Bridge Street bus interchange to make it a safer, more attractive and more accessible space.



Figure 17. Bus network and interchange.

## Overview

There is limited planning guidance within the Ballarat Planning Scheme to guide future development in the Ballarat CBD.

This has not been an issue to date as development pressure has been relatively subdued. Recent applications have highlighted the need for a more sophisticated set of policies to ensure that the valued heritage and character attributes of the city are protected and enhanced.

The aspirations for Ballarat CBD, however, are for significant population growth and, if realised, will come with increased development activity.

Guidance is currently provided for:

- Land use through the zones which apply across the whole study area.
- Building design (including overall building height) for discrete sites across the Ballarat CBD through the Design and Development Overlays (DDOs).
- Heritage protection through the existing policies and overlays which apply across a significant portion of the study area. This includes heritage precinct overlays and site-specific heritage overlays.

## Zoning

The Ballarat CBD is largely covered by the Commercial 1 Zone (see Figure 18) which supports a wide range of uses to support the creation of a 'vibrant mixed use commercial centre for retail, office, business, entertainment and community uses'. There is no guidance on more specific preferred land use outcomes for the CBD included in the schedule.

There are discrete sites that are not zoned the Commercial 1 Zone (see Figure 21), including:

- Train station precinct - Special Use Zone (SUZ) surrounding the train station.
- Ballarat Uniting Church (SUZ).
- Ballarat Anglican Church (SUZ).
- Dana Street Primary School - Public Use Zone (PUZ) bounded by Dawson, Dana and Doveton Streets.
- Federation University Campus (PUZ).
- Railway corridor (PUZ).
- A small pocket of residential area zoned General Residential Zone (GRZ) on the corner of Eyre and Dawson Streets.

## Building design

The quality of urban design is understood within the Ballarat Planning Scheme as being crucial to Ballarat's identity and competitiveness. This importance is supported by overarching objectives in the Local Policy Planning Framework that focus on enhancing built form and public realm.

Alongside these broader objectives are specific overlays that target the built form of precincts within the Ballarat CBD. These include:

- A Design and Development Overlay (DDO1) over the Bridge Mall precinct.
- A small parcel of land to the north-west that is within the Urban Character Area 11 Design and Development Overlay (DDO7).
- A Development Plan Overlay (DPO11) for the Ballarat Railway Station Precinct Redevelopment.
- An Environmental Audit Overlay (EAO) for the site bound by Albert, Dana and Grenville Streets.

Of these overlays, the Design and Development Overlay (DDO) has the most notable impact on building design with specific guidelines for built form.

The Design and Development Overlay for the Bridge Mall precinct has a number of controls that guide development for the buildings that immediately surround Bridge Mall. These controls primarily relate to preserving the existing streetscape of the mall. Height restrictions and setbacks are included to ensure future development is in keeping with the surrounding area.

Development Plan Overlay (DPO11) for the Ballarat Railway Station Precinct Redevelopment responds to and facilitates the future redevelopment of the Ballarat Station Precinct.

These guidelines primarily relate to the need for future development to be responsive to the heritage values of the precinct and contribute positively to the future public realm.

Despite the detailed guidelines of each of these overlays, the majority of the Ballarat CBD is not covered by any development overlays. The majority of building design in the CBD is guided primarily by the urban design guidelines set out in the Local Policy Planning Framework.

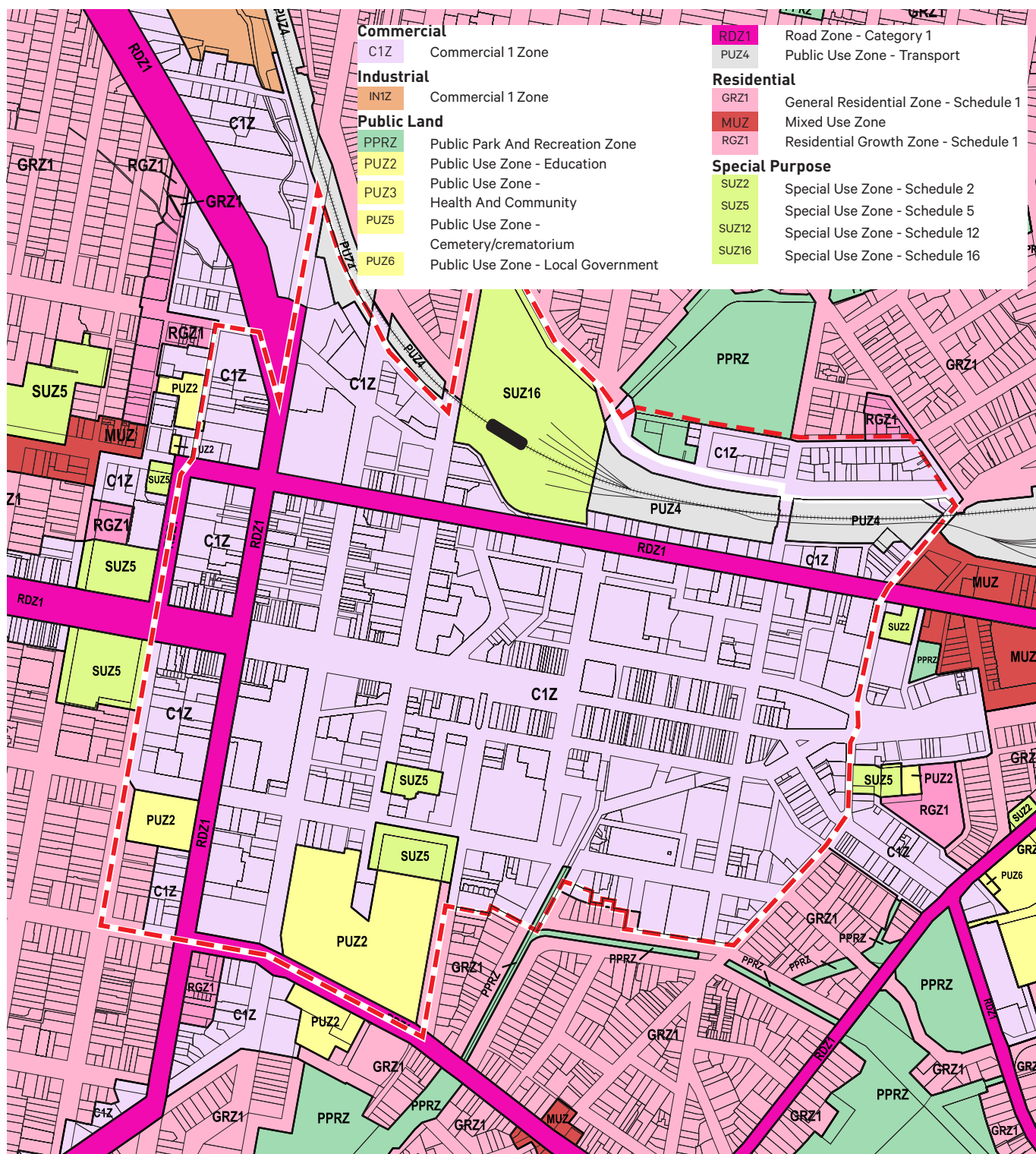


Figure 18. Existing planning context.



## Heritage

The Ballarat Planning Scheme recognises that the area has a rich natural, cultural and historic heritage. It is acknowledged within the Local Policy Planning Framework that it is considered by the community as Ballarat's most valued feature.

Heritage guidance comes collectively from the various site-specific overlays and smaller precinct overlays within the CBD (see Figure 19).

The precinct overlays that apply to the Ballarat CBD are the:

- Ballarat Railway Complex (HO59)
- South Ballarat Heritage Precinct (HO168)
- Lydiard Street Heritage Precinct (HO171)
- Creeks and River Channels Heritage Precinct (HO172)
- Bridge Mall / Bakery Hill Heritage Precinct (HO176)

The importance of these heritage precincts is outlined by the 'Ballarat Heritage Precincts - Statements of Significance 2006' incorporated document that stipulates the significance of each precinct and provides guidance for future development.

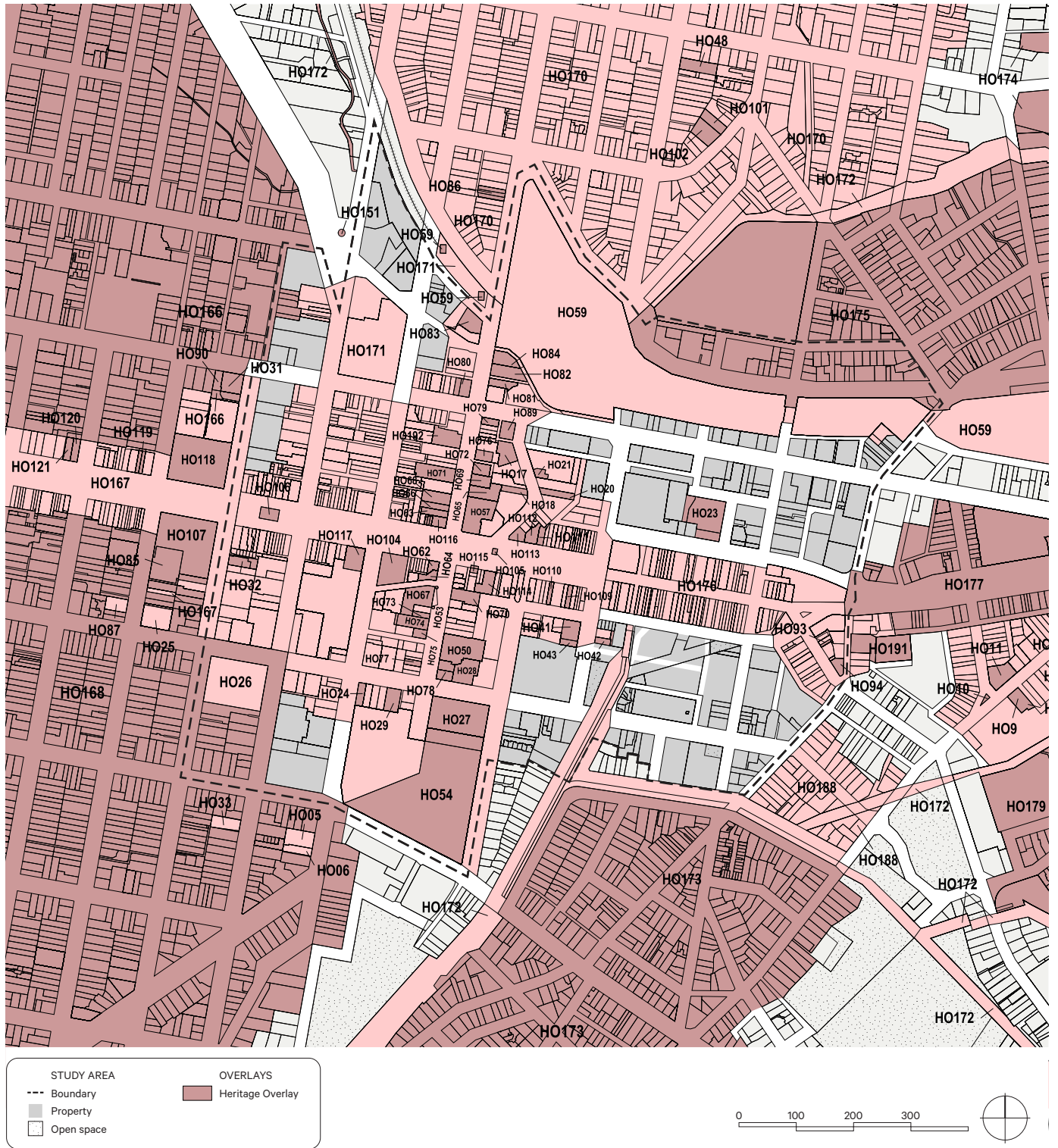
The most notable of these precincts is the Lydiard Street Heritage Precinct that covers the majority of the eastern half of Ballarat CBD. This precinct's statement of significance acknowledges that the area is architecturally and aesthetically significant at a state level. This significance is largely due to the area being an 'outstanding example of a 19th century provincial city centre'.

Alongside this, the precinct is noted for its historical significance at a local level. The precinct is considered as historically important for its role in establishing the overall urban design character of Ballarat as a city.

The other notable precinct in the CBD is the Bridge Mall/ Bakery Hill Heritage Precinct that adjoins the Lydiard Street Heritage Precinct to the east which is significant at a local level primarily due to its historic value. The precinct is noted as the oldest commercial area in Ballarat, formerly serving as the main thoroughfare between the mines at Ballarat Flat and the Ballarat township.

The precinct is also noted for its architectural and aesthetic significance to the local area. This is attributed to its 'distinctive heritage visual qualities that assist in understanding the historical, cultural and architectural development of the area.'

With each of these statements of significance there is emphasis on the ability of the area's current and future built form to contribute to the character of Ballarat.



## Building heights

The buildings in Ballarat CBD generally vary between one and five storeys.

The heights of buildings vary along the street but there is usually no more than a two storey difference between neighbouring buildings. There are many grand corner buildings in Ballarat that provide important points of reference in the Ballarat landscape (see Figure 20). Prominent corner buildings have features such as towers, decorative verandahs and 'splayed' corners that allow buildings to directly address the corner.

The stepping parapets contribute to the strong heritage character and create visually interesting and distinctive streets.

## Facade Articulation

Many of the heritage buildings within the CBD includes highly articulated facades. More contemporary development over the past century has resulted in a mixture of high and low-quality examples of facade articulation. It is the quality of the facade design, as much as its height, that is critical in ensuring new development is effectively 'stitched in' to the existing context. In Image 12, for example, the fenestration design, detailing and use of quality materials of this 5 storey building creates an interesting, balanced composition and reduces the overall visual impact of the building. By contrast In Image 13, the blank flat facade, poor detailing and use of poor materials creates a negative impression, even though it is only 2 storeys in height.

The new Govhub building in Image 14 successfully sits within the heritage context, as the form complements the pitched roofs of the heritage buildings. The varying heights, size and layout of the windows break down the facade, making the building form less dominant.

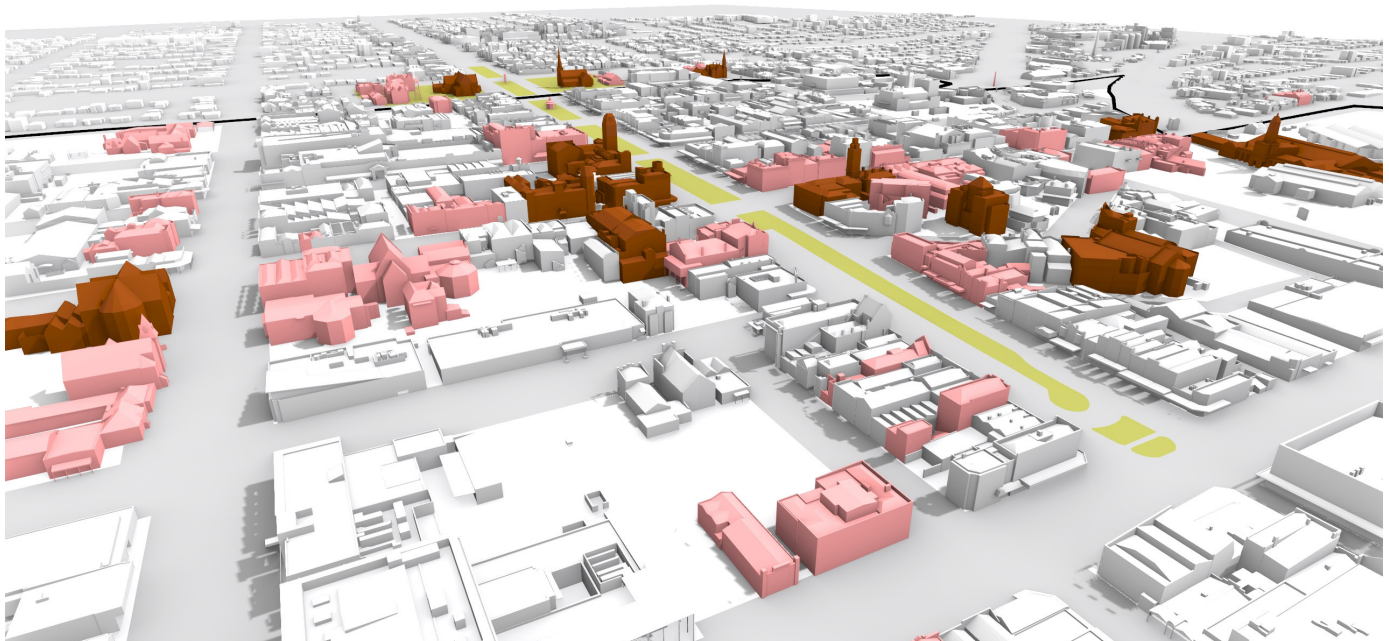


Figure 20. Existing built form (3d model) illustrating the overall low-mid rise scale and landmark buildings (brown) and buildings in individually significant heritage overlays (pink).





Image 10. Characterful laneways.



Image 11. Verandah.



Image 12. Well articulated facade.



Image 13. Badly articulated facade.



Image 14. New building.

## Overview

Ballarat's historic city skyline and unique story are celebrated and valued by both residents and visitors. As the population of the City continues to grow, the Ballarat CBD needs to develop clear urban design guidance as to how development will respond to context and location.

The case for protecting Ballarat's Skyline was established in the concept of the 'City in the Landscape' - a key platform for change identified within the Ballarat Strategy. Components of the City in the Landscape include:

1. The natural topography and landscape features which surround the City.
2. Landmark buildings across the City.
3. The historical significance of the City (including pre-contact and post-contact Ballarat).

### Natural topography and landscape

A prominent feature of Ballarat is the undulating topography that affords inward and outward views across the city, including of the historic built form skyline and surrounding natural features – particularly the landforms of Mount Buninyong and Warrenheip. These historic buildings built within the natural surrounds gives the City a sense of the 'City in the Landscape'. This concept of the City in the Landscape derives from the topography of the land, the heart of the CBD being within the natural flat of the city, or within a natural 'bowl' setting. Originally this setting was used by the Wadawurrung people as a resting place during the winter months. In the build-up to the Eureka Stockade, gold miners also used the higher ground at Bakery Hill for significant public meetings. In the lead up to the Eureka Stockade it was at one of these meetings that the Eureka flag was first raised.

### Landmark buildings

Through further development of the City at the turn of the century, significant historic civic and private buildings were constructed throughout the city, many of which still exist today as important and visible features in the landscape. The buildings, many of which represent Ballarat's wealth in the late 1800s and early 1900s have formed a 'collective skyline silhouette' with established views to landmark buildings and natural landscapes.

### Historical significance

The majority of Ballarat's CBD is protected in local Heritage Overlays. Additionally, many properties within the Ballarat CBD are of State Significance. The City of Ballarat is part of a region-wide bid to gain UNESCO World Heritage Listing for the Central Victorian Goldfields. In the draft proposed 'Statement of Outstanding Universal Value' Ballarat is referenced as being central to the cultural landscapes that exemplify the goldrush phenomenon. As drafted, Ballarat is distinguished, "...by new grid-plans, wide boulevards, and a proliferation of archetypal goldrush public buildings, this instant city in grand Victorian colonial style survives amongst the finest and most architecturally notable historic gold cities in the world..." The articulation of Ballarat's skyline, formed in a short period triggered by one of the most significant and sensational goldrushes the world has ever witnessed, remains extremely intact and authentic to this day. This level of intactness and authenticity are the pillars that will enable the city to achieve World Heritage Status and its significance, setting and context needs to be recognised and managed accordingly.

## Skyline and Views Study

The City of Ballarat has prepared a Ballarat Skyline and Views Study which incorporates a comprehensive analysis of views across the central city. 37 views were selected for review (see Figure 21). Of these, 12 were identified as 'designated views' that need specific guidance on view management to ensure that the overall skyline of Ballarat CBD is protected and enhanced (See Figure 22 and Figure 23). They have been categorised into three different view typologies. More detail on each is provided in the following pages.

### View typologies

#### PANORAMIC VIEWS

These are sweeping views of the historic city, including landmarks and landscape features seen from Bakery Hill looking west as well from within the CBD looking to the east.

#### LINEAR VIEWS

These are long views along Lydiard and Sturt Streets that incorporate landmark buildings, buildings within the historic core and landscape features.

#### FRAMED VIEWS

This view includes a short viewline to a key landmark. There is one framed view - the view to Ballarat Main station from within Camp Street.





Figure 21. Location of 37 views that were assessed through the Ballarat Skyline Study

## Panoramic views

The panoramic views are located within Bakery Hill and Lydiard Street (looking east). These elevated positions allow the viewer to look over the low-lying river corridor toward the CBD skyline or the landscape to the city's east. Bakery Hill was historically the main approach from Melbourne and past viewers would have included tourists, dignitaries as well as locals. Present viewers include vehicles entering the city from the east, pedestrians and cyclists.

### PV1 - Little Bridge Street CBD Gateway

Given its elevated location and gateway significance this is a highly significant viewpoint, giving rise to a clear view of the fine High Victorian buildings signifying the height of prosperity brought by gold mining.

The location is historically important as the site on Bakery Hill where a 'monster meeting' of between 10,000 and 20,000 miners was held on the 29th November, 1854 at the height of the initial gold rush. Adjacent is the location where Peter Lalor addressed a gathering to swear an allegiance to the Eureka Flag, a major event in Ballarat's history.

### PV2 - Curtis St CBD Gateway

This location on the high ground of Bakery Hill affords a clear view of the historic CBD skyline in contrast to the built development on the river plain in the middle ground below.

The viewing place is associated with the very early historic development of the eastern side of Ballarat, a result of the gold discoveries in the area. East Ballarat became a prime focus for commercial and community activities which were separate from those being established at the same time in West Ballarat. The view demonstrates important visual qualities that assist in this understanding of the historical, cultural and architectural development of the two contrasting areas of the city.

### PV3 - Mair St CBD Gateway

A main approach into the CBD with a significant vista to the skyline towers and spires. The clock towers, church spires and articulated roof ridges that showcase the skyline represent the height of the gold inspired development during the 1870s and 1880s and this architectural ensemble remains largely intact to the present day.

### PV4 - Dana St toward Ballarat East

On the approach along Dana Street a dramatic panoramic view opens up from the crest of the slope at the roundabout on Lydiard Street. The view takes in the treed setting of Ballarat East with the distinctive Mount Warrenheip prominent on the far horizon. Along with the highly decorated historic lamppost, the view is framed by the dominant corner buildings, particularly the imposing red and cream brick former Wesleyan Church with its steeply gabled intersecting roofs.

### PV5 - Mair St toward Bakery Hill

Lydiard Street occupies the high ground above the Yarrowee River plain and at the Mair Street junction gives rise to panoramic views over Bakery Hill. Noticeable buildings include the former School building on Humffray Street and St Alipius Church on Victoria Street with the exceptional Blue Gum in Lakeland Square creating another prominent feature. The treed canopy of Canadian Forest forms the backdrop with Mount Warrenheip a clear topographical feature on the far skyline.

## Linear views

### LV1 - Sturt Street CBD Gateway

This important location acts as a 'gateway' into the CBD along the main boulevard of Sturt Street. The view is enhanced by the slight fall in landform bringing the landmarks in the view into greater prominence. It is also historically important as a gathering place associated with Ballarat's main war memorial.

### LV2 - Sturt Street Boulevard

The shared path alongside Sturt Street Gardens presents a sequence of views of the CBD skyline and long-range views over Bakery Hill to the distinctive profile of Mount Warrenheip. These views can be enjoyed by both pedestrians and cyclists, particularly at the road intersections with Dawson Street, Doveton Street and Armstrong Street.

### LV3 - Sturt Street Queen Victoria Square

This major civic location in front of Ballarat Town Hall has been a meeting place since the city's foundation in the 1850s and is the location for many civic and cultural events. It is a historically significant site for statues and public gathering and the gathering place for National Trust guided walks and other visitor experiences.

### LV4 - Sturt Street at Bridge Mall entrance

Significant location where East Ballarat meets the grid pattern of the planned city with views up to the civic buildings and Sturt Street Gardens. This was the historic entrance into the centre of Ballarat emerging from the narrow commercial strip of Main Road/Bridge Street into the wide boulevard of Sturt Street. The viewing place remains a pedestrian friendly location in which to contemplate the many characteristics of the city.

### LV5 - Lydiard Street at Ballarat Railway Station

A major vista along Lydiard Street where the early development of major commercial and public buildings is substantially intact, and the streetscape is considered to represent the finest continuous collection of historic buildings in Ballarat. The articulated and varied composition of skyline elements encapsulates the range of building styles which typify Ballarat's historic CBD. Viewers include past and present rail passengers and locals from Ballarat North and Soldiers Hill.

### LV6 - Lydiard Street at School of Mines

A pedestrian friendly space and gateway location into Federation University's SMB Campus, presenting a major view along Lydiard Street as far as the residential area of Soldiers Hill. The skyline features a number of towers such as Craig's Royal Hotel and the former Post Office and draws the eye as far as the Presbyterian Church spire on Soldiers Hill. The double storey verandahs and highly decorated parapets add to the texture and aesthetic quality of the streetscape.

## Framed views

### FV1 - Camp Street to Ballarat Train Station

The approach along Camp Street towards Mair Street reveals a classic view of Ballarat Railway Station with its portico entrance and clock tower. The view is framed by the buildings in the foreground particularly the bluestone façade of Pratt's Warehouse a significant building in Ballarat's early history. Camp Street provides a relatively quiet historic precinct in which to appreciate a number of important buildings that define this historically significant area of Ballarat.

In some locations multiple viewing locations are nominated. The images illustrated here only show one view at each location.

## Extent of city that is affected

The specific view corridors for each of the designated views were mapped. This illustrated the extent of the city area where future development needs to be carefully managed to ensure that valued qualities of the skyline view is protected and enhanced. This is shown in Figure 23. Many view corridors overlap, particularly within the historic city centre.

This does not mean that development within these view corridors isn't possible. It does mean that building heights and roof profiles in these view corridors should be carefully managed.





Image 15. Panoramic View 1 - Little Bridge Street CBD Gateway



Image 16. Panoramic View 2 - Curtis St CBD Gateway



Image 17. Panoramic View 3 - Mair St CBD Gateway



Image 18. Panoramic View 4 - Dana St toward Ballarat East



Image 19. Panoramic View 5 - Mair St toward Bakery Hill



Image 20. Linear View 1 - Sturt Street CBD gateway





Image 21. Linear View 2 - Sturt Street Boulevard



Image 22. Linear View 3 - Sturt Street Queen Victoria Square



Image 23. Linear View 4 - Sturt Street at Bridge Mall entrance



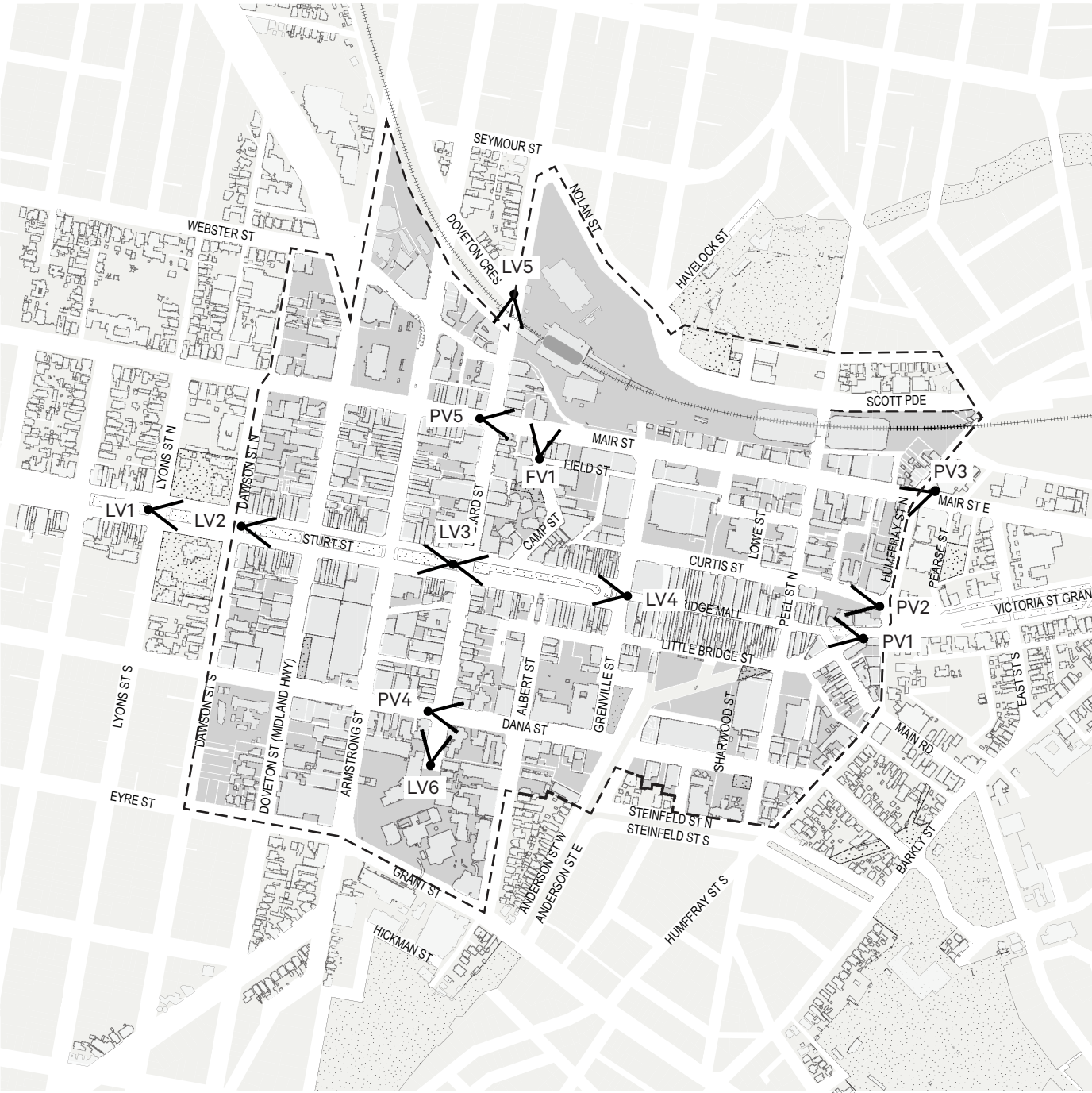
Image 24. Linear View 5 - Lydiard Street at Ballarat Railway Station



Image 25. Linear View 6 - Lydiard Street at the School of Mines



Image 26. Framed View 1 - Camp Street to Ballarat train station



- LV Linear View
- PV Panoramic View
- FV Framed View

Figure 22. View locations - Panoramic, linear and framed views.



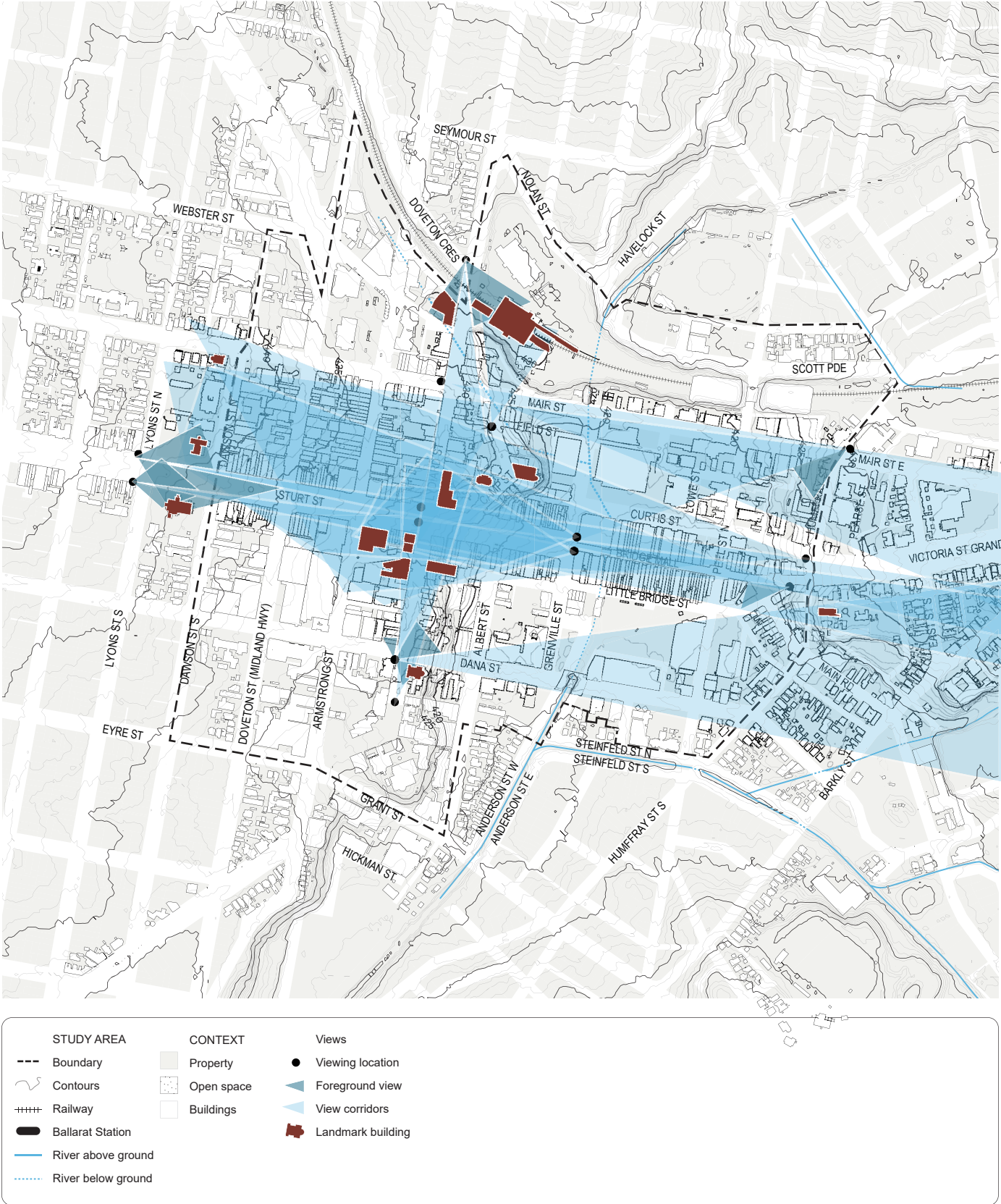


Figure 23. Combined impact of view corridors.

# Conclusion of analysis

This analysis has led to the identification of the following objectives that inform the development of the design framework.

## Urban structure

- Establish character precincts that relate to the distinctive urban structure of the Ballarat CBD.
- Develop a built form strategy that responds to the topography of the Ballarat CBD.
- Protect and enhance significant views corridors in the Ballarat CBD.
- Retain the prominence of the taller landmark buildings.
- Identify opportunities to celebrate and reference the Yarrowee River within the Ballarat CBD in key locations.

## Public realm

- Increase east-west connections through blocks in the west of the Ballarat CBD.
- Extend and improve the quality of the laneway network and identify opportunities for greater activation and public artworks.
- Prioritise pedestrians on streets with a limited through-traffic function and identify opportunities for small open spaces within the street reserve.
- Improve the quality of the street and laneway network in the east of the Ballarat CBD to create an interconnected network of legible streets that improve access to Mair Street, Bridge Mall and Canadian Creek.
- Improve the quality of existing open spaces in the CBD and identify opportunities for new open spaces.
- Progress with the expansion of the Yarrowee Parkland.
- Identify key heritage streets that require sensitive public realm designs that frame and enhance the setting of exemplary heritage buildings.
- Design a flexible public realm on key street segments identified in the Creative City Masterplan that support road closures during major arts and cultural events.
- General public realm improvements by providing level kerbs, shelter, water fountains, bins and street furniture to improve pedestrian accessibility, comfort and safety.
- Provide a consistent design methodology for upgrading the public realm through the implementation of the Street and Park Furniture Guidelines and the Public Realm Palette Framework.
- Expand the urban forest to meet canopy cover targets of 40 percent within the CBD.

## Movement

- Develop a method for delivering movement infrastructure in the Ballarat CBD that delivers best-practice outcomes and balances the needs of pedestrians, cyclists, vehicles and buses on major streets.
- Provide vehicle access away from main streets where possible and minimise the negative impacts of vehicle crossovers and carpark entrances.
- Identify opportunities to improve the functionality of the bus network.
- Investigate opportunities to improve the quality of bus stops in the CBD to improve their safety, convenience, comfort and contribution to the streetscape.
- Improve access to the Railway Station via Mair Street and Lydiard St for pedestrians and cyclists.
- Create an interconnected network of high-quality bike paths to and through the Ballarat CBD, supported by bike parking in key locations.
- Redesign the major intersections to the north-west and east of the Ballarat CBD to improve the pedestrian and cyclist arrival experience.
- Address pedestrian barriers created by roundabouts and along major traffic routes through the CBD including on Mair Street, Doveton Street, Dana Street and Eyre Street/Grant Street.
- Upgrade the Davies Street underpass and increase active edges at the entrances to the underpass.

## Buildings

- Respect the low to mid-rise character of the Ballarat CBD to protect its unique heritage and character.
- Protect and enhance the designated views by setting building heights at levels where they do not obstruct views to the tower elements of designated landmarks.
- New buildings on larger sites should incorporate a range of building heights to continue the existing pattern of highly articulated skyline and views to cascading rooves along the western escarpment.
- Support adaptive re-use of existing heritage buildings with additional lightweight upper levels to encourage their retention.
- Support infill development across the CBD with opportunities for carefully designed taller elements that enhance the skyline.
- Support a varied parapet height (street wall heights) to continue the current distinctive patterns of development and create an articulated skyline.
- Retain the low-scale, intimate quality of existing laneways through introduction of low street wall heights and articulated facades.
- New buildings should incorporate highly articulated facades that enhance the existing qualities of Ballarat.
- Limit vehicle entrances off key heritage streets to preserve the continuity of facades which contribute to the heritage character and quality of the street.



# Design Framework

The design framework sets the overall urban design vision for the Ballarat CBD. There are four different design strategies -

## Public realm

The public realm design strategy responds to the existing character, function and quality of the streets and laneways in the Ballarat CBD. Opportunities are identified to improve the heritage setting of buildings, increase landscaping, create a more legible network, facilitate arts and cultural events, design with water, improve the arrival experience and enhance views.

## Open space

The open space design strategy identifies opportunities to improve the quality, ecology and comfort of the Ballarat CBD. A network of open spaces will provide opportunities for recreation, resting and social interaction while increasing access to nature.

## Precincts

There are six proposed precincts within the Ballarat CBD (see Figure 26). These precincts will each have their own distinct character and will support different ways of living, working and playing.

## Strategic Blocks

The strategic blocks strategy identifies blocks for which a co-ordinated design approach should be taken.





Overview

The public realm design strategy responds to the existing character, function and quality of the streets and laneways in the Ballarat CBD. Opportunities are identified to improve the heritage setting of buildings, strengthen urban ecology, create a more legible network, facilitate arts and cultural events, design with nature, improve the arrival experience and enhance views.

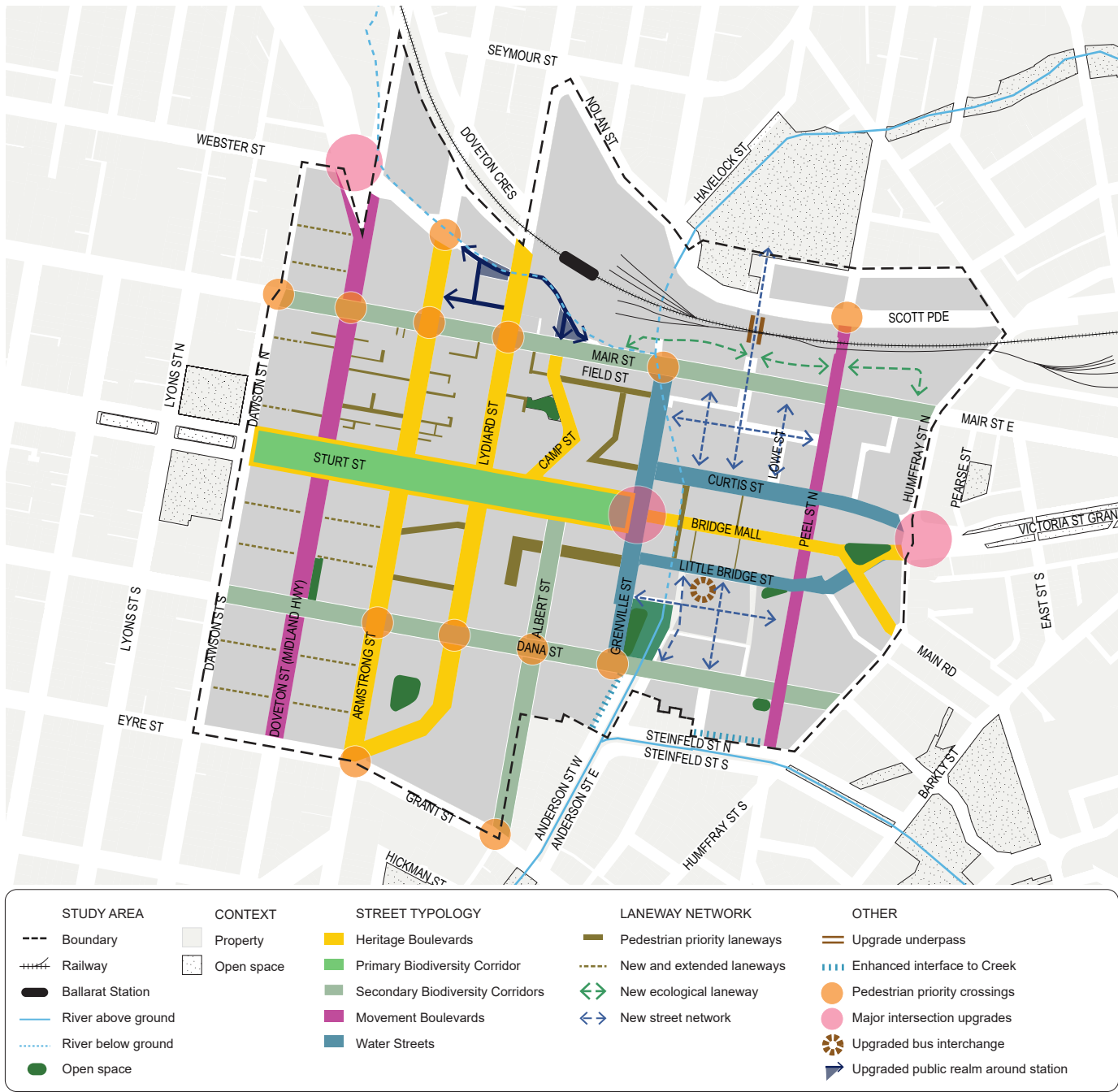


Figure 24. Public Realm Design Strategy Map





### Heritage boulevards

Heritage boulevards are designed to enhance the facades of heritage buildings, support a comfortable walking environment and allow for outdoor dining and events. Landscape interventions are focused on framing views to heritage buildings and creating spaces to pause along the street to admire the architecture.



### Biodiversity corridors

Biodiversity corridors improve urban ecology within and at the edges of the CBD. Sturt Street is the central corridor, a leafy continuous walking and cycling route through the CBD. Mair Street and Dana Street are secondary boulevards that also balance the needs of pedestrians, cyclists and vehicles and frame views to Mount Warrenheip in the east.



### Creative streets and laneways

Heritage boulevards are designed to allow for major arts and cultural events to occur through temporary street closures. These are supported by an interconnected network of laneways dedicated to creative uses and public art. These spaces are readily adaptable for small events. New buildings provide active interfaces to these laneways.



### A more legible network

The street and laneway network in the east of Ballarat is transformed into a legible network that is easy for pedestrians and cyclists to navigate. Connections are improved between Mair Street, Bridge Mall and Canadian Creek. New east-west laneways improve access to the CBD from the west.



### Arrival & views

The arrival experience to the CBD is improved through the redesign of intersections, the upgrade of the underpass, upgrades to the bus interchange and public realm improvements around the station. An enhanced public realm allows people to enjoy views of the mountains in the east and views of the CBD from the west.



### Designing with water

Streets, laneways and open spaces are designed to reference the original watercourses that ran through the east of the Ballarat. References to water are integrated into key streets including Grenville Street, Curtis Street, Bridge Mall and Little Bridge Street. Yarrowee Parkland also prioritises designing with water.

Overview

The open space design strategy identifies opportunities to improve the quality, ecology and comfort of the Ballarat CBD. A network of open spaces will provide opportunities for recreation, resting and social interaction while increasing access to nature.

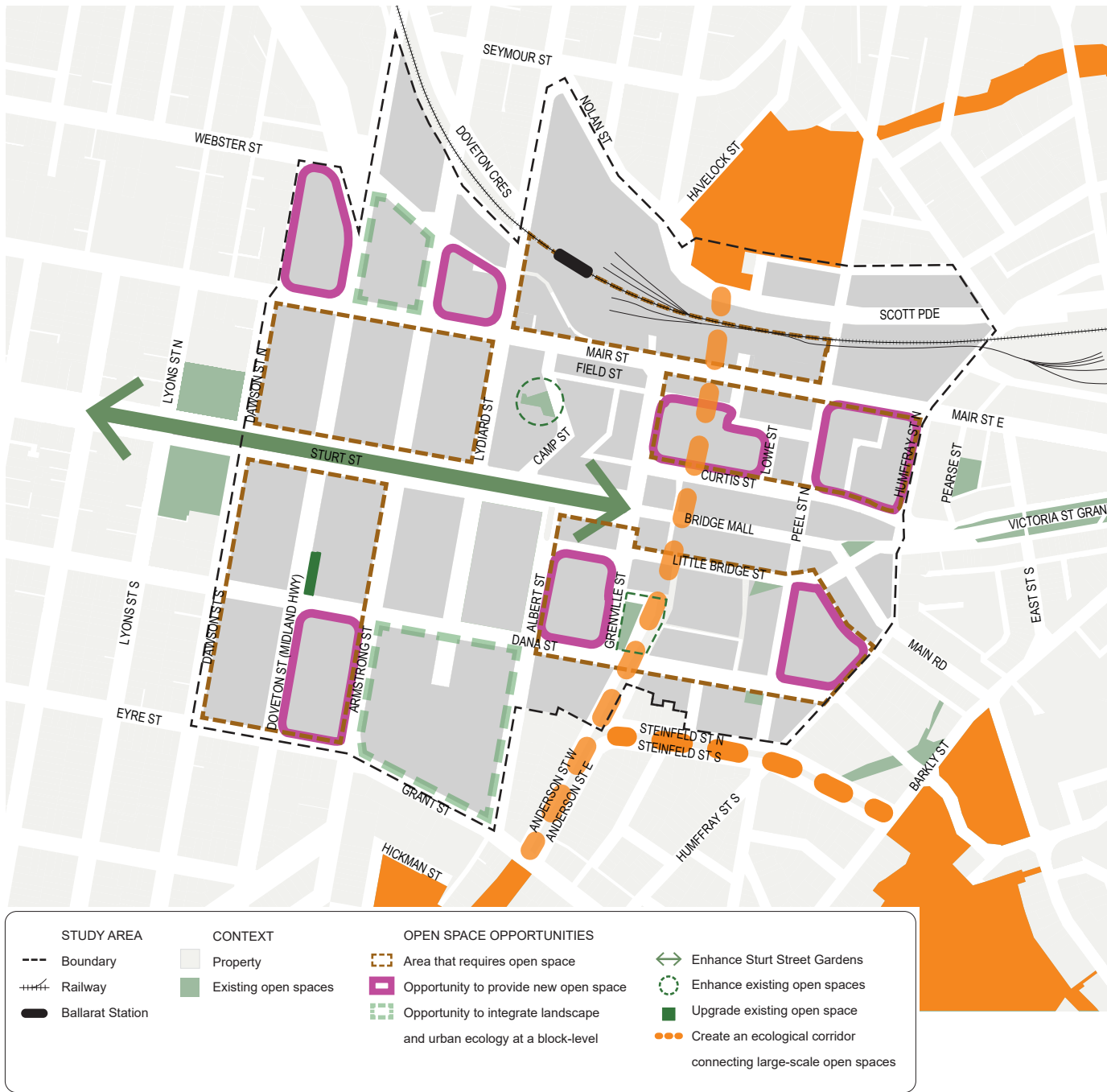


Figure 25. Open Space Design Strategy Map



### Sturt Street Gardens

The Sturt Street Gardens showcase the rich and beautiful history of Ballarat while offering a place of rest and refuge for urban dwellers, workers and visitors alike. The green, linear reserve offers iconic views to the CBD's significant heritage buildings and vistas, interpretive displays to provide insight into the past and shady nooks to enjoy a coffee or a meal while taking in the grandeur of Ballarat's CBD.



### Ecological corridor

The ecological corridor is a lush, green connection through the CBD that reintroduces nature into the urban environment. It is a living path that bustles with the song of birds, gentle rustle of leaves and the fresh smells of the bush. The corridor supports natural systems, creates habitat for wildlife and contributes to a thriving urban ecology.



### Yarrowee Parklands

The Yarrowee Parklands is designed to celebrate water and its important historic role in the CBD. The Parklands provide a flexible and useable green space for Ballarat's residents and highlight the connection between the river and the CBD. They provide a place to exercise, gather, rest and reflect.



### New open spaces

New open spaces are co-located with clusters of residential, educational and employment growth. They provide high quality and equitable access to open space for Ballarat's growing population. Amenities are integrated into the design of these spaces to ensure they are comfortable and convenient to use. Each new open space is reflective of the character and function of each individual precinct.



### Upgraded open spaces

As the population grows, existing open spaces become more valuable to the CBD's residents, workers and visitors. These spaces are upgraded to become more flexible, useable and comfortable and spaces provide opportunities for recreation and social interaction. Integrated facilities are designed to be unique and enhance their amenity and comfort.



### Ecological blocks

Buildings in ecological blocks are set within the landscape and make a higher contribution to the urban ecology of the CBD. The integration of natural systems into the urban environment reduces air temperatures, increases habitat and creates opportunities for residents, visitors and workers to experience nature within the CBD.



# Overview

There are six proposed precincts within the Ballarat CBD (see Figure 26). These precincts will each have their own distinct character and will support different ways of living, working and playing.

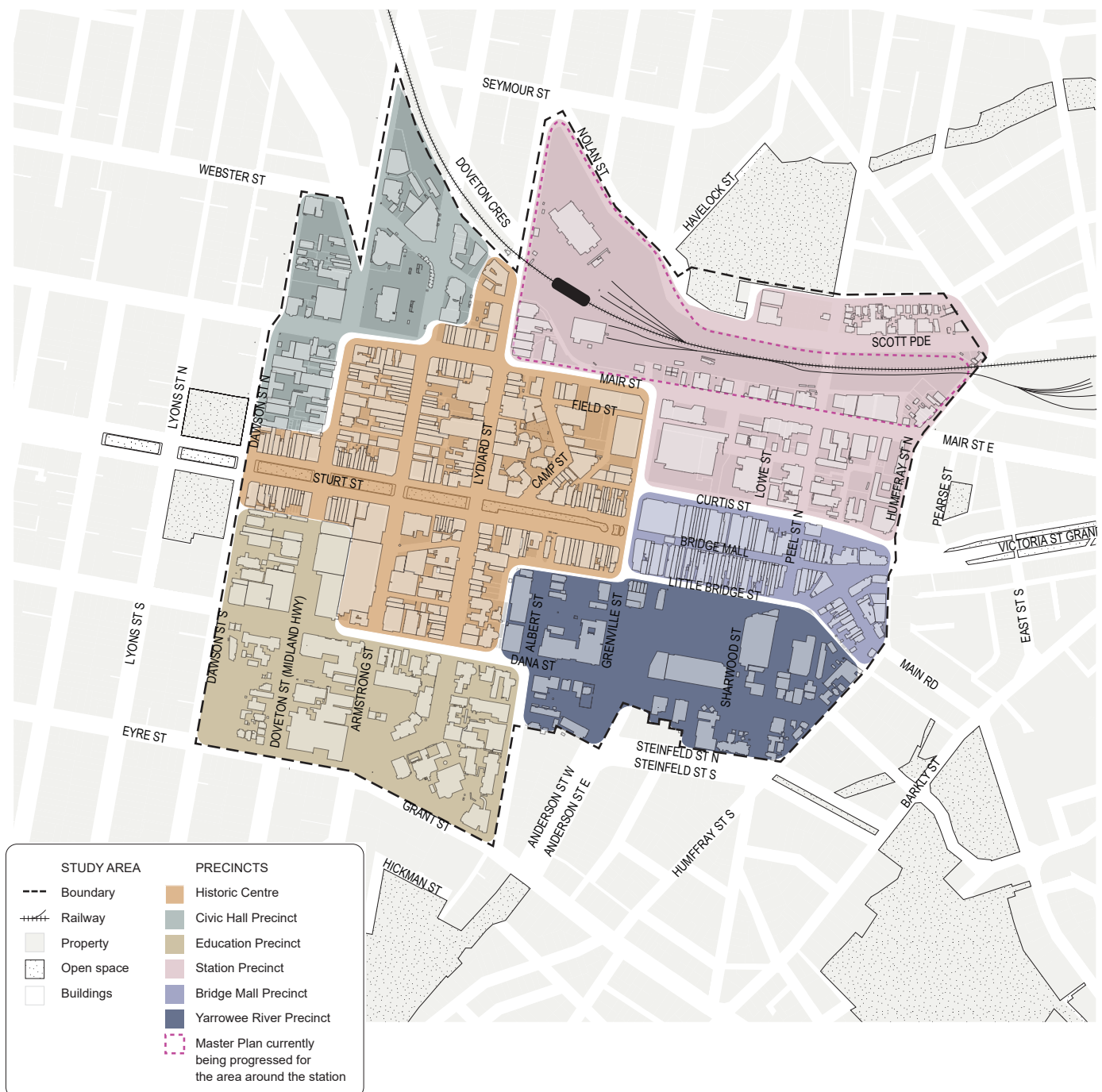


Figure 26. Precincts Design Strategy Map



### Historic Centre

The Historic Centre is defined a strong heritage character, grand boulevards and streets, intimate laneways, reknowned institutions, arts and culture events, outdoor dining, entertainment and views to the landscape.



### Civic Hall Precinct

The Civic Hall Precinct is anchored by the Civic Hall, Ballarat Library and GovHub. It is defined by its civic and employment function and its important arts and cultural role as a centre of activity and events.



### Education Precinct

The Education & Research Precinct is anchored by the Federation University Campus. It is defined by its role in education, research and development, manufacturing and student living.



### Station Precinct

The Station Precinct is anchored by the Ballarat Railway Station and the railway escarpment. It is defined by its role as a place for living and working, its proximity to the railway station and its views of the Historic Centre.



### Bridge Mall Precinct

The Bridge Mall Precinct is centred on Bridge Mall and Main Road. It is defined by small scale retail, exemplary heritage, laneways and views of the Historic Centre.



### Yarrowee River Precinct

The Yarrowee River Precinct is anchored by the Yarrowee Parkland and the Canadian Creek. It is defined by its landscape and role as a place for living and working within a landscape setting.

## Overview

The strategic blocks strategy identifies blocks for which a co-ordinated design approach should be taken (see Figure 27). These blocks within the CBD have the potential to create transformational change in Ballarat. They have been identified based on the following characteristics:

- A mixture of government and non-government owned sites.
- A concentration of larger-scale sites within a block or within close proximity.
- Several sites dedicated to a low-value use, for example, at-grade car parking.
- Located strategically, for example, in close proximity to the railway station or at the 'entrance' to the city.
- Opportunities for design benefits to be achieved through co-ordination across sites.

Design co-ordination between individual sites can allow multiple outcomes to be realised within a strategic block and for efficiencies to occur across all sites. For example, the provision of consolidated carparking within a block can lead to lower costs for property owners and for improved design outcomes at a block-scale. To identify these benefits, a collaborative and iterative design process is required in order to reach successful design outcomes.

A co-ordinated approach has already been taken to the redevelopment of the Ballarat Railway Station Precinct and the block that is home to the new GovHub. This has ensured that multiple benefits can be realised across the precincts. A similar approach should be taken on identified strategic blocks to ensure that efficiencies and design benefits can be shared across sites.



Image 27. Ballarat Station Precinct Redevelopment - Artist's illustration. The Ballarat Station Precinct Redevelopment will include a conference/exhibition centre, retail floorspace, a hotel, a commuter carpark and a public plaza. (Source: <https://www.rdv.vic.gov.au/grants-and-programs/ballarat-projects/ballarat-station-precinct>)



Image 28. GovHub development at 300 Mair Street. The Ballarat GovHub is an office building that will accommodate up to 1000 Victorian Government employees including 600 public sector positions that will be relocated from Melbourne to help revitalise the Ballarat CBD. (Source: John Wardle Architects - <https://www.rdv.vic.gov.au/grants-and-programs/victorian-govhubs/ballarat-govhub>)



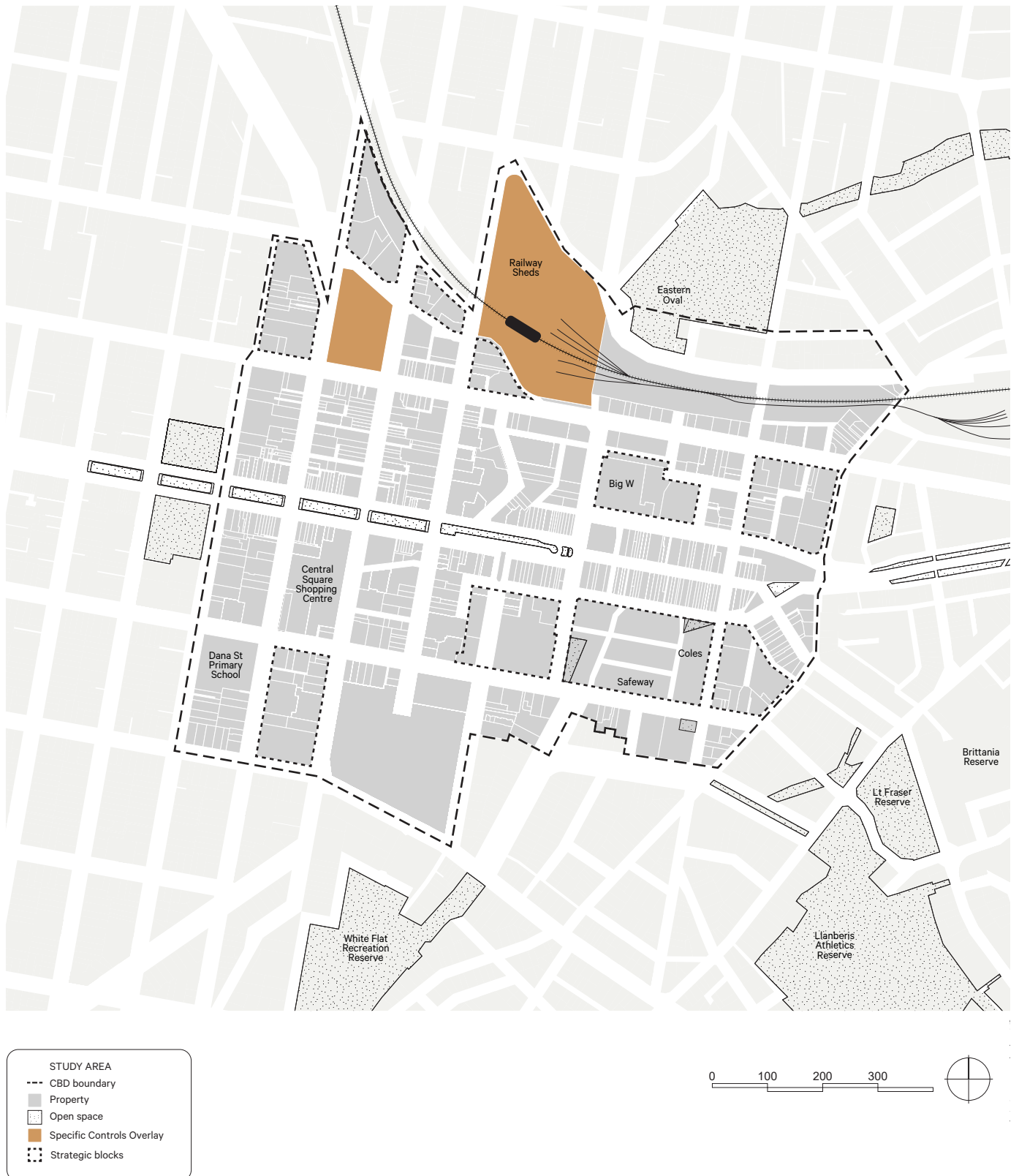


Figure 27. Strategic Blocks Design Strategy



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