

BALLARAT URBAN CHARACTER STUDY



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EXECUTIVE SUMMARY

THE STUDY

This report identifies and evaluates the urban character of the inner residential and central historic core of the City of Ballarat.

The study identifies those elements which contribute to the character of each street. Where there is a dominance or clustering of similar elements, Character Areas have been identified.

The work was carried out by field survey, with both computer analysis and desk top assessment of the data. Recorded data for each street covered five broad categories:

- *Urban context*
- *Street space*
- *Street planting*
- *Private garden character*
- *Building stock.*

Community input into the project was incorporated through a series of workshops and overseen by the Steering Committee.

CHARACTER AREA SIGNIFICANCE

The study identified 24 urban character areas.

*Each area was evaluated on the basis of five **significance indicators**: amenity value, uniqueness, consistency, outstanding example, heritage contribution and landmark qualities.*

*Areas were then ranked into 4 broad categories of **urban character significance** on the basis of their scores on the significance indicators:*

- *Special Significance – Areas with a high number of significance indicator scores or where most streets contain elements of significance.*
- *Significant – Areas with moderate significance indicator scores.*
- *Local Interest - Areas where there are some aspects of significance but which do not apply consistently through the Area.*
- *Neighbourhood interest.*

Seven Areas were identified as being of Special Significance to the urban character of Ballarat (Areas 1, 11, 16, 17, 18, 20, 22).

Three Areas were ranked as being of significance (Areas 4, 9, 23).

Two Areas have Local Interest (Areas 5, 14)

Twelve Areas were Neighbourhood Interest (Areas 2, 3, 6, 7, 8, 10, 12, 13, 15, 19, 21, 24).

URBAN CHARACTER STRATEGIES

*In Areas ranked as being of Special Significance, Significance or Local Interest, detailed **strategies** were prepared to ensure that the elements identified as significant are retained or enhanced as part of the Area's urban character. The strategies entail:*

- *Identification of **objectives** for each Area.*
- *Preparation of **guidelines** to direct*
 - *subdivision, buildings and works, or landscaping components of urban character.*
 - *street construction forms and materials.*
 - *street planting character.*
 - *identification of components or areas where heritage assessment is desirable.*

- Recommended **implementation** strategies. These cover the following initiatives:
 - Design and Development Overlay to the Ballarat Planning Scheme (in relation to development on private land).
 - Street space strategy (dealing with construction components).
 - Street planting strategy.
 - Heritage assessments.
 - Management plans for specific streets or areas.

In Areas ranked as Neighbourhood Interest it is intended that they continue to develop and change under standard planning requirements currently applying to those areas. In some instances recommendations are made to upgrade particular elements if it was apparent that certain initiatives could make a substantial positive contribution to the Area's character. Street space construction and maintenance to be in accordance with the Ballarat Streetscape Policy 1991.

DESIGN AND DEVELOPMENT OVERLAY

The guidelines also identified the critical elements of urban character that would need to be managed under **Design and Development Overlay** provisions affecting subdivision buildings and works, or landscaping. While the particular combination of elements varied between areas they generally encompassed:

- **Subdivision** – maintaining the existing spacing or rhythm between buildings by controls over frontage widths.
- **Buildings and works**
 - Maintaining a consistent building height along the building frontage. Where this is single storey, two storey sections could be acceptable at the rear of the building if they are not visually intrusive to the street.
 - Roofs visible to the street to be consistent with pitch and angle of existing roofs.
 - Frontage setbacks to be consistent with the dominant frontage setback in the street.
 - Side setbacks within 10 metres of the building frontage to be consistent with existing side setbacks in the street.
 - Garage frontage to be setback at least 3 metres behind the house frontage setback distance.
 - If there is a dominant form of house facade in the street, development is to harmonise with an asymmetric or symmetric design as appropriate.
 - Construction materials to be sympathetic with existing materials and colour tones in street.
 - Front fence height to be consistent with existing fence heights. Generally this is no higher than 1.2 metres to retain the visual connection between the street space and adjoining development.
 - To retain the open character of corner sites, the frontage fence to return along the corner sideage for at least 6 metres beyond the building frontage setback.
 - Design details to be sympathetic with but not direct reproductions of existing building details in the street, particularly window shape, eaves and verandahs.
- **Landscaping**
 - Canopy trees within the frontage setback not to be removed or lopped without a permit, except where required for clearance of electric lines.
 - New gardens to be planted with one or more semi-mature canopy trees of exotic character.

It is also proposed to include in the **Design and Development Overlay**:

- A provision that design aspects of applications that are complex or of broad community concern be assessed by an independent urban character review panel to ensure that the design complies with the guidelines of the Character Area.
- A provision that provides an incentive to developers to comply with the design guidelines by excluding provision for third party appeals where a permit is granted for an application that complies with the Design and Development requirements. Appeal rights applying under other requirements of the planning scheme however, would not be affected by the exemption.

OTHER URBAN CHARACTER STRATEGIES

Controls over demolition to ensure that important components of urban character are not lost. This can be achieved by completion of the Heritage Study currently being undertaken by Council and the inclusion of identified heritage places on the Schedule of the Heritage Overlay. However, there are likely to be areas of historic urban fabric that are not of specific heritage significance but which form an important component of urban character and which cannot be protected from demolition under existing planning provisions. An amendment to the Victorian Planning Provisions is required to enable this safeguard to be given effect. To this end Council should pursue the provision of broader controls over demolition with the Minister for Planning.

Street space strategies are generally in accordance with Council's Ballarat Streetscape Policy 1991 with the exception of some very minor localised variations. Where Vic Roads is involved (eg Sturt Street), Council may need to liaise with this authority to ensure a coordinated management approach on urban character issues. The strategies generally involve:

- Construction to be consistent within each street.
- The construction, repair and maintenance to match the dominant form, materials and detailing of the existing street space construction.

Street tree strategies also need to be addressed by Council policy. The strategies generally involve:

- Retention of existing planting themes of avenues of large deciduous exotic species.
- Replacement of missing specimens or inconsistent species, with species that match the existing planting theme. Replacement plantings to be spaced and in sequence with the existing street planting pattern.
- Monitor the age and condition of street trees at least every 12 months to identify maintenance requirements.
- When trees are approaching senescence implement a replacement program based on:
 - Existing species, spacing and sequence.
 - A staged program providing for progressive replacement over a number of years.
- Investigate strategies for minimising disfigurement by tree pruning practices. These may include:
 - Aerial bundling of cables.
 - Supervision of pruning by a qualified tree surgeon.
 - Undergrounding of power supplies (with conduits augered under tree boles to minimise root damage).

CHARACTER AREA SUMMARIES

The recommendations for each of the identified Character Areas follows:

Character Area 1		<i>Ranking: Special Significance</i>
Major features:	<i>High quality inter-war and post war residential development.</i>	
Location:	<i>North of Lake Wendouree</i>	
Guidelines:	<i>Subdivision</i>	<i>Frontage widths to be consistent with existing lot widths.</i>
	<i>Buildings and works</i>	<i>Building height Roof design Front and side building setbacks Garage setback Materials Front fences Design details</i>
	<i>Landscape</i>	<i>Canopy tree removal Canopy tree planting</i>

Street space construction
Consistent forms
Historic forms retained
Street trees Retain formal avenues of large deciduous trees
Implementation: Design and Development Overlay
Street Space Strategy
Street Tree Strategy
Heritage assessment

Character Area 2

Ranking: Neighbourhood interest
Major features: Residential area with mixed development styles
Location: North east of Lake Wendouree
Guidelines: None
Other: Upgrade street tree planting
Upgrade landscaping of public lands
Implementation: Street construction in accordance with Ballarat Streetscape Policy
Street Tree Strategy
Landscape Master Plans
Ballarat Streetscape Policy

Character Area 3

Ranking: Neighbourhood interest
Major features: Residential development with mixed styles and building eras.
Location: North east of Creswick Road
Guidelines: None
Other: Upgrade street tree planting
Street construction in accordance with Ballarat Streetscape Policy
Implementation: Street Tree Strategy
Ballarat Streetscape Policy

Character Area 4

Ranking: Significant
Major features: Traditional grid residential development with distinctive corner buildings.
Location: East and west of Lydiard Street and Ligar Street
Guidelines: Buildings and works Roof design
Front building setbacks
Front fences
Shared driveways
In Lydiard St., Ligar St., and Neil St.
Building height
Side building setbacks
Garage setback
Materials
Design details
Landscape in Neil St.(part)
Canopy tree removal
Canopy tree planting
Street space construction
Traditional forms retained
Street trees Retain existing informally planted avenues of large exotic trees or of eucalypts
Implementation: Design and Development Overlay
Street Space Strategy
Street Tree Strategy
Heritage assessment

Character Area 5*Ranking: Local Interest**Major features: Varied terrain with Victorian residential properties near railway.**Location: Eastern Oval vicinity**Guidelines: Buildings and works in Lydiard St. and Ligar St**Building height**Roof design**Garage setback**Front fences**Single lane crossovers**Street space construction**Traditional forms retained**Street trees**Retain existing styles**Implementation: Design and Development Overlay**Street Space Strategy**Street Tree Strategy**Heritage assessment***Character Area 6***Ranking: Neighbourhood interest**Major features: Mixed land uses and building styles, near railway**Location: Between Creswick Road and railway line.**Guidelines: None**Other: Upgrade street tree planting**Street construction to be in accordance with Ballarat Streetscape Policy**Implementation: Street Tree Strategy**Ballarat Streetscape Policy***Character Area 7***Ranking: Neighbourhood interest**Major features: Older residential development and some industrial uses**Location: North east of Creswick Road**Guidelines: None**Other: Upgrade street tree planting**Street construction to be in accordance with Ballarat Streetscape Policy**Implementation: Street Tree Strategy**Ballarat Streetscape Policy***Character Area 8***Ranking: Neighbourhood interest**Major features: Highly mixed and inconsistent development, land use, and street planting**Location: Creswick Road**Guidelines: None**Other: Upgrade street tree planting**Upgrade landscaping of Creswick Plaza**Upgrade street space construction**Implementation: Street Tree Strategy**Landscape Master Plan for Creswick Plaza**Ballarat Streetscape Policy***Character Area 9***Ranking: Significant**Major features: Mixed residential development bordering Lake Wendouree**Location: Wendouree Parade**Guidelines: Buildings and works Building height**Front and side building setbacks**Garage setback**Front fences*

Landscape *Canopy tree removal*
 Canopy tree planting
Street space construction
 Consistent forms
 Dominant forms retained
Street trees *Plant non-lake nature strip with trees that are*
 consistent with lake edge plantings
Implementation: *Design and Development Overlay*
 Street Space Strategy
 Street Tree Strategy

Character Area 10

Ranking: Neighbourhood interest
Major features: *Narrow streets with inconsistent planting and mixed development styles*
Location: *East of Lake Wendouree*
Guidelines: *None*
Other: *Upgrade street tree planting*
 Street construction in accordance with Ballarat Streetscape Policy
Implementation: *Street Tree Strategy*
 Ballarat Streetscape Policy

Character Area 11

Ranking: Special Significance
Major features: *High quality historic residential streets*
Location: *Webster Street and area to the north*
Guidelines:
 Subdivision *Frontage widths to be consistent with existing*
 lot widths.
 Buildings and works *Building height*
 Roof design
 Front and side building setbacks
 Garage setback
 House facade
 Materials
 Front fences
 Design details
 Landscape in Webster St.
 Canopy tree removal
 Canopy tree planting
 Street space construction
 Consistent forms
 Dominant forms retained
 Street trees in Webster St and Mill St.
 Retain existing formal avenues of large
 deciduous trees
 Street trees in other streets
 Upgrade plantings
Implementation: *Design and Development Overlay*
 Street Space Strategy
 Street Tree Strategy

Character Area 12

Ranking: Neighbourhood interest
Major features: *Short narrow streets with mixed land uses, no street tree planting*
Location: *North of Mair St, between Doveton St North and Drummond St. North*
Guidelines: *None*
Other: *Upgrade street tree planting*

Implementation: *Street construction in accordance with Ballarat Streetscape Policy*
Street Tree Strategy
Ballarat Streetscape Policy

Character Area 13*Ranking: Neighbourhood interest**Major features:**Civic uses and medical facilities as well as residential.*
*Mixed building styles**Location:**North of Sturt St, between Dawson St and Drummond St. North**Guidelines:**None**Other:**Upgrade street tree planting**Implementation:**Street construction in accordance with Ballarat Streetscape Policy**Street Tree Strategy**Ballarat Streetscape Policy***Character Area 14***Ranking: Local Interest**Major features:**Densely developed pre-World War 2 residential area with traditional back lanes**Location:**North of Sturt Street between Windemere St. and Pleasant St. North.**Guidelines:**Buildings and works**Building height**Roof design**Front building setbacks**Garage setback**Front fences**Street space construction**Maintain back lanes**Traditional forms retained**Street trees**Retain formal avenues of large exotic deciduous trees**Implementation:**Design and Development Overlay**Street Space Strategy**Street Tree Strategy***Character Area 15***Ranking: Neighbourhood interest**Major features:**Mixed residential styles and mixed street planting**Location:**Streets running south of Lake Wendouree**Guidelines:**None**Other:**Upgrade street construction with consistent form**Upgrade street tree planting**Implementation:**Street Space Strategy / Ballarat Streetscape Policy**Street Tree Strategy***Character Area 16***Ranking: Special Significance**Major features:**High quality Edwardian and inter-war residential development**Location:**South west of Lake Wendouree**Guidelines:**Subdivision**Frontage widths to be consistent with existing lot widths.**Buildings and works**Building height**Roof design**Front and side building setbacks**Garage setback**House facade**Materials**Front fences*

	<i>Design details</i>
<i>Landscape</i>	<i>Canopy tree removal</i> <i>Canopy tree planting</i>
<i>Street space construction</i>	<i>Consistent forms</i> <i>Dominant forms retained</i> <i>Upgrade Gillies Street</i>
<i>Street trees</i>	<i>Retain formal avenues of large exotic deciduous trees</i> <i>Upgrade Gillies Street</i>
<i>Implementation:</i>	<i>Design and Development Overlay</i> <i>Street Space Strategy</i> <i>Street Tree Strategy</i> <i>Management Plan for Gillies Street</i>

Character Area 17

Major features:

Ranking: Special Significance
Gracious formal boulevard forming the main spine through Ballarat. Consists of three major development forms, residential, recent strip commercial development, and historic commercial area.

Location:

Sturt Street

Guidelines:

Subdivision west of Pleasant St.
Frontage widths to be more than 20 metres.

Buildings and works west of Pleasant St.
Building height
Roof design
Front and side building setbacks
Garage setback
House facade
Materials
Front fences
Design details

Buildings and works east of Pleasant St.
Building height
Roof design
Parapet height
Upper level window design
Street verandah height and width
Corner buildings on lot line

Landscape west of Pleasant St.
Canopy tree removal
Canopy tree planting

Street space construction
Retain central median
Retain service median west of Pleasant St.
Retain existing detailing forms

Street trees
Retain formal avenues of large exotic deciduous trees

Street trees west of Pleasant St.
Retain double avenue plantings on service roads

Retain simple formality of ornamental flower beds in median strip to match eastern entry to Ballarat

Street trees east of Pleasant St
Retain double row of trees in median strip

	<p><i>Retain end of block single specimen tree</i> <i>Retain open character in centre of median strip</i></p> <p><i>Street trees between Pleasant St and Drummond St.</i> <i>Extend the row of large exotic trees west of Pleasant St along shoulder edge</i></p> <p><i>Street furniture/ ornaments</i> <i>Retain historic fixtures</i> <i>Ensure new fixtures are complementary to historic styles and are consistent for each element</i></p>
Implementation:	<p><i>Design and Development Overlay</i> <i>Street Space Strategy</i> <i>Street Tree Strategy</i> <i>Management plan</i></p>
Character Area 18	<i>Ranking: Special Significance</i>
Major features:	<i>High quality inter-war residential development and parkland setting.</i>
Guidelines:	<p><i>Subdivision</i> <i>Frontage widths to be at least 20 metres</i></p> <p><i>Buildings and works</i> <i>Building height</i> <i>Roof design</i> <i>Front and side building setbacks</i> <i>Garage setback</i> <i>House facade</i> <i>Materials</i> <i>Front fences</i> <i>Design details</i></p> <p><i>Landscape</i> <i>Canopy tree removal</i> <i>Canopy tree planting</i></p> <p><i>Street space construction</i> <i>Consistent forms</i> <i>Dominant forms retained</i></p> <p><i>Street trees</i> <i>Retain formal avenues of large exotic deciduous trees</i></p>
Implementation:	<p><i>Design and Development Overlay</i> <i>Street Space Strategy</i> <i>Street Tree Strategy</i></p>
Character Area 19	<i>Ranking: Neighbourhood interest</i>
Major features:	<i>Mixed land uses, mixed building stock and mixed street planting</i>
Location:	<i>Between Sturt St and Eyre St, west of Pleasant St.</i>
Guidelines:	<i>None</i>
Other:	<i>Upgrade street tree planting</i> <i>Upgrade street construction with consistent form</i>
Implementation:	<p><i>Street Tree Strategy</i> <i>Street Space Strategy / Ballarat Streetscape Policy</i></p>
Character Area 20	<i>Ranking: Special Significance</i>
Major features:	<i>Small scale pre-World War 2 residential development</i>
Location:	<i>Area bounded by Sturt St., Drummond St South, Dana St, Pleasant St South</i>
Guidelines:	<p><i>Subdivision</i> <i>Frontage widths to be consistent with existing lot widths.</i></p> <p><i>Buildings and works</i> <i>Building height</i> <i>Roof design</i></p>

	<i>Front and side building setbacks</i>
	<i>Garage at rear of lot accessed from lane</i>
	<i>Materials</i>
	<i>Front fences</i>
	<i>Design details</i>
<i>Landscape</i>	<i>Canopy tree removal</i>
	<i>Canopy tree planting</i>
<i>Street space construction</i>	
	<i>Retain back lanes</i>
	<i>Maintain existing forms</i>
<i>Street trees</i>	<i>Retain formal avenues of large exotic deciduous trees</i>
<i>Implementation:</i>	<i>Design and Development Overlay</i>
	<i>Street Space Strategy</i>
	<i>Street Tree Strategy</i>

Character Area 21

Ranking: Neighbourhood interest

Major features:

Mixed residential, commercial and civic uses,

Location:

Area bounded by Sturt St., Dawson St. South, Dana St, Drummond St. South

Guidelines:

None

Other:

Upgrade street construction

Upgrade street tree planting

Implementation:

Street Space Strategy / Ballarat Streetscape Policy

Street Tree Strategy

Character Area 22

Ranking: Special Significance

Major features:

Traditional grided residential area interspersed with informal back lanes

Location:

Area bounded by Dana St., Drummond St. South, Latrobe Street, and Pleasant St. South

Guidelines:

Buildings and works *Building height*

Roof design

Front building setbacks

Garage setback

Materials

Front fences

Shared driveways

Buildings and works in back lanes

Fencing height and materials

Building height

No eaves

No windows

Landscape in back lanes

Canopy tree removal

Canopy tree planting within 5 metres of boundary

Street space construction

Maintain existing forms in street and back lanes

Street trees

Retain formal avenues of large exotic deciduous trees

Upgrade planting of nominated streets

Retain Cedrus deodora in Urquhart St.

Street trees in back lanes

No tree planting

	<i>Other</i>	<i>Retain open drains through residential areas Street fixtures to be complementary</i>
<i>Implementation:</i>	<i>Design and Development Overlay Street Space Strategy Street Tree Strategy Heritage assessment</i>	
Character Area 23		<i>Ranking: Significant</i>
<i>Major features:</i>		<i>Traditional grid residential streetscape with localised high amenity</i>
<i>Location:</i>		<i>Area bounded by Dana St., Dawson St., Skipton St; and Drummond St South.</i>
<i>Guidelines:</i>		<i>Buildings and works in Dana St. and Raglan St. South (between Skipton Street and Dana St) Building height Roof design Front and side building setbacks Garage setback Materials Front fences Design details Landscape in Dana St. and Raglan St. South (between Skipton Street and Dana St) Canopy tree removal Canopy tree planting Street space construction Consistent forms Traditional forms retained Street trees Retain formal avenues of large exotic deciduous trees Upgrade Eyre Street planting Retain Cedrus deodora in Skipton St.</i>
<i>Implementation:</i>	<i>Design and Development Overlay Street Space Strategy Street Tree Strategy Heritage assessment</i>	
Character Area 24		<i>Ranking: Neighbourhood interest</i>
<i>Major features:</i>		<i>Moderately sloping residential area with many dead-end streets. Inconsistent street plantings of mixed size and form</i>
<i>Location:</i>		<i>South east of Skipton St, between Grant St. and Hill St</i>
<i>Guidelines:</i>		<i>None</i>
<i>Other:</i>		<i>Upgrade street tree planting Street construction in accordance with Ballarat Streetscape Policy</i>
<i>Implementation:</i>	<i>Street Tree Strategy Ballarat Streetscape Policy</i>	

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1. INTRODUCTION

1.1 Purpose of the Study

The City of Ballarat is one of Victoria's most significant historic cities. Ballarat has a colourful history and identity, attracting many visitors and tourists to the region each year. These tourists are a vital part of the day-to-day life of the city and are a considerable part of Ballarat's current and future economy.

A major part of the character of Ballarat is derived from the many streets containing nineteenth century buildings. Characteristically, these buildings are mixed in size, shape, lot size and details. High quality streetscapes enhance many of these buildings.

In recent years there have been increasing pressures placed on Ballarat's central historic residential areas by medium density housing development. Properties occupied by deteriorating pre 1920's homes are being demolished to make way for new buildings. These sites are targeted because they are reasonably priced and are within close proximity to the commercial centre of Ballarat.

Changing family structures, lifestyles and household sizes, have resulted in new, low maintenance properties being in high demand. Developers are aware of this niche and are catering to the needs of this alternate market (including the introduction of dual occupancy units).

There have been increasing objections to many of the new development proposals for a number of reasons, including loss of privacy through overlooking, loss of amenity, increased traffic volumes etc. More importantly, there are growing concerns over the consequent perceived 'loss of character' created by these medium density houses and their impact on the streetscape as a whole. Many new developments are viewed as being 'out of character' and lacking sensitivity to the broader context. Community action groups such *Ballarat Citizens for Thoughtful Development* have formed in response to the construction of insensitive developments. They are concerned that if current development trends are left unchecked, Ballarat's unique character could be lost.

The City of Ballarat commissioned the Ballarat Urban Character study in October 1998. It was instigated to address the concerns over the perceived loss of urban character in the inner residential areas of the municipality. By providing a documented inventory of Ballarat's urban character and an assessment of elements which are significant, the study forms a basis for evaluating the impact of new development. It also forms the basis for identifying any appropriate measures required to ensure that new development does not have a negative impact on urban character.

A steering committee was established to oversee the development of Ballarat's Urban Character Study and consisted of a group of council and community representatives:

Cr. Newell Barrett	Chairman (Sept.98 –Mar.99)
Cr. David Vendy	Deputy Chair (Sept 98 – Mar.99), Chairman (Mar.99-)
Cr. Liz Sheedy	Council representative (Mar.99-)
Cr. Gary Anderson	Council representative (Mar. 99-)
Ms. Anne Beggs Sunter	Heritage Lecturer, Ballarat University
Mr. Terry Benjamin	Developer, Benjamin Partners Pty Ltd
Mr. Peter Dunn	Architect, Morton Dunn Architects
Mr. Greg Henderson	Representative of Ballarat Citizens for Thoughtful Development
Mr Eugene Kneebone	General Manager Planning
Mr. Stephen Menhennett	Building Practitioner, Representative of Master Builders Assoc.
Mr. Hedley Thomson	Manager Strategic Planning

Project Management was administered by:

Mr Heath Martin, Senior Strategic Planner, City of Ballarat
Mr Eugene Kneebone, General Manager Planning, City of Ballarat

The consultancy team consisted of:

John Patrick Pty Ltd. Landscape Architects
Mr. John Patrick
Ms. Lorraine Nadebaum
Ms. Leanne Dowey
Ms. Linda Jane Hipwell

Allom Lovell and Associates Pty Ltd. Conservation Architects
Ms. Robyn Riddett
Ms. Emma Watson

1.2 Scope of the Study

Ballarat's Urban Character Study is required to address all comparative aspects of the municipality's urban character. The aim of the Urban Character study is to provide the City of Ballarat with the necessary information to address the loss of urban character in the inner residential areas of Ballarat. Where appropriate, this is to be facilitated through the use of a Design and Development Overlay in the Local Planning Scheme.

The project brief required the following information to be included as part of the Urban Character Study:

- A report identifying those elements which contribute to the character of each street within the study area with both written and pictorial/diagrammatic presentation of each element.
- Criteria against which streets can be assessed to determine whether they should be protected under the Ballarat Planning Scheme.
- An assessment of each street within the study area against the criteria identified above.
- Design guidelines for significant streets.
- Draft Schedule/s to the Design and Development Overlay that could be incorporated into the Planning Scheme by Council.

A heritage review is also currently being undertaken for the City of Ballarat, separate from the Urban Character Study. This review aims at identifying buildings and sites of historic significance within Ballarat. The heritage review will allow the City of Ballarat to identify and protect these sites through the development of Heritage Overlays in the Local Planning Scheme. While heritage is relevant to the identification of urban character, it is only one facet of a much broader assessment of the urban environment.

1.3 Study Area

This report focuses on the area of Ballarat considered to be under the greatest pressure for development. It is therefore considered of highest priority in terms of character assessment. Specifically, the study area included those streets encompassing the inner residential and central historic core of Ballarat. Map 1 identifies the study area.

2. DEFINITION OF URBAN CHARACTER

The nature, interaction and relationship between all natural, built, social and demographic characteristics define urban character. Whether positive or negative, every urban environment has a character. It includes land form, flora and fauna, subdivision layout, road construction, street tree planting and public and private buildings and gardens. It relates to that viewable and interpretable from the street (streetscape), rather than that private and hidden such as building interiors and rear gardens.

Urban character is also about people and their history. In this sense, urban character is subject to variations in perceptions. Elements of the urban character may evoke different reactions and therefore hold varying value between one person and the next. Perceptions may differ between those who live, work or visit an area frequently, compared to the occasional or one off tourist/visitor.

Urban character is inherently dynamic. It changes over time, dependent on specific social needs, economic conditions, period building styles and fashions, cultural activities, and natural progression/decline of built and natural objects etc.

While urban character can be recorded and described, defining what is special or significant about that character area needs a balanced approach. A realistic appraisal of urban character involves an independent assessment by professionals, with the range of expertise necessary to record and evaluate elements of the urban character without bias. It also involves input from the local community and council who provide important local knowledge and identify characteristics of the urban character that are disliked or valued.



Figure 1. *Wendouree Parade.*

3. STUDY PROCESS

3.1 Introduction

The study involved a series of tasks undertaken in defined stages. This chapter outlines these stages and the processes involved in the preparation of the final report. The stages were:

- Orientation Phase.
- Review of Background Information.
- Field Survey.
- Community Consultation.
- Analysis of Field Survey.
- Analysis of Community Consultation.
- Preparation of Draft Report.
- Review.
- Implementation.

3.2 Orientation Phase

Meetings with staff from City of Ballarat and familiarisation with the study area and its surroundings were undertaken in this phase. The main aims were to:

- Agree on parameters, methodology, time frames.
- Refine and clarify expectations.
- Clarify the nature and context of final products.

3.3 Review of Background Information

The City of Ballarat provided background information, including previous studies relevant to this project. The following studies and base information were reviewed:

Reports:

Ballarat Heritage Review, Final Draft Report (part of), 1997.

City of Ballarat Streetscapes Study, 1990.

City of Ballarat Streetscapes Policy, 1991.

Maps:

Ballarat Heritage Review, 1998 - 'Periods of House Construction'.

Ballarat Heritage Review, 1998 - 'Historic Importance of Individual Properties'.

3.4 Field Survey

The field survey involved the physical assessment of each street within the study area and was undertaken by representatives from the offices of:

John Patrick Pty Ltd (Landscape Architects) &
Allom Lovell and Associates Pty Ltd (Conservation Architects).

These representatives provided professional expertise for the evaluation of built and landscape form as well as a level of independence in undertaking the task.

Independent assessment is a critical part of the study to ensure that special treatment was not given to certain areas based on emotive pretence (ie. - preference given to the familiar, whatever its attributes).

Streets in the study area were initially sampled prior to the preparation of data sheets to be used in the field surveying. Draft sheets were distributed and approved by the steering committee prior to being field tested and refined.

Due to the complexity of the study area, a number of streets were recorded in sections (block by block). In total, 169 streets/street sections were assessed. Photographs of each street and typical details of different treatments across the study area were taken for office records and subsequent reference.

Four data sheets were completed for each street/street section. These recorded information covering seven broad categories:

URBAN CONTEXT

Land form.
Dominant land use.
POS (Public Open Space).
Subdivision pattern.
Lot size.
Dominant frontage.
Street type.
Orientation.
Views.
Landmarks.
Notes.

STREET SPACE/CONSTRUCTION

Reserve width.
Carriageway (type & width).
Shoulder.
Nature strip (width & treatment).
Median strip (width & treatment).
Kerbs.
Gutters.
Drains.
Crossovers (frequency & form).
Footpaths (presence, location, continuity, width & materials).
Street verandahs (presence & type).
On street parking.
Traffic controls.
Overhead services (location & visibility).
Street furniture (presence).
Street ornaments (presence).
Notes.

STREET PLANTING

Presence.
Location.
Spacing.
Tree type.

Scale & form.
Age.
Dominant, secondary and major other species.
Intactness.
Tree disfiguration.
Condition – rating.
Significant trees.
Underplanting.
Notes.

PRIVATE GARDEN CHARACTER

Front fences (dominant height & style).
Front gardens (presence, transparency, size, canopy trees, tree types, other vegetation, condition & features).
Side gardens (presence).
Side driveway (presence).
Notes.

BUILDING STOCK

Construction date, building stock.
Building type.
Walling materials.
Character & heritage.
Intactness.
Front setbacks.
Roofing materials.
Height in storeys.
Scale.
Side setbacks.
On-site car parking.
Garage/carport type.
Garage location.
Architectural notes.

SUMMARY INFORMATION

Summary information was recorded in each street. This included:

Identifying distinguishing elements of the streetscape.
Identifying design and development issues.

STREET CHARACTER ASSESSMENT

Finally, each street was assessed in terms of streetscape character. The following items were recorded:

Amenity (pleasantness) value of streetscape.
Unique/unusual features.
Consistency (homogeneity) of street elements.
Outstanding examples.
Landmark feature/s.
Heritage contribution.

Some of these were difficult to evaluate during the field survey (especially those streets completed on the first day of surveying when little comparative data was available). These were subsequently reviewed in the analysis phase of the study when data collection was completed.

3.5 Community Consultation

Five community workshops were undertaken. These provided an opportunity for the consultants to identify and record the local communities' values and concerns relating to the urban character of Ballarat. This consultation was completed in conjunction with the field survey work. The process and findings of the community consultation are described in more detail in Chapter 6.

3.6 Analysis of Field Survey

This stage involved:

Collating and checking field data.

Analysis of street data, including:

Mapping major streetscape elements.

Checking and mapping amenity ratings and individual significance indicators.

(Complemented by maps and previous studies provided by the City of Ballarat).

Entering and manipulating data in Microsoft Access/Excel (potentially to be converted to GIS by the City of Ballarat).

Comparison of information to identify patterns of common characteristics.

Defining distinguishing elements of Ballarat's Urban Character.

Identification of individual character areas and their boundaries.

3.7 Analysis of Community Consultation

Involved collating and analysis of community consultation, including:

Reviewing completed survey forms.

Preparing minutes for community workshops.

3.8 Preparation of Report

The report stage involved the written component of the study process. Character Areas were defined in detail, assessments and strategies prepared and design and development guidelines drafted.

3.9 Review

This stage consists of the following:

Review and input/comments by steering committee members during the drafting of the report.

Presentation of Draft Urban Character Study for review by community and City of Ballarat.

Review of feedback and preparation of Final Urban Character Study.

3.10 Implementation

This process involves the preparation and approval of relevant amendments to the Ballarat Planning Scheme and the implementation of any other appropriate actions or programs that arise

from the study's recommendations. Any proposed amendment to the planning scheme will be subject to further community review as part of the statutory process that involves:

Drafting Planning Scheme Amendments.

Community review of proposed Amendments.

Review of submissions by Council.

Independent Ministerial Panel Review (to review any unresolved community submissions).

Report of Ministerial Panel recommendations.

Submission of Amendments to the Minister for approval.

4. DEFINITION OF TERMS

4.1 Introduction

A number of terms have been used during the field survey component of the project. These have been referred to in various chapters of this report, especially Chapter 8, 'Character Area Summaries'. This chapter provides definitions for the commonly used terminology and should be used as a reference guide.

4.2 Field survey definitions

Terms have been ordered as they appear on the data sheets, under five main headings:

URBAN CONTEXT

POS Public Open Space
Subdivision Pattern

Regular grid

Distorted grid

Street type

Court No-through local street/cul'-de-sac.

Local Street servicing local traffic only.

Collector Local streets feed into. Often longer, wider and noticeably busier than local streets.

Arterial Collector roads feed into. Two or more carriageways. High traffic volume.

Laneway Narrow, limited access way. Used by immediate property owners for site access.

Views

Panoramic Extensive, 180+ degree view shed, distant views.

Framed Narrow view shed, distant views.

Internal Extensive views within/along street, no distant views.

Limited Enclosed/ no view, even within street.

STREET SPACE

Reserve width Width of road reserve extending from property frontage to property frontage.

Carriageway Trafficked area of roadway, usually sealed bitumen. Includes on-road parking where surface material is the same.

Type

Single Two-way road with no median strips.

Double Road split by median strip.

More than double Contains multiple median strips (eg. main road & dividing service road/s).

Shoulders Noted where surface material is different from main carriageway.

Covers area between carriageway and kerb/gutter/nature strip.

Gutters At edge of carriageway or shoulder, usually but not always in conjunction with kerb.

Drains Where separate from gutter, or not located at edge of carriageway or shoulder.

Types of drains and gutters



Figure 2.
Multiple drainage treatment (traditional drain and modern gutter treatment) in Latrobe Street.



Figure 3.
Integrated concrete kerb and gutter (roll over type) in Forest Street.



Figure 4.
Integrated concrete kerb and gutter with wide invert in Haddon Street.



Figure 5.
Integrated concrete kerb and gutter with narrow invert in Stafford Court.



Figure 6.
Concrete kerb only in Parade Court.



Figure 7.
Bluestone pitcher invert channel gutter with bluestone pitcher kerb in Little Clyde Street.



Figure 8.
Bluestone pitcher spoon drain gutter with bitumen edge replacing kerb in Exeter Street.



Figure 9.
Bluestone pitcher spoon drain.



Figure 10.
Bluestone pitcher channel drain in Clyde Street.



Figure 11.
Bluestone pitcher spoon drain gutter with concrete upstand in Dowling Street.



Figure 12.
Bullnose brick kerb and brick spoon drain in Colpin Avenue.



Figure 13.
Open earth (unformed) drain in Russell Street.



Figure 14.
Retained footpath forms road edge at the southern end of Lyons Street South.



Figure 15.
Integrated concrete kerb with concrete spoon drain gutter in Martin Avenue.

Crossover frequency Number of constructed vehicular access points to properties noted in a street.

Numerous More than one per lot

Average Typically one per lot

Limited On average, less than one per lot

Crossover forms



Figure 16.
Bitumen or concrete at grade - example of concrete crossovers in Gregory Street.



Figure 17.
Concrete bridge (arched) in Russell Street.



Figure 18.
Concrete bridge (flat) in Talbot Street North.



Figure 19.
Metal bridge (arched) in Kent Street.



Figure 20.
Timber bridge in Lexton Street.



Figure 21.
Timber pedestrian bridge in Dowling Street.

STREET PLANTING

Spacing

Regular/symmetrical Trees evenly spaced, with location mirrored on opposite side of the street (eg. avenue).

Regular/asymmetrical Trees evenly spaced, with location alternating on opposite side of the street.

Mixed Spacing predominantly a combination of symmetrical/asymmetrical, and/or irregular/informal.

Tree type

Evergreen Trees predominantly having leaves all year round.

Deciduous Trees predominantly shedding leaves for winter months.

Mixed Trees predominantly mixture of evergreen and deciduous.

Tree disfiguration Refers to pruning practices under overhead services.

Condition rating

Poor Generally showing signs of stress and decline eg. dieback, or damage.

Fair Some signs of stress or some poorly performing trees. Variable specimens.

Street planting generally not reaching full potential.

Good Most trees showing good growth and form development.

Very good Better than average growth and form development. High consistency of specimen performance in street as a whole.



Figure 22.
Example of street planting in Errard Street North.



Figure 23.
Example of street planting in Drummond Street.

PRIVATE GARDEN CHARACTER

Front fences style

<i>Iron picket</i>	May include a stone or masonry base, and or columns.
<i>Woven wire</i>	Historic wire fencing, may be original or reproduction. May include timber post and rail.

BUILDING STOCK

Building type

Residential

<i>Detached</i>	Building separate from others/stands alone on property.
<i>Semi-detached</i>	Buildings joined to another through one common wall.
<i>Attached</i>	Buildings joined both sides by common walls, no side setbacks (eg. terrace houses).

Intactness General condition of a building determined by the number of building alterations, present/not present.

Good Original building exists. A few very minor additions or alterations may be evident.
Restoration work may be evident.

Fair Building with several alterations evident.

Poor Many changes to original building form and construction evident.

Walling materials

Other cladding Alternative walling material other than stone, timber or brick.

<i>Side setbacks</i>	Small	<1.2m
	Medium	1.2 - 3m
	Large	>3m

Building Periods/Construction Date.



Figure 24.
Typical Pre 1870 early Victorian bluestone building (altered) in Lyons Street South.



Figure 25.
Typical Victorian building (1870-1890) grand Victorian terrace in Errard Street North.



Figure 26
Typical Victorian building (1870-1900) in Lydiard Street North.



Figure 27.
Typical Edwardian building (1900-1915) in Sussex Street.



Figure 28.
Typical Inter-war timber building (1915-1945) in Mair Street.



Figure 29.
Typical large, brick Inter-war (1915-1945) building in Hamilton Street.



Figure 30.
Typical Inter-war (1915-1945) brick building in Lyons Street North.



Figure 31.
Typical Inter-war (1915-1945) brick bungalow building in Brawn Avenue.



Figure 32.
Typical Post-war (1945-1970) brick building in Ascot Street South.



Figure 33.
Typical late Post-war building (1945-1970) in Urquhart Street.



Figure 34.
Typical late 20thC (1970-1990) buildings.



Figure 35.
Typical recent (1990's) building.



Figure 36.
Typical Recent (1990's) 'Reproduction Victorian' building.



Figure 37.
Typical Recent (1990's) 'Reproduction Victorian' building.

Character contribution Relates to the importance of buildings as an element in the streetscape.

High Buildings appear to be a dominant and positive element in the street.

Medium Buildings appear of equal weighting with other streetscape elements.

Low Buildings appear undistinguished or are a negative component of the street character.

Heritage contribution Relates to value of the street in terms of quantity, quality and impact of heritage buildings.

High Many heritage buildings present, often in intact clusters. Restoration work may be evident.

Medium Some heritage buildings present (often in pockets). Alteration work may be evident.

Low Few heritage buildings present. Individually important heritage buildings may be present, but these are highly dispersed and/or altered.

Architectural consistency Homogeneity in building type, style, materials, set backs, size or other architectural attribute/s.

High Most buildings with similar architectural attributes.

Medium Some consistency evident (may be in pockets along length of street).

Low Buildings highly variable in style, setbacks and other attributes.



Figure 38. *Very altered Victorian house and slate roof in Urquhart Street.*

5. THE URBAN CHARACTER OF BALLARAT

5.1 Introduction

Ballarat's Urban Character reflects a rich history of development. Many historic images have been retained in the streetscapes and are visual cues of past activities and periods in the development of Ballarat. Grid patterned streets (often wide and grand) established by colonial surveyors to the west and north are in contrast to the smaller, somewhat organic nature of developments to the east, where early mining activities were prominent. Scattered remnant buildings from early railway and industrial related activities remain amongst some residential streets and along the rail reserve. Many fine examples (some intact, others individually significant) of Victorian, Edwardian, Inter-war and Post war houses exist. These vary in size, materials and style. Grand, historic Victorian and Edwardian commercial premises focused in and around Sturt Street are reminiscent of Ballarat's commercial prosperity and growth. Many of these buildings are intact, with some restoration work evident. Later images such as the Olympic monument along Wendouree Parade continue to visually record memorable aspects of Ballarat's history.

This historic tapestry is enriched by the interweaving of the city's natural attributes. These include topography, its public parks and gardens, natural features such as Lake Wendouree, views, street planting and private gardens. It is the combination of all of these attributes that is significant in defining the rich urban character of Ballarat.

For tourists and visitors, these images are both interesting and unusual features not commonly seen elsewhere. For locals, many of these attributes are cherished and are associated with familiarity, memories and a sense of pride.

This chapter identifies some of the major distinguishing elements within the study area that contribute to the urban character of Ballarat. These are distinctive features that form the essence of Ballarat, making it what it is. They were derived from the field work, following an overview assessment at the completion of the data collection. A number of negative elements were also identified, that detract from the overall image of the streetscapes. These have been separately identified (Refer to 5.3).

5.2 Distinguishing Elements

These are identified under five main headings:

URBAN CONTEXT

Regional landmarks:

Sturt Street

Ballarat Cemetery.

Open Space and Parkland:

Lake Wendouree

Ballarat Botanic Gardens

Victoria Park.

Historic rear laneways (mostly gravel).

Rural/country nature.

Mixed lot sizes.

Straight, mostly grided pattern of streets.

Non homogenous, eclectic (very mixed) nature of development.

Views to countryside/ landmarks/ township.



Figure 39.
Historic gravel laneway.



Figure 40.
Historic gravel laneway.



Figure 41.
*Landmark arched railway bridge
in Peel Street.*



Figure 42.
Lake Wendouree.

STREET SPACE CONSTRUCTION

Bluestone gutters and drains (various types and styles).
Wide gravel road shoulders (sometimes with grass or completely grassed over).
Traditional bridge crossovers (various materials and styles).
Wide street reserves.
Historic street furniture (especially cast iron railings).
Historic street ornamentation (including monuments and statuary).
Historic signage.



Figure 43.
Traditional horse trough.



Figure 44.
Historic post box.



Figure 45.
Cast iron railing.



Figure 46.
Historic bollards.

STREET PLANTINGS

Large mature, exotic street trees planted within gravel road shoulder (sometimes as an avenue).
Isolated historic street trees.

Informal residents' plantings within street reserve. (eg. bulbs informally planted in drifts under street trees, other informal ground cover/perennial plantings within the naturestrip or in front of fences).



Figure 47.
Historic street trees.



Figure 48.
Informal street plantings.



Figure 49.
Planting along fence lines.



Figure 50.
Mature avenue within road shoulder.

PRIVATE GARDEN CHARACTER

Side driveways (sometimes shared).
Very mixed fencing styles/materials (mostly low fences and often semi-transparent).
Exotic, often informal cottage gardens fronting historic houses. Some of individual note.



Figure 51.
Shared driveways.



Figure 52.
Hedge as front fence.



Figure 53.
Exotic front gardens to suit building period.



Figure 54.
Historic bluestone retaining wall / fence.

BUILDING STOCK

Original corner shops with verandahs.

Historic local building landmarks:

Churches

Pubs

Original school buildings etc.

Historic industrial and commercial buildings (eg. boot factory, chaff mills - often amongst residential streets).

Very mixed housing scale, type and locations - (eg. mix of grand mansions and very small miners' cottages).

Heritage housing (mostly detached, single storey timber buildings).



Figure 55.
Original corner stores.



Figure 56.
Historic industrial buildings.



Figure 57.
Contrast of commercial, residential and Industrial buildings.



Figure 58.
Historic buildings (not all are grand).

5.3 Detrimental Elements

The overall urban character of the study area is undermined by a number of detrimental treatments including:

Discontinuity of one or more element in a street.

Conflicting streetscape elements.

The domination of negative details such as poor maintenance of public and private land.

Some of the major detrimental elements are listed below:

URBAN CONTEXT

Unattractive commercial sprawl on Sturt Street between Pleasant and Drummond Street (main spine of city).

Traffic congestion.



Figure 59.
Commercial sprawl on Sturt Street.



Figure 60.
Traffic congestion.

STREET SPACE CONSTRUCTION

Mixed drainage treatments in individual streets, especially 'ad hoc' combinations of old and new construction (eg. mix of traditional bluestone spoon drains, integrated concrete kerb and gutter and roll over kerb on one or both sides of the street).

Mixed furniture/ornamentation types in individual streets, especially combinations of old and new (eg. historic and modern bus shelters in the same street).

Modern (concrete) drainage treatments in local streets containing predominantly historic homes.

Bitumen sealing of informal & historic gravel laneways.

Excessive use of parking meters.

Excessive and overpowering use of advertising signs.



Figure 61.
Inappropriate road edging.



Figure 62.
Quantity and style of parking meters can be negative elements in the streetscape.



Figure 63.
Poorly defined intersections are dangerous.



Figure 64.
Commercial signage.

STREET PLANTINGS

Gaps and inconsistencies in overall planting themes in individual streets (eg. single exotic species interrupted by a small number of odd, isolated mixed species).
Excessive tree disfiguration.
Poor condition of some street trees (trees in poor health & senescent trees).
Inappropriate street tree selection (eg. *Prunus cerasifera* 'Nigra' in wide streets).



Figure 65.
Street tree disfiguration.



Figure 66.
Street trees in poor condition.



Figure 67.
Weed infested road embankments.



Figure 68.
Poorly maintained street planting.

PRIVATE GARDEN CHARACTER

Exposed, high back fences facing streets (no attempt to screen/integrate with streetscape). High, solid front fences. With the exception of those associated with very large, historic properties such as Loretto College, high fences cause conflict in streets where low, often transparent fences dominate.



Figure 69.
Exposed high back fences.



Figure 70.
High solid front fence screens front garden. This type of fence is inappropriate in streets with mostly low, transparent fences.



Figure 71.
Inappropriate post boxes..



Figure 72.
Poor maintenance / lack of front gardens.

BUILDING STOCK.

New developments that are out of context with the street:

Prominent garages.

Over developments.

Lack of attention to details (eg. roof pitch, height, materials, set backs).

High front fences.

Poor location of some new developments (ie. breaking up otherwise intact examples of heritage housing).

Demolition of older corner stores, replaced by new developments.

Lack of restoration work especially to some valuable, individually significant derelict premises/homes.

Alterations/additions (not restoration) occurring to heritage homes (eg. miners cottages).

Repetition of 'Mock' / Reproduction homes, as opposed to contemporary/modern architecture.

Obtrusive colour schemes.



Figure 73.
Highly altered miners cottage.



Figure 74.
Prominent garages.

6. COMMUNITY CONSULTATION

6.1 Introduction

A community consultation program was conducted as part of this study. The purpose of this program was to introduce the project to the community and to allow their inputs to be incorporated at an early stage of the study. The consultation program identified aspects of the urban environment that are of value and significance to the community. It also identified resident/property owners' concerns about aspects of Ballarat that are clearly disliked.

This chapter details the process and findings of the consultation program.

6.2 Consultation Process

The consultation program was open to all interested members of the public and advertisements for the meetings circulated in local newspapers.

Five meetings were held between November 11-25th 1998. The meetings were organised and opened by the City of Ballarat. John Patrick Pty Ltd conducted each of the five meetings.

The following list identifies the area of focus for each of the five meeting:

- | | |
|------------------------------|---|
| 1. Wendouree Parade Precinct | (Wendouree Parade, north of Sturt St, west of Creswick Rd and south of Gregory St). |
| 2. Ballarat North Precinct | (East of Creswick Rd, north of the railway line, west of Sherrard St and south of Howitt St). |
| 3. Ballarat East Precinct | (East of Main Rd, west of Stawell St, south of Yarrowee River). |
| 4. Ballarat South Precinct | (West of Main Rd/Barkly St to the Yarrowee River and south of Latrobe St). |
| 5. Ballarat West Precinct | (South of Sturt St, north of Latrobe St, west of Yarrowee River and east of Pleasant St South). |

The precincts chosen for the community consultation covered an area beyond the defined study area addressed in this report. Map 2 shows the locations of the precincts in relation to the study area. The comments raised have been recorded and shall be taken on board as funding permits further streets to be surveyed and assessed. Participants' comments were invaluable in understanding the broader context of the study area.

Breaking the study area into five precincts served several purposes. Firstly, local venues were chosen to encourage resident attendance. Separate precincts also allowed discussions to be specifically targeted at the local issues of that precinct, rather than the entire study area. Separate precincts allowed for smaller, more informal gatherings, giving most people the opportunity to voice their views.

The City of Ballarat randomly selected some forty residents spread across the five precincts and invited them to provide a more in depth appreciation of community views on the urban environment. Eighteen people accepted the invitation and attended a briefing meeting, at which time they were each given a disposable camera. Representatives were invited to take photos in the precinct in which they lived. These photographs specifically captured images of those characteristics that were liked and valued, or that were special, typical, or important parts of the Ballarat urban environment. It was also requested that photographs be taken of features that were particularly disliked or that were believed to have an adverse impact on the urban character. Photographs did not include private spaces that were not visible from the street.

The City of Ballarat developed the photographs, and the photographers were invited to attend the relevant precinct meeting. The photographs were displayed and presented by most of the photographers, who described the locations and explained whether the features were liked/disliked. The visual images and descriptions initiated general discussion and debate at the meetings.

During the meetings, survey forms were distributed to further record resident's comments.

6.3 Consultation Findings

COMMON RESPONSES

On average, thirty people attended each of the community consultation meetings. Although the photographs varied between each precinct, the topic of new medium density housing developments dominated the discussions. The following list details some of the common topics discussed at all meetings:

Like/encourage

Mix of heritage homes (including size) and their attention to detail (such as woven wire fences and ironwork).

Flexible heritage controls/covenants on places of significance (should include Churches).

Practical tree preservation controls on public and private trees of significance.

Protection of Ballarat's working class heritage.

Restoration works increased through possible incentive scheme.

Contemporary, architecturally designed buildings. By nature, buildings that are carefully designed to suit the context should not be repetitive.

Design flair and interest in new developments.

Finding new uses for old, disused buildings of historic value (especially commercial and industrial buildings of note).

Preservation of old corner shops and original verandahs.

Protection of 'intact' sections of heritage housing.

Retention of valuable street details such as mixed fencing styles (mostly low and transparent).

Consistent use of street trees, traditional bluestone gutters and gravel shoulders, front gardens, street furniture, nature strips etc.

Protection of informal (gravel and cobbled) laneways.

Dislike/discourage

Unsympathetic and repetitive nature of many new developments.

(over scaled, often lack of appropriate landscaping, high solid fences, poor setbacks, poor combination/choice of materials, dominant garages, poorly located within heritage areas, etc).

Increasing number of new developments occurring in residential streets. These are changing the character of the streets.

Style and repetitiveness of Mock/Reproduction houses (inaccurate/non typical details, cramped and very repetitive).

Lack of controls on new commercial outlets. Especially concerned with the image of the entrance to Ballarat, with many commercial outlets being out of character and presenting unsympathetic signage.

Alteration work to many old buildings is a concern.

Poor, mixed maintenance of some areas.

Poor street details such as dominating power lines, especially cable lines and associated tree disfiguration, inappropriate high fences, increased use of concrete gutter treatments and asphalt, road narrowings and miniature speed signs.

Traffic levels in some streets.

PRECINCT BASED RESPONSES

The workshops highlighted aspects of the local urban character that residents identified with and admired. These are specific to the individual precincts. The aspects of each precinct's urban character that local residents admire are listed below:

Wendouree Parade precinct

Lake Wendouree and associated recreational facilities/ features are a major focus for the surrounding residential areas (beauty of lake should not be compromised by over development of the lake edge, with building clutter or by inappropriate treatments).

Residential houses along Wendouree Parade complement the lake edge.

Importance of promoting tourist interpretation of significant or interesting features (eg. grottos).

Heritage houses.

Views to lake are important to maintain.

Ballarat North precinct

Value the historic nature of this precinct (only a few new developments exist).

Old factories, corner shops and other commercial premises are much admired (eg. Halls Boot Factory).

Individually significant heritage houses.

Interest of small and large houses within individual streets.

Typically, streets may change character two or three times along their length.

Variable set backs.

Ballarat East precinct

Emphasised the importance of the 'rural' feel in Ballarat East.

Wish to maintain unmade roads.

Spare blocks and open space are valued.

Contains old mine shafts (issue with new developments).

Streets are generally narrower, with a greater number of back laneways.

Admire somewhat undulating terrain and consequential extended/unexpected views.

Creek lines and drainage easements are important in establishing links with other areas of Ballarat and in maintaining habitat corridors.

Like the eclectic/quirky nature of this precinct.

Ballarat South precinct

Land is somewhat undulating.

Corridors of Yarrowee River and Canadian Creek - important to maintain as greenbelts. Existing bike paths are well used.

Landscape views across Canadian Creek valley are an important part of the character of this precinct.

Single storey houses dominate Golden Point.

New developments in this precinct have generally been less numerous and more sympathetic than other areas of Ballarat.

Ballarat West precinct

Concerned that the intactness of heritage housing in this precinct is being eroded by unsympathetic new developments.

Desire to preserve the historic gravel and cobbled laneways in this precinct. (Many now have street names and are in danger of being formally 'urbanised').

Admire the mix of historic houses in this area (combination of grand and small houses of various periods).

Importance of encouraging preservation/restoration of historic buildings rather than allowing demolition.

6.4 Survey Findings

A total of twenty-six completed survey forms were returned. The completed survey forms were analysed with many responses received. The survey form consisted of seven questions. Responses included in three or more of the survey returns have been summarised below:

WHAT AREAS OR STREETS DO YOU PARTICULARLY LIKE IN BALLARAT?

Dawson Street	Sturt Street
Drummond Street	Webster Street
Lydiard Street	Wendouree Parade
Neil Street	Victoria Street
Russell Street	

STATE WHY YOU LIKE THESE STREETS?

Bluestone gutters	Rural feel
Front gardens	Street trees
Historic/period homes	Views and open space
Mixed fences	
Mix of houses	

WHAT FEATURES OR CHARACTERISTICS DO YOU NOTICE MOST ABOUT THE AREAS AND STREETS THAT YOU LIKE?

Building type and style	Historic houses
Set backs	Mix of houses
Mixed fences	Wide streets
Front gardens	Verandahs
Street trees	Bluestone gutters
Maintenance	Open space/parks
Building restoration	Good building design.

WHICH FEATURES OR CHARACTERISTICS OF THE BALLARAT URBAN CHARACTER DO YOU LIKE?

Bluestone gutters	Public gardens
Front gardens	Mix of complementary houses

Front fences	Landmarks
Street trees and plantings	Historic houses
General maintenance	Open space

WHICH FEATURES OR CHARACTERISTICS OF THE BALLARAT URBAN CHARACTER DO YOU DISLIKE?

Tree disfiguration	New developments lacking
Excessive advertising/signage	street context
Reproduction/mock houses	Over developments
Poor maintenance	Demolition of historic houses vs. restoration

WHICH FEATURES, AREAS OR STREETS HAVE CHARACTERISTICS THAT YOU WOULD LIKE TO KEEP AS PART OF THE FUTURE URBAN CHARACTER OF BALLARAT?

Street trees	Public and private gardens
Bluestone gutters	Historic monuments and statues
Heritage houses and intactness	Webster, Sturt, Lydiard, Neil Streets & Wendouree Parade

ARE THERE ANY OTHER COMMENTS YOU WOULD LIKE TO MAKE ABOUT THE URBAN CHARACTER OF BALLARAT AND ITS MANAGEMENT FOR THE FUTURE?

Enforce stricter planning controls to ensure that older buildings are protected from demolition prior to a development being approved.

Develop stricter guidelines for new developments (eg. minimum set backs, building height etc).

Ensure that the charm and mix of complementary building styles is maintained.

Establish heritage controls to protect significant buildings, streets, trees, properties and views.

Encourage the restoration of old buildings (low interest loans or special incentives offered by Council?).

Promote architecturally designed buildings.

Include planting of canopy tree/s as a condition of building permits where applicable.

7. STREET CHARACTER ASSESSMENT

7.1 Introduction

As well as collecting data, each street was assessed in terms of its contribution to urban character. Six criteria were established to help identify elements of significance within the study area.

These include:

- Amenity Rating.
- Significance Indicators.
- Uniqueness.
- Consistency.
- Landmark/s.
- Outstanding feature/s.
- Heritage contribution.

7.2 Amenity Rating

Relates to the level of 'pleasantness' and is based on an overall impression of each street.

Recording the amenity value of a street is often subjective. Many varying factors can influence the appearance and therefore the initial impression of a street at any given time. For example, maintenance/pruning regimes vary depending on the time of year, stormy weather can place a temporary drab outlook on a street, and traffic volumes vary depending on the time/ type of day. Likewise, the interpreter's mood, tastes and background all contribute to one's perception of place. Notwithstanding this qualification, the overall amenity rating of a street was primarily determined by the particular combination of streetscape elements and the relationship between these. The combinations, type and quality (positive or negative) of the following *streetscape element categories* were found to be the major influence on the appearance of the street:

Urban context	(eg. land use, POS, lot size, dominant frontage, views etc).
Street space construction	(eg. reserve width, drains, footpaths, furniture etc).
Street planting	(eg. location, spacing, tree type, intactness etc).
Private gardens	(eg. front fences-style and height, garden size etc).
Building stock	(eg. walling types, garage location, front set-backs etc).

Significance features

Significant features provide another dimension to the character of a street. They provide points of interest or coherence and are therefore an integral part of the amenity of a streetscape. The following *significance indicator categories* were taken into account when assessing each street:

- Unique/unusual features (regionally)
- Level of consistency in treatment
- Outstanding examples
- Landmark feature/s
- Heritage contribution

Five amenity categories were used in rating each street within the study area. These are described below:

Category	Description
Very High	<p>Represent the most outstanding streets within the study area.</p> <p>Street presents combination of high quality, complementary streetscape elements in <u>all</u> of the five categories listed.</p> <p>Street contains features falling within <u>all</u> of the significance indicator categories listed.</p>
High	<p>Streets maintain outstanding appeal.</p> <p>Contain high quality, complementary streetscape elements in <u>most</u> of the five categories listed.</p> <p>Street often contains examples of <u>most</u> of the significant feature categories listed.</p>
Good	<p>Streets retain a pleasant feel and overall coherence.</p> <p>Most streetscape elements complement each other, but general improvements are evident with one or more of the streetscape categories.</p> <p>Street may contain examples of <u>several</u> significant feature categories.</p>
Fair	<p>Generally undistinguished streets where conflicts in treatment are evident.</p> <p>Existing inconsistencies in the treatment of individual streetscape elements are detrimental to the overall value of the street. Some good elements may exist, but these are often scattered and/or outweighed by negative components.</p> <p>Significant features are <u>mostly limited</u> (one category only).</p>
Low	<p>Represents streets needing the most improvement. Negative attributes dominate the streetscape.</p> <p>Uncomfortable relationships often exist between different street elements (eg. combination of old and new road constructions, mixed and conflicting land uses etc). Most individual street elements are poor in appearance. One or more element is often missing (for example, street trees or front gardens). Neglect/poor maintenance is often evident.</p> <p>Significant features are <u>mostly not present</u>.</p>

7.3 Uniqueness

Refers to only one (or very few) examples of a regionally significant feature existing within the study area.

Part of Ballarat's appeal is the array of unique buildings and other unusual streetscape features scattered throughout the local streets. Many of these features reflect Ballarat's local and regional heritage and are an important part of the complex urban character. Given the eclectic nature of Ballarat, these features are important in helping to maintain historic interest and vitality in a township undergoing constant change.

Regionally unique features relate to those that are unique/unusual to the broad study area and are of individual value/significance to Ballarat. They are often curious features that are visual clues of past traditions and land uses in that locality (eg: Miner's cottages). They can be dispersed and individual occurrences, or an intact group covering a longer stretch of a street.

Elements may be in good condition, but alternatively could be disused and neglected. The latter group is in danger of decline, despite its value in maintaining a level of richness and variety that is typical of Ballarat. This is particularly relevant to features that are 'one off' buildings in a street. For example, an old industrial building or disused, unusual corner store may provide distinguishing interest to a street that if lost would otherwise be regarded as relatively undistinguished. Sometimes a unique feature is regionally significant because of its association with other significant street components (eg. bullnose brick kerb and spoon drain in Colpin Avenue – complements the consistent inter-war housing in the street).

Examples of regional features include:

Historic *Cedrus* street trees in Skipton and Urquart Streets.
 Pocket of intact (many altered) miners cottages in Little Clyde Street.
 Scattered/isolated, but highly interesting industrial buildings in Brougham Street.
 Olympic monument at the Southern end of Hamilton Avenue.

A plethora of locally unique features also exist within the study area. Although unique/unusual within the study area and contributing to its interest within a character area, they are not necessarily of significance in a broader regional context.

Examples of local features include:

Underground power lines in Fore Street.
Pyrus street tree planting in Ajax Street.
 Paved road reserve of The Court



Figure 75. Halls boot factory building in Nolan Street.

7.4 Consistency

Consistency refers to the sense of 'homogeneity' within a street. Visually dominant, consistent streetscape elements often create a homogenous appearance within a street. Often dramatic, these features dominate the mood of the streetscape.

Intact mature street trees (avenues) and uniformly high quality building stock are two examples of features that have commonly been recorded under this category. The reason for their significance is explained below.

Typically, individual streets within the study area contain a mix of building styles from the Victorian, Edwardian or Inter-war/ Post-war eras. Late 20th century (1970-1990), and recent buildings (1990s), are generally scattered amongst these streets, continuing to replace some of the period homes. Building scale and setback often varies within each street and is sometimes dictated by variable lot sizes. As a consequence, streets with a sense of homogeneity in historic building style, set back & scale are unusual in Ballarat. These streets are admirable for their level of intactness and coherence, and are valuable for their unity, rhythm and firm streetscape identity. Many of these streets have historic buildings worthy of preservation. Examples include:

Loch Avenue
Frank Street

Most of the streets in the study area contain mixed exotic street trees of various scales, type, age and condition. As a consequence, existing mature avenues make an impressive statement. Their consistency of species, age, scale and form provide atmosphere, structure and a strong sense of balance to the street. Being in the minority, these streets present a rich contrast to the generally mixed planting streets. A maintained, mature avenue can lift the appeal of an otherwise ordinary streetscape. Examples include:

Russell Street
Mill Street

Other examples in this category include:

Wendouree Parade (Lake Wendouree maintains a consistent street theme despite the variations in other street components).

Sturt Street (for the consistent use of monuments and historic street ornamentation).



Figure 76. Four standard design Edwardian cottages in Frank Street.

7.5 Heritage Contribution

Relates to streets that have a high level of stylistic consistency (architectural) or a number of good individual heritage buildings.

High level of stylistic consistency / presence of intact heritage buildings.

Streets with intact stretches of good heritage homes are in the minority within the study area. Over time, subsequent development has tended to dissipate former clusters of stylistically homogeneous housing. The few remaining streets with intact tracts of heritage buildings make a significant heritage contribution. Not only do individual houses have historic or architectural significance, but their context as a group imparts a particularly important significance and strong impact on urban character. The presence of a cluster of period homes can increase their combined significance as a heritage precinct.

Examples include:

Lydiard Street North
Colpin Avenue
Webster Street
Sturt Street (between Gillies and Pleasant Street)

Streets with dispersed, good individual heritage buildings.

The impact of these buildings on urban character is not as high as an intact stretch of heritage building. However, the buildings are individually significant and contribute to the character of the relevant streets. In streets that contain very mixed housing styles, they provide a positive input to diversity.

Examples include:

Wendouree Parade
Nolan Avenue
Cardigan Street
Sturt Street (between Pleasant and Dawson St)



Figure 77. Grand historic church and monument Sturt Street.

7.6 Outstanding Examples

Describes streets where exceptional examples of one or more element in the street have been identified and which are important to the overall character of Ballarat.

Outstanding examples are significant because of their contribution to the overall image of the study area. These features are outstanding due to a number of different factors including:

High standards in design (eg. particularly ornate historic building).
Impressive maintenance and/or restoration work.
Impact (grand scale or collection of similar features).
Visual appeal (eg, mature avenues and private canopy trees).

Examples include:

Gardens at Australian Catholic University in Mair Street.
Mature and intact Pin Oak avenue in Gnarr Street.
Excellent individual Victorian houses in Errard Street North.

7.7 Landmark feature(s)

Refers to conspicuous objects (usually buildings) by which one can take one's bearings.

Many of Ballarat's landmarks form part of the city's identity and heritage. Often stately, these landmarks represent familiarity to both locals and visitors. For locals, landmarks can often be associated with past events and traditions.

Examples include:

Lake Wendouree.
Sturt Street's monuments, statuary and other ornamentation.
Victoria Park, Ballarat Botanic Gardens.
Joe White Maltings factory and silos.
Ballarat Cemetery.
St Patrick's Cathedral.



Figure 78. St Patrick's Cathedral.

8. CHARACTER AREA SUMMARIES

8.1 Introduction

Following field surveying, recorded data was analysed and compared to determine whether there were similarities between streets in any sections of the study area. Neighbouring streets with common characteristics were grouped to form defined precincts, or *character areas*.

In total, the study area was divided into 24 defined character areas. These are identified in Map 3. Character areas were determined by the presence of one or more common feature. The combination of these common features, or distinguishing elements, varied between each character area. Factors such as terrain/slope, subdivision and street patterns, views, landmarks, building stock, street trees, street construction and land uses all influenced the image and formation of the character areas. Some character areas were easily defined by the presence of high quality and consistent traits. In comparison, some of the other character areas were characteristically very mixed and undistinguished.

This chapter addresses the 24 character areas in detail. Under each character area, the following information is provided:

Streets

List of streets/street sections that form this character area.

Summary

Paragraph describing the location and summarising the dominant features/elements of the character area.

Summarised data

The information recorded in each street during field surveying has been summarised to identify the dominance or mix of elements across the character area. These results have been recorded under the following headings:

- Urban context
- Street space
- Street trees
- Private garden character
- Building stock

The percentages listed within the summarised data relate to the number (%) of streets within the character area containing a particular element. For example, in a character area that has 4 (four) streets, each street has a weighting of 25%.

Age:	<i>Juvenile</i> Few 25%	<i>Semi-mature</i> Most 25% Some 25%	<i>Early maturity</i> Some 25% Few 25%
	<i>Mature</i> Most 50%		

In this particular example, 25% (or 1) of the streets has a few juvenile street trees. In comparison, 50%, or half of the streets have mostly mature street trees.

Total percentages relating to a particular element may be less than or exceed 100%, depending on their presence and/or multiple variables (many, some, few). In character areas with odd numbers of streets, percentages have been rounded.

Assessment

Provides an analytical overview of the character area. This section describes the relationships between varying elements and the overall image (positive or negative) of the character area.

Elements of special significance

Table summarising features of significance within the character area, as recorded during field surveying (refer to Chapter 7 for definitions). These have been recorded under the following categories:

Amenity value
Uniqueness
Consistency
Outstanding examples
Heritage contribution
Landmark/s

These elements have been mapped (refer to maps 4-9) to visually record streets and character areas of value.

Significance ranking

Describes the overall significance rating of the character area, based on the number of streets with significant elements/features. Each area was included in one of the following four urban character significance categories:

Special significance. Areas with a high number of significance indicator scores or where most streets contain elements of significance.

Significant. Areas with moderate significance indicator scores.

Local interest. Areas where there are some aspects of significance but which do not apply consistently through the area.

Neighbourhood interest. Areas with few or no aspects recorded as being of significance, elements of neighbourhood interest only. There may be negative elements of character present that could be upgraded.

Strategies

The strategies entail:

Identification of urban character *objectives* for the area.

Preparation of *guidelines* to direct:

Subdivision, buildings and works, or landscaping components of urban character.

Street construction forms and materials.

Street planting character.

Identification of components or areas where heritage assessment is desirable.

Recommended *implementation* initiatives. The major components include:

Design and Development Overlay to the Ballarat Planning Scheme (in relation to development on private land).

Pursuing dialogue with the Minister for Planning for the introduction of Council controls over demolition of structures and works on private lands.

Street space strategies (dealing with construction components of the street). These are generally in accordance with the Ballarat Streetscape Policy 1991 adopted by Council. Some localised and minor departures from this Policy are recommended, but are noted for Council's attention.

Street planting strategy.

Heritage assessments

Management plans for specific streets or areas.

8.2 CHARACTER AREA 1

STREETS

Barrett Avenue, Brawn Avenue, Cardigan Street (between Burnbank Street & Wendouree Parade), Colpin Avenue, Dowling Street, Forest Street, Gregory Street (between The Boulevard & Burnbank Street), Gnarr Street, Haddon Street, Lindisfarne Crescent, Martin Avenue, St. Aidans Drive, The Boulevard.

SUMMARY

Situated to the north of Lake Wendouree, this character area is bounded by (but not inclusive of) Wendouree Parade to the south, Burnbank Street to the east and Ballarat Botanic Gardens (North Gardens) to the west. Gregory Street to the north forms part of this precinct. Mostly gentle slopes, with distorted grid pattern, short, local residential streets. Streets generally have framed views of Lake Wendouree. The framing street trees are mostly mature, exotic, deciduous trees in good/very good condition, with several intact avenues present. Housing is predominantly consistent single storey Inter-war and Post-war brick housing with appropriate low, brick fences (sometimes none). Many private canopy trees are present and footpaths are often limited or absent. Nature strips are often wide. Drainage treatments are varied, but mostly consistent within streets.



Figure 79. *Martin Avenue*

URBAN CONTEXT

Land form:	<i>Gentle slopes</i> 76%	<i>Flat</i> 22%	
Dominant land use:	<i>Residential</i> Most 100%	<i>Industrial</i> Most 7%	<i>Civic</i> Some 15%
Public open space:	<i>Passive</i> 15%	<i>Active</i> 7%	
Subdivision pattern:	<i>Distorted grid</i> 100%		
Lot sizes:	<i>>750sm</i> Mostly 22% Some 22% Few 53%	<i>300-750sm</i> Mostly 53% Some 45%	<i><300sm</i> Few 15%
Dominant frontage:	<i>>20 m</i> Mostly 15% Few 7%	<i>16-20m</i> Mostly 53% Some 38%	<i>10-16m</i> Some 38%
Street types:	<i>Local</i> 85%	<i>Collector</i> 8%	<i>Laneway/Row</i> 8%
Views:	Framed 22%	<i>Internal</i> 15%	<i>Varied</i> 53%
	<i>Panoramic</i> 7%		
Landmarks:	<i>Yes</i> 83%		

STREET SPACE

Reserve width:	<i>Wide >30m</i> 7%	<i>Medium 18-30m</i> 30%	<i>Average 12-8m</i> 53%
	<i>Narrow <12m</i> 7%		
Carriageway:			
Type	<i>Single</i> 100%		
Width	<i>Wide >9m</i> 22%	<i>Medium 5-9m</i> 68%	<i>Narrow <5m</i> 7%
Shoulder:	<i>Gravel</i> Some 15%	<i>Grass</i> Some 7%	<i>Gravel & Grass</i> Mostly 15% Some 7%
	<i>Other</i> Some 7%		
Nature strip:			
Width	<i>Wide >3m</i> 53%	<i>Average 1.2-3m</i> 38% 9	<i>Varies</i> 7%
Treatment	<i>Trees & Turf</i> Mostly 60% Some 15% Few 7%	<i>Turf only</i> Mostly 15% Some 15%	<i>Gravel only</i> Few 7%

Kerbs:	<i>Integrated concrete kerb and gutter</i> Most 22%	<i>Concrete upstand</i> Mostly 38% Some 7% Few 7%	
	Bluestone pitcher Some 7%	<i>Other</i> Brick upstand Some 15%	
Gutters:	<i>Bluestone pitcher spoon drain</i> Mostly 30%	<i>Bluestone. pitcher</i> Some 7%	<i>Concrete spoon drain</i> Few 7%
	Other Brick spoon drain. Mostly 7%		
Drains:	<i>Concrete spoon drain</i> Mostly 7%		
Crossovers:			
<i>Frequency</i>	<i>Numerous</i> 14%	<i>Average</i> 76%	<i>Limited</i> 7%
<i>Form</i>	<i>Bitumen</i> Some 15%	<i>Concrete at grade</i> Mostly 53% Some 15%	
	<i>Concrete Bridge Arched</i> Mostly 8%	<i>Concrete bridge Flat</i> Mostly 15%	<i>Other</i> Mostly 7% Some 15% Few 8%
Footpaths:			
<i>Presence</i>	<i>Both sides</i> 22%	One side west 15%	<i>One side north</i> 7%
	<i>None</i> 53%		
<i>Location</i>	<i>Traditional</i> 45%		
<i>Continuity</i>	Continuous Mostly 38%	Discontinuous Mostly 7%	
<i>Width</i>	Standard 45%		
<i>Materials</i>	<i>Bitumen</i> Mostly 7%	Concrete Mostly 38%	
On Street parking:	<i>Minimal</i> 83%	<i>Present</i> 15%	
Overhead services:			
<i>Location</i>	<i>Both sides</i> 30%	One side north 7% <i>One side east</i> 38%	<i>One side south</i> 7% <i>One side west.</i> 22%
<i>Visibility</i>	Highly. Visible 22%	<i>Visible</i> 53%	<i>Not visible</i> 22%
Traffic controls:	None 57%	<i>Speed hump</i> 7%	<i>Roundabout</i> 7%
	<i>Traffic Island</i> 22%	<i>Traffic control lights</i> 7%	
Street furniture:	<i>Bollards</i> 7%		
Street verandahs:			
<i>Presence</i>	<i>Not present</i> 91%	<i>Present – minimal</i> 7%	
Signage			
<i>Presence</i>	<i>Present</i> 83%	<i>Minimal</i> 15%	
<i>Type</i>	<i>Public</i> 91%	<i>Mixed</i> 7%	

STREET PLANTING

None:	7%		
Location:	<i>Both sides of street</i> 76%	<i>One side of street</i> East 7% South 7%	<i>Shoulders</i> 22%
Spacing:	<i>Regular/Symmetry.</i> 30%	<i>Regular/Assymetrical</i> 38%	<i>Irregular/informal</i> 22%
Tree type:	<i>Evergreen</i> Most 7%	<i>Deciduous</i> Most 76%	<i>Mixed</i> Most 7%
Scale form:	<i>Consistent</i> 38%	<i>Varied</i> 53%	
Age:	<i>Juvenile</i> Few 38%	<i>Semi-mature</i> Most 7% Some 15% Few 30%	<i>Early maturity</i> Most 15% Some 7% Few 30%
	<i>Mature</i> Most 38% Some 15% Few 7%		
Dominant species:	<i>Ulmus sp, Quercus sp, Platanus sp, Quercus sp, Alnus sp. and mixed exotics</i>		
Secondary species:	<i>Platanus sp, Fraxinus sp, Sorbus sp, mixed natives</i>		
Major other species:	<i>Quercus sp.</i>		
Intactness:	<i>Intact</i> 38%	<i>Some missing</i> 38%	<i>Many missing</i> 15%
Tree disfiguration:	<i>Extensive</i> 7%	<i>Some</i> 38%	<i>Minimal</i> 30%
	<i>None</i> 7%		
Condition:	<i>Very good</i> 30%	<i>Good</i> 53%	<i>Fair</i> 7%
Significant trees:	<i>Avenue</i> Most 15%	<i>Other</i> Most 22% Some 7% Several large <i>Ulmus</i> , <i>Quercus</i> some forming part of the Botanical gardens.	
Underplanting:	<i>Some</i> 30%	<i>None</i> 60%	

Comments

Underplanting of resident plantings that consists of daisy, drifts of daffodils. Oak *Quercus* avenue planted against backdrop of silos in Martin Avenue. Significant intact avenue of plane trees *Platanus* in Forest Street, which form a major tree line down to Lake Wendouree. Some tree disfiguration present. Some informal screen plantings to rear of properties is evident.

PRIVATE GARDEN CHARACTER

Front fence:	<i>No fence</i> Mostly 22% Some 15% Few 45%		
Height	<i>High >1.8m</i> Few 7%	<i>Medium >1.2-1.8m</i> Some 22% Few 30%	<i>Low up to 1.2 m</i> Mostly 45% Some 15% Few 7%
	<i>Built</i> Few 8%	<i>Mixed heights.</i> Mostly 15%	

<i>Style</i>	<i>Masonry</i> Mostly 53% Some 15% Few 7%	<i>Timber pickets</i> Few 22%	<i>Iron picket</i> Some 15% Few 30%
	<i>Solid timber</i> Some 7% Few 30%	<i>Hedge</i> Few 30%	<i>Other</i> 22%
	<i>Mixed</i> 7%		
Front gardens:			
<i>Presence</i>	<i>Visible</i> 91%	<i>Few not visible</i> Some 7%	
<i>Transparency</i>	<i>Buildings visible</i> Mostly 45% Some 22% Few 15% Variable 7%	<i>Build. partly vis.</i> Mostly 30% Some 38% Few 22%	<i>Building not visible</i>
<i>Size</i>	<i>Large size >9m setback</i> 15%	<i>Average size 3-9m setback</i> 91%	<i>Mixed size</i> Mostly 7%
<i>Canopy trees</i>	<i>Many</i> 30%	<i>Some</i> 22%	<i>Limited</i> 7%
	<i>Variable</i> 30%		
<i>Tree types</i>	<i>Conifers</i> Some 7% Few 45%	<i>Deciduous</i> Mostly 53% Some 15% Few 7%	<i>Native trees</i> Some 7% Few 53%
	<i>Other evergreen</i> Some 30% Few 38%	<i>Mixed</i> Mostly 15%	
<i>Other veg.</i>	<i>Many</i> 60%	<i>Some</i> 15%	<i>Variable</i> 15%
<i>Condition</i>	<i>Manicured</i> 60%	<i>Maintained</i> 15%	<i>Neglected</i> 15%
Features present:	<i>Statutory</i> 8%	<i>Tennis Court</i> 8%	<i>Other,</i> Shell garden 7%, 1910's manicured garden 7%
Side gardens:	<i>None present</i> 91%	<i>One side only</i> Few 15%	
Side driveways:	<i>Present</i> 91%	<i>Not present</i> 7%	

BUILDING STOCK

Construction:	<i>Victorian 1870-1900</i> Some 7% Few 15%	<i>Edwardian 1900-1915</i> Some 7% Few 22%	<i>Inter-War 1915-1945</i> Most 38% Some 22% Few 7%
	<i>Post-War</i> Most 38% Some 30% Few 7%	<i>Late C20th 1970-1990</i> Some 7% Few 22%	<i>Recent 1990s</i> Some 7% Few 15%
Intactness:	<i>Victorian 1870-1900</i> Good 15% Few 7%	<i>Edwardian 1900-1915</i> Good 22% Few 7%	<i>Inter-War 1915-1945</i> Good 53% Few 22%

	<i>Post-War</i> Good 68% Fair 15%	<i>Late C20th 1970-1990</i> Good 38%	<i>Recent 1990's</i> Good 22%
	<i>Recent 1990's</i> Good 30%		
Height in storeys:	<i>1 Storey</i> Mostly 100%	<i>2 Storeys</i> Some 38%	<i>3 Storeys</i> Few 7%
Scale:	<i>Large</i> Some 12%	<i>Medium</i> Most 91%	
Building Type:	<i>Residential detached</i> Most 91%	<i>Industrial</i> Few 7%	<i>Institutional</i> Few 15%
Front setbacks:	<i>No front setbacks</i> Most 7%	<i>3-9m front setbacks</i> Most 91%	<i>>9m front setbacks</i> Few 30%
Side setbacks: Size	<i>Large</i> Few 7%	<i>Medium</i> Some 91%	<i>Small</i> Few 30%
Consistency	Same Most 7% Few 15%	<i>Different</i> Most 83%	
Walling materials	<i>Timber</i> Most 7% Some 22% Few 22%	<i>Brick</i> Most 68% Some 22%	<i>Other cladding</i> Few 7%
Roofing material	<i>Metal</i> Most 22% Few 53% Some 15%	<i>Terracotta</i> Most 60% Some 7% Few 22%	<i>Concrete</i> Some 15% Few 15%
On-site car parking: Overall presence in street	<i>Medium</i> 30%	<i>Low</i> 68%	
Garage/ Carport type:	Single Most 76%	<i>Double</i> Most 7% Some 30% Few 22%	
Garage location:	Front dwelling Some 7% Few 15%	<i>Beside dwelling</i> Some 75% Few 12%	<i>Rear of dwelling</i> Most 60% Some 30%
Character contribution:	High 60%	Medium 22%	Low 15%
Heritage contribution:	Medium 75%	Low 22%	
Architectural consistency:	High 38%	Medium 38%	Low 15%

ASSESSMENT

Lake Wendouree, a prominent Landmark, has a strong influence on the character of this area. With the exception of Brawn Avenue, Gregory Street and Lindisfarne Crescent, the mostly north-south orientation of the streets allows terminating views to Lake Wendouree. The short length of most of the streets allows these views to be a prominent part of the streetscape. The quietness of the local residential streets and presence of on site parking allows the road reserve to remain relatively free of on road parking. The mature, mixed exotic street tree plantings (sometimes avenue) enclose many of the streets and frame the views to either end of the street. Many of the streets in this character area contain excellent examples of mature deciduous street trees. Most of these are in good or very good condition and health. There are some particularly impressive examples of pin oak street trees, including Gnarr Street and Colpin Avenue. These trees not only disguise the presence of overhead powerlines, but also maintain a pleasant ambience in the

street. The impact of these trees is sometimes let down by inconsistent inter-plantings of other exotic street species of varying forms, ages and species.

The general consistency of other streetscape treatments is valuable in promoting a sense of coherence within individual streets. This coherence helps enhance the views to Lake Wendouree. This is particularly relevant to those streets to the west of the study area including The Boulevard, Lindisfarne Avenue, St Aidans Drive and Colpin Avenue. Overall, this character area contains limited footpaths. Of those mostly concrete footpaths that are present, many are discontinuous, or located on one side of the street only. This has resulted in the presence of wide nature strips in almost half of the streets. This increases the visual appeal of the streets and is enhanced by the occasional informal nature strip planting undertaken by residents (eg;daffodils). These informal plantings are appropriate. However, if they are extended, consistent maintenance and a common street theme should be adopted to maintain the generally good to high amenity values of the streets.

Drainage types are very mixed (mostly modern), however, the treatment is usually consistent within each street. Colpin Avenue has a particularly unique bullnose brick spoon drain that is not found elsewhere in the study area. This drain type complements the high quality and consistent brick building stock in this street.

The landscape appeal of the streets is increased by many outstanding and consistent examples of private gardens. Most of the front gardens are mature, exotic and well maintained (sometimes manicured), with many mature canopy trees present. Some of these canopy trees are of individual note (eg. Dowling Street). Overall, these help integrate the private and public streetscape. This integration of private and public elements is maintained through the common presence of appropriate low (sometimes no) front fences. The Boulevard is unusual in that all properties in this street are devoid of front fences. This treatment is highly appropriate given the special associations of the street with the Botanic Gardens. Although the styles vary, masonry (brick) fences dominate and complement the mostly brick houses in this character area. Several intrusive higher, sometimes solid fences exist and are detrimental to the streets in general.

Many of the streets contain predominantly Inter-war and Post-war single storey brick homes in relatively good condition and intactness. These detached residential dwellings have mostly consistent scales and front setbacks, increasing the value of the streetscapes. Several streets contain exceptionally good examples of these building styles, especially the pocket of housing to the western end of the character area. This includes The Boulevard, St Aidans Drive, Lindisfarne Crescent and Colpin Avenue. These streets are also curvilinear, allowing varying views to be achieved within each street. These streets are in close proximity to Ballarat Botanic Gardens to the west. Several of the recent developments within this area are unsympathetic to the existing building precedence.

The streets to the east of the character area link to Burnbank Street and are in close proximity to White Malting Silos, a prominent industrial landmark in the study area. Views to this landmark are valuable in maintaining the existing character of the area.

The wider streets within this character area, namely Forest Street, Dowling Street, Haddon Street and Cardigan Street carry higher levels of traffic to Wendouree Parade. Dowling Street in particular appears exceptionally wide for its use. These streets generally do not read as well as the surrounding narrower, quieter and more intimate streets. With the exception of Forest Street, the street trees are not as consistent in age, health, location, form and intactness. The combination of wide streets and the lack of mature canopy trees imparts an exposed and open feel to the streets.

Central to the character area is Barrett Avenue, a gravel rear accessway that mostly contains exposed rear fences and garages. This somewhat neglected street needs attention.

The unusually long Gregory Street terminates the character area to the north. It contains several industrial and recreational properties, including the White Malting Silos and local bowling club, although the dominance of Inter-war and Post-war housing is maintained, as are the views to Lake Wendouree to the south via the short residential streets between Gregory Street and Wendouree Parade. Gregory Street contains very mixed drainage and planting treatments along the length of the street. These detract from the overall coherence of the streetscape.

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Brawn Avenue					✓		Dispersed heritage buildings.
Colpin Avenue	✓						High
		✓					Brick drain detail, mature avenue planting.
			✓				Inter-war architecture and lot sizes.
				✓			Mature avenue planting.
						✓	High heritage contribution.
Forest Street		✓					Mature avenue planting.
			✓		✓		30's to 50's brick villas. High heritage contribution.
Gnarr Street		✓	✓				Mature avenue planting.
Gregory Street			✓		✓		Style and scale of buildings. High heritage contribution.
						✓	White Maltings silos.
Lindisfarne Court		✓					Shell house and garden ornamentation.
				✓	✓		30's to 50's brick villas. High heritage contribution.
Martin Avenue				✓			Framed view to landmarks at either end.
					✓		Dispersed heritage buildings.
St Aidans Drive	✓						High
			✓				Highly consistent treatment of street, fences, buildings and front gardens.
				✓			Views to lake Wendouree and Botanic Gardens.
					✓		High heritage contribution.
The Boulevard	✓						High
			✓		✓		No fences, building style, and general treatment. High heritage contribution.
				✓			Extended views and relationship with Ballarat Botanic Gardens.

URBAN CHARACTER RANKING: Special significance

STRATEGIES

OBJECTIVES

To retain and enhance high quality inter-war and post-war residential urban character that is of special significance to the City of Ballarat.

To retain the existing rhythm and scale of development along the street frontage.
 To encourage development which is complementary in form, scale, height, siting, materials and colour with existing inter-war and post-war development.
 To encourage retention of existing canopy trees in front gardens and the establishment of exotic canopy trees in new gardens to complement existing garden character.
 To retain views from the street space to landmark features of Lake Wendouree, White Maltings silos and the North Gardens.
 To maintain existing forms of street construction and encourage consistent construction forms within each street.
 To retain existing avenues of large exotic street trees and to promote their care and management.
 To retain the existing visual connection between the street space and private land.

GUIDELINES

Subdivision

Lot frontage widths to be consistent with the typical widths of existing lot frontages in street.

Buildings and works

Height of the building frontage to be no more than one storey. Two storey sections may be acceptable at the rear of the building if they are not visually intrusive to the street.
 Roofs visible to the street to be pitched and at an angle to match existing roof pitches.
 Frontage setbacks to be consistent with the dominant frontage setback in the street.
 Side setbacks within 10 metres of the building frontage to be consistent with existing side setbacks in the street.
 Garage frontage setback to be at least 3 metres greater than the house frontage setback.
 House facade to be an asymmetric design.
 Construction materials to be sympathetic with existing materials and colour tones in street.
 Front fences to be no higher than 1.2 metres, except in The Boulevarde where no front fences are to be constructed.
 On corner sites the frontage fence to return along the corner sideage for at least 6 metres beyond the building frontage setback.
 Design details to be sympathetic with but not direct reproductions of existing building details in the street, particularly window shape, eaves and verandahs.

Landscaping

Canopy trees within the frontage setback not to be removed or lopped without a permit, except where required for clearance of electric lines.
 New gardens to be planted with one or more semi-mature canopy trees of exotic character.

Street space construction

Street space construction to be consistent within each street.
 The construction, repair and maintenance of the street space to match the dominant form, materials and detailing of the existing street space construction.
 In Gnarr Street the bluestone pitcher spoon drain to be retained as a feature of local interest.
 In Colpin Avenue the brick drain detail to be retained as an element of significance.

Street trees

Retain existing large exotic species avenue plantings.
 Replace missing specimens or inconsistent species with species that match the existing planting theme. Replacement plantings to be spaced and in sequence with existing street planting pattern.
 In Barrett Avenue the unplanted lane character to be retained.

IMPLEMENTATION

Planning Scheme amendment

Prepare a Schedule to the Design and Development Overlay of the Ballarat Planning Scheme dealing with:

- subdivision
- buildings and works
- landscaping.

Design and Development Overlay Schedule to include in Decision Guidelines the following requirement:

-Before deciding on any application that involves complex design issues or is of concern to the broader Ballarat community, the responsible authority consider the comments of an independent review panel as to whether the proposed development meets the design objectives.

The Design and Development Overlay Schedule to include an exemption from third party appeals under Section 82 (1) of the Act if the permit is for buildings and works, or landscaping that are in accordance with the requirements of the Schedule.

Street space strategy

Council to adopt the Street Space guidelines as its strategy for the repair, maintenance and replacement of street construction works in the Area, within the framework of the Ballarat Streetscape Policy 1991.

Street tree strategy

Council to adopt the Street Tree guidelines as its strategy for the care, maintenance and replacement of the planting in the Area.

Heritage assessment

Assess the 'Shell House' to determine whether it can be protected under the Heritage Overlay of the Planning Scheme.

8.3 CHARACTER AREA 2

STREETS

Burnbank Street (between Gregory & Macarthur Street), Cardigan Street (between Burnbank & Lexton Street), Gregory Street (between Lexton Street & Creswick Road, Gregory Street (between Lexton & Burnbank Street), Lexton Street, Macarthur Street (between High Street & Creswick Road), Macarthur Street (between Wendouree Parade & High Street), Pisgah Street.

SUMMARY

Bordered by (and inclusive of) Burnbank Rd to the west, Macarthur Road to the south, Old Ballarat Cemetery to the east and the railway line to the north. Views are mostly varied, with extended views to Lake Wendouree and Silos to the west, and industrial factories and hills to the east. This character area includes Old Ballarat Cemetery, Hymettus Historic Garden and open space associated with the railway reserve. Most streets appear open and exposed, with powerlines being highly visible. Streets appear very mixed, with variable building stock, condition and presence of street trees, private gardens, front fences, drainage treatments, street construction and maintenance. Mostly quiet, local residential streets bounded by busy collector roads and landmarks. Collector roads contain some mixed uses, including several original shops with traditional verandahs.



Figure 80. Gregory Street (between Lexton and Burnbank Street).

URBAN CONTEXT

Land form:	<i>Moderate slopes</i> 14%	<i>Gentle slopes</i> 56%	<i>Flat</i> 28%
Dominant land use:	<i>Residential</i> Mostly 70% Some 14%	<i>Commercial</i> Most 14% Some 14% Few 14%	<i>Civic</i> Some 28%
Subdivision pattern:	<i>Distorted grid</i> 100%		
Lot sizes:	<i>>750sm</i> Mostly 56% Some 14% Few 42%	<i>300-750sm</i> Mostly 28% Some 28% Few 28%	<i><300sm</i> Some 42% Few 14%
Dominant frontage:	<i>>20m</i> Some 14% Few 42%	<i>16-20m</i> Mostly 14% Some 42%	<i>10-16m</i> Mostly 14% Some 56%
	<i>6-10m</i> Some 14%	<i>2-6m</i> Some 14%	
Street types:	<i>Local</i> 56%	<i>Collector</i> 42%	
Views:	Framed 14%	<i>Varied</i> 56%	<i>Panoramic</i> 28%
Landmarks:	Yes 84%		

STREET SPACE

Reserve width:	<i>Wide >30m</i> 42%	<i>Medium 18-30m</i> 56%	
Carriageway:			
Type	<i>Single</i> 84%	<i>Double</i> 14%	
Width	<i>Wide >9m</i> 28%	<i>Medium 5-9m</i> 56%	<i>Narrow <5m</i> 14%
Shoulder:	<i>Gravel</i> Mostly 56% Some 14% Few 14%	<i>Gravel and Grass</i> Mostly 42% Some 28%	
Nature strip:			
Width	<i>Wide >3m</i> 42%	<i>Average 1.2-3m</i> 56%	
Treatment	<i>Trees & Turf</i> Mostly 28% Some 28% Few 14%	<i>Turf only</i> Mostly 42% Some 28%	
Median strip:			
Width	<i>Average 1.2-3m</i> 14%		
Treatment	<i>Turf only</i> Mostly 14%	Varies (concrete) Few 14%	
Kerbs:	<i>Integrated concrete kerb and gutter</i> Mostly 28% Some 14% Few 14%	<i>Bluestone pitcher</i> Some 14%	<i>Concrete upstand</i> Mostly 14% Some 28%
Gutters:	<i>B'stone pitcher spoon drain</i> Mostly 28% Some 42%	<i>Concrete spoon drain</i> Some 28%	<i>B'stone pitcher inverted channel</i> Some 14%
Drains:	<i>Concrete spoon drain</i> Some 28%		

Crossovers:			
<i>Frequency</i>	<i>Numerous</i> 14%	<i>Average</i> 56%	<i>Limited</i> 28%
<i>Form</i>	<i>Bitumen</i> Some 14%	<i>Concrete at grade</i> Mostly 42% Some 28%	<i>Concrete bridge arched</i> Few 14%
	<i>Concrete bridge flat</i> Mostly 28% Flat 14%	<i>Other</i> Sheet metal Few 14% Gravel Mostly 28%	
Footpaths:			
<i>Presence</i>	<i>Both sides</i> 42%	<i>One side west</i> 14%	<i>One side north</i> 28%
	<i>None</i> 14%		
<i>Location</i>	<i>Traditional</i> 84%		
<i>Continuity</i>	<i>Continuous</i> Mostly 56%	<i>Discontinuous</i> Mostly 42%	
<i>Width</i>	<i>Standard 1.2m</i> 84%	<i>Wide >1.2m</i> Mostly 14%	
<i>Materials</i>	<i>Bitumen</i> Mostly 14%	<i>Concrete</i> Mostly 80%	
On Street parking:	<i>Minimal</i> 70%	<i>Present</i> 28%	
Overhead services:			
Location	<i>Both sides</i> 56%	<i>One side north</i> 14%	<i>One side south</i> 14%
	<i>One side west</i> 14%		
Visibility	<i>Highly visible</i> 70%	<i>Visible</i> 28%	
Traffic controls:	<i>None</i> 70%	<i>Speed hump</i> 14%	<i>Roundabout</i> 14%
	<i>Traffic Island</i> 14%	<i>Narrowings</i> 14%	
Street furniture:	<i>Bollards</i> Post box, historical 14%		
Street verandahs:			
<i>Presence</i>	<i>Not present</i> 84%	<i>Present</i> 14%	
<i>Type</i>	<i>C19th / early C20th</i> Some 14%	<i>Present – mid/late C20th</i> Some 14%	
Signage:			
<i>Presence</i>	<i>Extensive</i> 14%	<i>Present</i> 14%	<i>Minimal</i> 70%
<i>Type</i>	<i>Public</i> 84%	<i>Mixed</i> 14%	
Street furniture:	<i>Post box historic</i> 28%	<i>Post box modern</i> 14%	

STREET PLANTING

None:			
Location:	<i>Both sides of street</i> 70%	<i>One side of street</i> South 28%	<i>Shoulders</i> 28%
Spacing:	<i>Regular/Assymetrical</i> 84%	<i>Irregular/informal</i> 14%	

Tree type:	<i>Evergreen</i> Most 14% Few 14%	<i>Deciduous</i> Most 70%	<i>Mixed</i> Mixed 14%
Scale form:	<i>Consistent</i> 28%	<i>Varied</i> 70%	
Age:	<i>Juvenile</i> Few 14%	<i>Semi-mature</i> Most 56%	<i>Early maturity</i> Most 28% Few 28%
	<i>Mature</i> Few 14%	<i>Over mature</i> Most 28%	
Dominant species:	<i>Fraxinus sp. Ulmus sp.</i> <i>Waterhousea sp.</i>	<i>Eucalyptus sp. Quercus sp.</i>	
Secondary species:	<i>Acer sp.</i>	<i>Platanus sp.</i>	
Intactness	<i>Some missing</i> 42%	<i>Many missing</i> 56%	
Tree disfiguration	<i>Some</i> Most 14%	<i>Minimal</i> Some 14%	
Condition:	<i>Good</i> 14%	<i>Fair</i> 84%	
Significant trees:	<i>Other</i> Most 28% Some 14% <i>Species</i> Row of Ash, Ulmus row, Cupressus may be significant.		
Underplanting:	<i>None</i> 56%	<i>Some</i> 28%	

Comments: Some mixed, but ad-hoc street tree underplantings are present, including geranium, genista.

PRIVATE GARDEN CHARACTER

Front fence:			
Height	<i>No fence</i> Few 84%		
	<i>High >1.8m</i> Few 70%	<i>Medium >1.2-1.8m</i> Most 14% Some 56%	<i>Low up to 1.2m</i> Most 56% Few 28%
	<i>Mixed heights</i> Most 42% Some 14%		
Style	<i>Masonry stone</i> Most 14% Few 14%	<i>Timber picket</i> Most 14% Few 14%	<i>Iron picket</i> Few 14%
	<i>Hedge</i> Few 14%	<i>Other</i> Most 28%	<i>Wire</i> Some 14%
	<i>Mixed</i> Some 14% Most 35%		
Front gardens:			
Presence	<i>None</i> Most 14%	<i>Visible</i> Most 84%	<i>Not Visible</i> Some 28% Few 14%
	<i>Partially visible</i> Few 42%		
Transparency	<i>Buildings visible</i> Most 100%	<i>Buildings partly visible</i> Most 14% Some 14% Few 42%	

<i>Size</i>	<i>Large >9m</i> Few 28%	<i>Average 3-9m setback</i> Most 84%	
<i>Canopy trees</i>	<i>Limited</i> 56%	<i>Some</i> 42%	<i>Variable</i> 14%
<i>Tree types</i>	<i>Conifers</i> Few 14%	<i>Deciduous</i> Some 14%	<i>Other – evergreen</i> Few 14%
	<i>Mixed</i> Most 84%		
<i>Other veg.</i>	<i>Some</i> 70%	<i>Variable</i> 14%	
<i>Condition</i>	<i>Neglected</i> Some 14% Few 56%	<i>Maintained</i> Most 100%	<i>Manicured</i> Few 28%
<i>Feature pres.</i>	<i>Other</i> 2 or 3 unusually large front gardens.		
Side gardens:	<i>None</i> Most 84%	<i>One side</i> Most 14% Few 84%	
Side driveways:	<i>Present</i> Most 84%	<i>Not present</i> Most 14% Few 14%	

BUILDING STOCK

Construction:	<i>Early Victorian pre-1870</i> Some 14%	<i>Victorian 1870-1900</i> Some 70% Few 14%	<i>Edwardian 1900-1915</i> Some 56% Few 28%
	<i>Inter-War 1915-1945</i> Most 28% Some 42% Few 14%	<i>Post-War</i> Some 42% Few 70%	<i>Late C20th 1970-1990</i> Some 14% Few 56%
	<i>Recent 1990s</i> Some 14% Few 14%		
Intactness:	<i>Early Victorian pre-1870</i> Fair 14%	<i>Victorian 1870-1900</i> Good 42% Fair 42% Poor 14%	<i>Edwardian 1900-1915</i> Good 42% Fair 42% Poor 14%
	<i>Inter-War 1915-1945</i> Good 56% Fair 28%	<i>Post-War</i> Good 84% Fair 14%	<i>Late C20th 1970-1990</i> Good 56% Few 14%
	<i>Recent 1990's</i> Good 28%		
Height in storeys:	<i>1 Storey</i> Mostly 100%	<i>2 Storeys</i> Some 28%	
Scale:	<i>Large</i> Some 14%	<i>Medium</i> Most 84%	<i>Small</i> Most 14% Some 14% Few 56%
Building Type:	<i>Residential detached</i> Most 84%	<i>Residential semi-detached</i> Some 42% Few 14%	<i>Residential attached</i> Some 14% Few 14%
	<i>Commercial</i> Some 14% Few 14%	<i>Institutional</i> Some 14%	
Front setbacks:	<i>No front setbacks</i> Most 14%	<i><3m front setbacks</i> Most 84% Some 14%	<i>3-9m front setbacks</i> Mostly 84% Some 28%
	<i>>9m front setbacks</i> Few 28%		
Side setbacks: Size	<i>Large</i> Some 28%	<i>Medium</i> Most 28% Some 70%	<i>Small</i> Most 14% Some 70%
Consistency	Same Most 14% Few 14%	<i>Different</i> Most 84%	

Walling materials	Stone Some 14%	Timber Most 70% Some 14%	Brick Most 14% Some 70% Few 28%
Roofing material	Metal Most 84% Some 14%	Terracotta Some 28% Few 28%	Concrete Some 28% Few 14%
On-site car parking: Overall presence in street	Medium 42%	Low 56%	
Garage/ carport type:	Single Most 84%	Double Some 42% Few 42%	Triple Few 14%
Garage location:	Front dwelling Few 28%	Beside dwelling Some 70% Few 12%	Rear of dwelling Most 84%
Character contribution:	High 14%	Medium 56%	Low 42%
Heritage contribution:	Medium 84%	Low 56%	
Architectural consistency:	Medium 56%	Low 56%	

Comments

Some brick villas, altered and restored Victorian cottages, reproduction double storey houses, Recent (1990's) shops and unattractive 1960's units.

ASSESSMENT

Ballarat Cemetery and the railway easement are two dominating features of this character area, having a direct impact on its overall image. Their presence and treatment are important factors given that most streets relate to these landmarks in one way or another. Half of the local residential streets in this area directly face these landmarks. The remaining streets maintain varied views to these land uses. The character area contains a contrasting mix of local residential streets and busy mixed commercial, residential and civic land uses along single and double carriageway collector roads.

The mixture of mostly wide streets, often with development on one side only, and with a general lack of intact mature street trees, has resulted in the majority of the streets appearing open and exposed. This is particularly relevant to streets such as Gregory Street (between Lexton Street and Creswick Road) which appears excessively wide for its use. The gentle slopes and aspect of the streets has allowed interesting views to distant features such as Lake Wendouree. Although important, the value of these views is reduced by the impact of negative street elements such as the high visibility of overhead powerlines. The presence of expansive skylines within many of the streets also distracts attention from distant points of interest.

The exposed nature of many of the streets is emphasised by the lack of canopy trees and vegetation in some of the private front gardens. Private front gardens are generally variable in appearance. Some consist predominantly of lawn, whilst others are highly vegetated in traditional cottage planting styles. Gardens of some of the recent commercial premises are either absent or poor in appearance and maintenance.

The limited, mostly exotic street trees are mixed in condition, but are often fair, and are of varying ages, species, scale, location and form. These are commonly disfigured, due to the dominant presence of overhead powerlines on both sides of the street. There are some historically significant trees associated with Ballarat Cemetery (eg. mature cedar *Cedrus* and cypress *Cupressus* species). These are let down by the poor quality of some of the nearby street trees (eg; disfigured species along Macarthur Street between High and Creswick Rd). The railway easement to the north of the character area appears poorly maintained, with few canopy trees.

The lack of consistent street trees reduces the visual integration of individual streetscapes. This is particularly evident in streets where residential development has occurred on one side only, so that each side of the street has a markedly different appearance and use. In these situations, each side of the street tends to read separately rather than as an integrated and coherent streetscape.

Footpaths are inconsistent in presence, but generally service residential properties and the busy collector roads. They are generally consistent in materials and position.

The building stock, although very mixed in style, contains mostly common scales and front setbacks. The dominance of Victorian and Edwardian timber houses with mostly metal, pitched roofs also maintains a common theme. Some double storey new developments are present. These are mostly located within the collector roads. The impact of the scale of these buildings is balanced by the width of the street.

Traditional low front hedges, semi-transparent timber picket and woven wire low fences complement many of the one storey, medium scaled buildings. The rich mix of fences mostly suits the overall character of the streets. This excludes the presence of several high fences that mostly detract from the overall appearance of the already exposed streets. It also excludes the modern 'ARC' fencing along Old Ballarat Cemetery. This fencing contradicts the historic significance of this site.

Drainage treatments and maintenance vary between the streets. Traditional bluestone kerbs and gravel shoulders tend to front residential properties in the local streets. These suit the mostly traditional homes. The presence of integrated concrete kerbs and gutters and modern concrete roll over kerbs is appropriate in the busy collector roads. Conflicts arise from the inconsistent treatment of drainage around Ballarat Cemetery, where a mixture of traditional and modern treatments exists.

On street parking is limited in the local streets, with most properties having on-site parking and rear garages. Levels of on street parking would periodically increase with activities associated with Ballarat Cemetery and Hymettus Historic House and Garden.

It is important that the points of interest in this character area maintain their historic context. For example, despite the attraction and high maintenance standards of Hymettus (dated at 1898) the street context of this tourist attraction disappoints. The mixed condition of the gardens and limited and inconsistent street plantings detract from the initial impression of Hymettus. Burnbank and Macarthur Street contain a small collection of original shops and corner stores, which are still in use (gallery etc). These shops promote additional interest for tourists visiting Lake Wendouree, Ballarat Cemetery and Hymettus House and Garden. Being in close proximity to the Cemetery, these shops maintain historic connections.

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Cardigan Street (between Burn'b and Lexton)		✓			✓		Hymettus historic house and garden (1898). Dispersed heritage buildings.
Lexton Street		✓			✓	✓	Ballarat Cemetery to east. Contributory heritage significance & dispersed heritage buildings.

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Macarthur Street (between High Street & Cres. Rd)		✓			✓	✓	Ballarat Cemetery to north. Dispersed heritage buildings.
Pisgah Street		✓				✓	Ballarat Cemetery to south.

SIGNIFICANCE RANKING: Neighbourhood interest

STRATEGIES

OBJECTIVES

To upgrade the treatment of public land in the Area, particularly the Ballarat Cemetery and the railway easement.

To upgrade street planting.

To maintain and upgrade street construction.

IMPLEMENTATION

Prepare a landscape management plan for public lands.

Prepare a street planting strategy for the Area.

Street construction and maintenance works to be in accordance with the Ballarat Streetscape Policy 1991.

8.4 CHARACTER AREA 3

STREETS

Brougham Street (between Comb & Clyde Street), Comb Street, Crompton Street (between Macarthur Street & Gregory Street), Gregory Street (between Wood & Clyde Street), Howard Street (between Comb & Clyde Street).

SUMMARY

This character area includes a small number of mostly residential, local streets. The railway line and associated industrial uses border the character area to the west and south and a small, typically open drain easement lies to the east. Gregory Street (between the railway and Clyde Street) borders the character area to the north. The land is predominantly flat with varied views. Most streets are informal in appearance, with mixed native and exotic street trees and private garden plantings. Maintenance of the streetscapes is variable. Building stock includes mostly inter-war timber houses, with pitched metal roofs. Some Victorian and Edwardian buildings are present.



Figure 81. Comb Street

URBAN CONTEXT

Land form:	<i>Flat <1:30</i> 40%	<i>Gentle slopes 1:30-1:15</i> 60%	
Dominant land use:	<i>Residential</i> Most 100%	<i>Commercial</i> Few 20%	<i>Civic</i> Few 20%
POS:	<i>Passive</i> 20% (basin)	<i>Active</i> 20% (football club)	
Subdivision pattern:	<i>Distorted grid</i> 100%		
Lot sizes:	<i>>750 sm</i> Most 40% Some 60%	<i>300-750 sm</i> Most 40% Some 60%	<i><300sm</i> Few 60%
Dominant frontage:	<i>>20m</i> Few 20%	<i>16-20m</i> Some 100%	<i>10-16m</i> Some 100%
	<i>6-10m</i> Some 20% Few 40%		
Street types:	<i>Local</i> 100%		
Views:	<i>Varied</i> 100%		
Landmarks:	<i>Yes</i> 80%		

STREET SPACE

Reserve width:	<i>Wide >30m</i> 20%	<i>Medium</i> 80%	
Carriageway:			
Type	<i>Single</i> 100%		
Width	<i>Medium 5-9m</i> Most 100%		
Shoulder:	<i>Gravel and grass</i> Most 100%		
Nature strip:			
Width	<i>Wide >3m</i> 20%	<i>Average 1.2-3m</i> 60%	<i>Varies</i> 20% (some wide, some average).
Treatment	<i>Trees and turf</i> Some 20%	<i>Turf only</i> Most 80% Some 20%	
Kerbs:	<i>Integrated concrete kerb and gutter</i> Most 20% Some 20%	<i>Concrete upstand</i> Some 60%	<i>Dressed bluestone</i> Some 20%
	<i>Bluestone pitcher</i> Some 20%	<i>None</i> Some 40%	
Gutters:	<i>Bluestone pitcher inverted channel</i> Some 20%	<i>Bluestone pitcher spoon drain</i> Most 40% Some 20%	<i>Bluestone pitcher channel drain</i> Most 20% Some 20%
	<i>Concrete spoon drain</i> Some 20%		
Crossovers:			
Frequency	<i>Average</i> 80%	<i>Limited</i> 20%	
Form	<i>Bitumen (at grade)</i> Some 20%	<i>Concrete (at grade)</i> Some 40%	<i>Concrete bridge (arched)</i> Most 40% Some 60%
	<i>Timber</i> Some 20% Few 20%	<i>Other</i> 20% (sheet metal)	

Footpaths:			
<i>Presence</i>	<i>Both sides of street</i> 80%	<i>One side of street</i> West 20%	
<i>Location</i>	<i>Traditional</i> Most 100%		
<i>Continuity</i>	<i>Continuous</i> Most 80%	<i>Discontinuous</i> Most 20%	
<i>Width</i>	<i>Standard 1.2m</i> Most 100%		
<i>Materials</i>	<i>Bitumen</i> Some 20%	<i>Concrete</i> Most 80% Some 20%	<i>Gravel</i> Most 80% Some 20%
Street verandahs:			
<i>Presence</i>	<i>Minimal</i> 60%	<i>Not present</i> 40%	
<i>Type</i>	<i>C19th /early C20th</i> Most 60%		
Signage			
<i>Presence</i>	<i>Minimal</i> 100%		
<i>Type</i>	<i>Public</i> 60%	<i>Mixed</i> 20%	<i>Commercial</i> 20%
On street parking:	<i>Minimal</i> 100%		
Traffic controls:	<i>None</i> 60%	<i>Speed humps</i> 20%	<i>Roundabout</i> 20%
	<i>Narrowings</i> 20%	<i>Traffic Island</i> 20%	
Overhead services	<i>Both sides of street</i> 60%	<i>One side of street</i> South 20%	<i>One side of street</i> West 20%
<i>Visibility</i>	<i>Highly visible</i> 20%	<i>Visible</i> 80%	
Street furniture:	<i>Bollards</i> 40%	<i>Post box-modern</i> 20%	<i>Telephone box-modern</i> 20%
Street ornamentation:	<i>Other</i> 20% Bluestone bridge.		

STREET PLANTING

None:			
Location:	<i>Both sides of street</i> 100%	<i>Shoulders</i> 80%	
Spacing:	<i>Regular/Assymetrical</i> 100%		
Tree type:	<i>Evergreen</i> Few 20%	<i>Deciduous</i> Most 60%	<i>Mixed</i> Most 20%
Scale form:	<i>Varied</i> 100%		
Age:	<i>Juvenile</i> Few 20%	<i>Semi-mature</i> Few 20% Some 60%	
	<i>Mature</i> Most 40% Some 40%	<i>Over mature</i> Few 40%	
Dominant species:	Fraxinus, Ulmus, Zelcova,	Mixed exotic	
Secondary species:	Mixed exotics Quercus	Eucalyptus	
Intactness	<i>Some missing</i> 80%	<i>Many missing</i> 20%	
Tree disfiguration	<i>Some</i> 100%		

Condition:	<i>Good</i> 20%	<i>Fair</i> 80%	
Significant trees:	<i>Other</i> Most 40% Good group of Eucalyptus		
Underplantings:	None 100%		

Comments: Some well established mature street trees in parts.

PRIVATE GARDEN CHARACTER

Front fence:			
Height	<i>No fence</i> 60%		
	<i>High >1.8m</i> Few 20%	<i>Medium >1.2-1.8m</i> Some 40% Few 20%	<i>Low up to 1.2m</i> Most 20% Some 40%
	<i>Built</i> Few 20%	<i>Mixed heights</i> Most 40%	
Style	<i>Masonry stone</i> Few 40%	<i>Timber picket</i> Some 20% Few 20%	<i>Iron picket</i> Few 40%
	<i>Solid timber</i> Most 40%	<i>Hedge</i> Few 20%	<i>Wire</i> Few 40%
	<i>Other</i> Few 20%	<i>Mixed</i> Most 60%	
Front gardens:			
Presence	<i>None</i> Few 20%	<i>Visible</i> Few 100%	<i>Not Visible</i> Few 20%
	<i>Partially Visible</i> Few 40%		
Transparency	<i>Buildings visible</i> Most 100%	<i>Buildings partly visible</i> Few 100%	
Size	<i>Average 3-9m setback</i> Most 80% Some 20%	<i>Small <3m setback</i> Some 80% Few 20%	
Canopy trees	<i>Limited</i> 20%	<i>Some</i> 20%	<i>Variable</i> 60%
Tree types	<i>Conifers</i> Few 20%	<i>Deciduous</i> Most 20% Some 20%	<i>Native</i> Few 40%
	<i>Other – evergreen</i> Some 40%	<i>Mixed</i> Most 60%	
Other veg.	<i>Limited</i> 20%	<i>Some</i> 40%	<i>Variable</i> 20%
Condition	<i>Neglected</i> Some 20% Few 80%	<i>Maintained</i> Most 80% Some 20%	<i>Manicured</i> Few 60%
Side gardens:	<i>None</i> Most 80% Some 20%	<i>One side</i> Some 20% Few 40%	
Side driveways:	<i>Present</i> Most 100%	<i>Not present</i> Few 20%	

BUILDING STOCK

Construction:	<i>Victorian. 1870-1900</i> Some 60% Few 40%	<i>Edwardian 1900-1915</i> Most 20% Some 20% Few 40%	<i>Inter-War 1915-1945</i> Most 60% Some 40%
	<i>Postwar 1945-1970</i> Most 20% Some 40%	<i>Late C20th 1970-1990</i> Some 20% Few 80%	<i>Recent 1990's</i> Some 20%

Intactness:	<i>Victorian 1870-1900</i> Fair 80%	<i>Edwardian 1900-1915</i> Fair 80%	<i>Inter-War 1915-1945</i> Good 20% Fair 60%
	<i>Postwar 1945-1970</i> Good 40%	<i>Late 20th C 1970-1990</i> Good 80%	<i>Recent 1990's</i> Good 20%
Height in storeys:	1 Storey Mostly 100%	2 Storeys Few 40%	
Scale:	<i>Large</i> Some 40%	<i>Medium</i> Most 100%	<i>Small</i> Few 20%
Building Type:	Residential detached Most 100%	<i>Residential attached</i> Few 20%	<i>Institutional</i> Some 40%
Front setbacks:	<i>No setbacks</i> Few 20%	<i><3m front setbacks</i> Few 60% Some 20%	3-9m front setbacks Mostly 80% Some 20%
Side setbacks: Size	<i>Large</i> Some 20%	<i>Medium</i> Some 100%	<i>Small</i> Some 100%
Consistency	Same Few 40%	<i>Different</i> Most 100%	
Walling materials	<i>Timber</i> Most 100%	<i>Brick</i> Some 60% Few 40%	<i>Other cladding</i> Few 20%
	<i>Other</i> Few 20% (fibrous cement sheet)		
Roofing material	<i>Metal</i> Most 100%	<i>Terracotta</i> Few 80%	<i>Concrete</i> Some 40%
	<i>Other</i> Few 80% (fake tiles)		
On-site car parking: <i>Overall presence in street</i>	Medium 20%	Low 20%	
Garage/ carport type:	Single Most 100%	<i>Double</i> Some 20% Few 80%	
Garage location:	Front dwelling Few 20%	<i>Beside dwelling</i> Few 100%	<i>Rear of dwelling</i> Mostly 100%
Character contribution:	Medium 80%	Low 20%	
Heritage contribution:	Medium 60%	Low 40%	
Architectural consistency:	Medium 60%	Low 40%	

Comments: Salvation Army units present

ASSESSMENT

The presence of the railway line and the dominantly scaled collection of related industrial buildings, influence the appearance of the streets in this character area.

Views are often varied within the medium to wide road reserves. The north-south orientated streets follow the alignment of the railway easement, allowing extended views to the railway line, retarding basin and industrial warehouses (south-east end). The series of east-west orientated

streets allow contrasting views. To the west, terminating views to the rail easement exist. To the east, long, uninterrupted views along the gently upward sloping, more formalised and regular grided streets of Character Area 4 are maintained.

The streets are characteristically informal in nature. This is emphasised by common traits such as wide lawn nature strips and gravel/grass shoulders, relaxed maintenance regimes, traditional drainage treatments and ad-hoc, mixed street plantings within the gravel/grass shoulders. Although the mix of native and exotic street trees suit the informal appearance of the streets, mixed ages, conditions and intactness of individual trees can be detrimental to the amenity value of the streets.

A mix of building styles exists, but there is a dominance of Inter-war buildings, with some examples of Edwardian and Victorian houses intermixed. Many of these houses have been altered. Most buildings are in good/fair level of intactness, with little restoration work evident. Although mixed, these houses are mostly consistent in front set backs and scale. Residential buildings are generally medium scaled, single and detached timber dwellings with metal, gabled roof forms. The saw-toothed roofline of existing industrial factories creates interesting contrasts with the mostly gabled rooflines of the residential properties abutting the railway reserve. Some brick buildings are present. These generally maintain sympathetic scales and setbacks.

Many properties contain side driveways and rear garages, but side setbacks are variable. This is partially due to the range of lot sizes present. Varying side setbacks have also given rise to a number of properties with large side gardens.

Private front gardens are generally mixed in materials, form, presence of canopy trees and maintenance. Some have lawn only, others have many shrubs and canopy trees. Front fences are also highly variable, both in height and style. The mix of gardens is not a negative factor, however, poor maintenance regimes of some properties and public street space detracts from the overall image of the character area.

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Howard Street (between Railway & Doveton)		✓					Historic bluestone drainage bridge.

SIGNIFICANCE RANKING: *Neighbourhood interest*

STRATEGIES

OBJECTIVES

That the Area develop under existing planning requirements.
That the Area be upgraded by improved maintenance levels of the street space and by attention to the condition and intactness of street tree planting.

IMPLEMENTATION

Street construction and maintenance works to be in accordance with the Ballarat Streetscape Policy 1991.

The care, maintenance and replacement planting of street trees to be addressed as part of Council's strategy for street tree management.

8.5 CHARACTER AREA 4

STREETS

Armstrong Street North (between Seymour & Gregory Street), Brougham Street (between Clyde & Ligar Street), Chisholm Street (between Ligar & Peel Street), Clarendon Street/Clissold Street (between Doveton Street North & Peel Street), Clyde Street (between Macarthur & Gregory Street), Doveton Street North (between Doveton Crescent & Gregory Street), Gregory Street (between Clyde & Peel Street), Havelock Street (between Chissold & Napier Street), Havelock Street (between Napier & Gregory Street), Howard Street (between Clyde & Lydiard Street North), Howard Street (between Lydiard Street North & Ligar Street), Howard Street/Sweeney Street (between Ligar & Peel Street), Ligar Street (between Gregory & Howard Street), Ligar Street (between Howard & Chisolm), Ligar Street (between Chisolm & Seymour Street), Lydiard Street North (between Seymour & Gregory Street), Macarthur Street (between Clyde & Lydiard Street North), Macarthur/Napier Street (between Lydiard Street North & Peel Street), Neill Street (between Seymour & Clarendon Street), Neill Street (between Clarendon & Macarthur Street), Neill Street (between Macarthur & Gregory Street), Peel Street (between Rowe & Gregory Street).

SUMMARY

This large character area is bordered by (and inclusive of) Gregory Street to the North, Peel Street to the east, Rowe and Seymour Crescent/Street to the south and Doveton Street North/Clyde Street to the west. Mostly gently sloping, (sometimes undulating) long local streets with varied views. Streets are often more elevated in the north-eastern sections of the character area. The regular grid streets mostly contain residential properties. Streets commonly include isolated historic commercial, industrial or civic buildings of note, especially on street corners. Some of these have modern or historic street verandahs. Several pockets of public open space and bowling clubs exist. Lot sizes vary, but are predominantly large (> 750sm), with frontages being of mixed dimensions.

Road construction is highly variable within and between streets. Carriageways are mostly single, but some median strips are present in streets to the east. The presence and continuity of road shoulders and nature strips varies. Most shoulders are a combination of gravel and grass, whilst nature strips are generally turf only. Footpaths and crossovers are mixed in materials, but are generally present on both sides of the street. Overhead powerlines are visible. Street trees tend to be planted on both sides of the street within the road shoulder. Street trees vary in form, scale, location, age, species, intactness and condition. Typically, mixed exotic species within each street, but native trees are present in several streets. There is a high frequency of missing street tree specimens, and disfiguration is evident. Several historic street trees exist.

Front fences are mixed in height and style, but are generally low. Gardens are variable in the presence, style and number of canopy trees. Gardens are predominantly average sized (3-9m) and maintained. Side driveways are mostly present, with some shared driveways. The building stock is very mixed in style. Houses are mostly one storey, medium scale, detached timber and brick residences with pitched metal roofs. Residences are notably newer to the north-eastern parts of this character area. Some excellent individual examples of original corner shops and pubs, historic churches, school buildings and intact sections of heritage buildings. There are several unsympathetic late 20th century and recent developments.

URBAN CONTEXT

Land form:	<i>Flat <1:30</i> 13%	<i>Gentle slopes 1:30-1:15</i> 72%	<i>Mod.slopes 1:15-1:5</i> 13%
Dominant land use:	<i>Residential</i> Most 94%	<i>Commercial</i> Few 27%	<i>Civic</i> Few 31%
POS:	<i>Passive</i> 9% (Walter Jones res.)	<i>Active</i> 9% (Park & p/ground)	
Subdivision pattern:	<i>Regular grid</i> 100%		
Lot sizes:	<i>>750 sm</i> Most 63% Some 67% Few 18%	<i>300-750 sm</i> Most 13% Some 67% Few 18%	<i><300sm</i> Few 76%
Dominant frontage:	<i>>20m</i> Some 4% Few 9%	<i>16-20m</i> Most 4% Some 81%	<i>10-16m</i> Most 9% Some 90%
	<i>6-10m</i> Some 49% Few 13%		
Street types:	<i>Local</i> 63%	<i>Collector</i> 36%	
Views:	<i>Panoramic</i> 4%	<i>Varied</i> 76%	<i>Internal</i> 9%
	<i>Limited</i> 9%		
Landmarks:	<i>Yes</i> 45%		

STREET SPACE

Reserve width:	<i>Wide >30m</i> 31%	<i>Medium</i> 63%	<i>Average 12-18m</i> 4%
Carriageway:			
<i>Type</i>	<i>Single</i> 85%	<i>Double</i> 13%	
<i>Width</i>	<i>Wide >9m</i> 13%	<i>Medium 5-9m</i> 81%	<i>Narrow <5m</i> 4%
Shoulder:	<i>Gravel</i> Most 18%	<i>Grass</i> Most 4% Some 4% Few 4%	<i>Gravel and grass</i> Most 40% Few 4%
Nature strip:			
<i>Width</i>	<i>Wide >3m</i> 22%	<i>Average 1.2-3m</i> 58%	<i>Varies</i> 18%
<i>Treatment</i>	<i>Trees and Turf</i> Most 27% Some 13% Few 4%	<i>Turf only</i> Most 54% Some 18%	
Median strip:			

Width	<i>Wide >3m</i> 13%		
Treatment	<i>Trees & turf</i> Most 9%	Turf only Most 4%	
Kerbs:	<i>Integrated concrete kerb and gutter</i> Most 58% Some 13%	<i>Concrete upstand</i> Most 13% Some 36%	<i>Bluestone pitcher</i> Some 13%
	<i>None</i> Some 13% Few 4%		
Gutters:	<i>Bluestone pitcher inverted channel</i> Some 4%	<i>Bluestone pitcher spoon drain</i> Most 40% Some 22%	<i>Bluestone pitcher channel drain</i> Most 9%
	<i>Concrete spoon drain</i> Some 4%.		
Crossovers:			
Frequency	<i>Average</i> 72%	<i>Limited</i> 27%	
Form	<i>Bitumen (at grade)</i> Most 13% Some 18%	<i>Concrete (at grade)</i> Most 9% Some 9%	<i>Concrete bridge (arched)</i> Most 9% Some 13%
	<i>Concrete bridge (flat)</i> Most 22% Few 4%	<i>Timber</i> Few 9%	<i>Other (specify)</i> Some 13%
Footpaths:			
Presence	<i>Both sides of street</i> 90%	<i>One side of street</i> East 9%	
Location	<i>Traditional</i> Most 100%		
Continuity	<i>Continuous</i> Most 85%	<i>Discontinuous</i> Most 13%	
Width	<i>Standard 1.2m</i> Most 94%	<i>Wide >1.2m</i> Most 4%	
Materials	<i>Bitumen</i> Most 40% Some 18%	<i>Concrete</i> Most 40% Some 13% Few 4%	<i>Gravel</i> Most 9% Some 13%
	<i>Other</i> Some 4%		
Street verandahs:			
Presence	<i>Not present</i> 36%	<i>Minimal</i> 58%	<i>Present</i> 4%
Type	<i>C19th /early C20th</i> Most 49% Some 4%	<i>Mid/late C20th</i> Most 49% Some 4%	
Signage			
Presence	<i>Present</i> 13%	<i>Minimal</i> 85%	
Type	<i>Commercial</i> 4%	<i>Public</i> 58%	<i>Mixed</i> 36%
On street parking:	<i>Minimal</i> 76%	<i>Present</i> 22%	
Traffic controls:	<i>None</i> 67%	<i>Speed humps</i> 4%	<i>Roundabout</i> 27%
	<i>Traffic island</i> 18%	<i>Lights</i> 4%	
Overhead services	<i>Both sides of street</i> 45%	<i>One side of street</i> East 18% West 31% South 4%	
Visibility	<i>Highly visible</i> 36%	<i>Visible</i> 54%	<i>Not visible</i> 9%

Street furniture:	<i>Seat traditional style</i> 4%	<i>Tree guards</i> 4%	<i>Litter bins</i> 13%
	<i>Bollards</i> 27%	<i>C.I. Railing</i> 9%	<i>Shelters</i> 4%
	<i>Post box modern</i> 18%	<i>Telephone box-historic</i> 4%	<i>Telephone box-modern</i> 13%
	<i>Other</i> 4% timber barrier		

Comments

STREET PLANTING

None:			
Location:	<i>Both sides of street</i> 85%	<i>One side of street</i> East 9%	<i>Median/traffic island</i> 4%
	<i>Shoulders</i> 58%		
Spacing:	<i>Regular/Symmetry</i> 9%	<i>Regular/Assymetrical</i> 72%	<i>Irregular/informal</i> 18%
Tree type:	<i>Evergreen</i> Most 4% Few 4%	<i>Deciduous</i> Most 72% Few 4%	<i>Mixed</i> Most 22%
Scale form:	<i>Consistent</i> 9%	<i>Varied</i> 90%	
Age:	<i>Juvenile</i> Most 4% Some 4% Few 40%	<i>Semi-mature</i> Some 45% Few 40%	<i>Early maturity</i> Most 13% Some 45% Few 18%
	<i>Mature</i> Most 27% Some 46% Few 9%	<i>Over mature</i> Some 4% Few 18%	
Dominant species:	Mixed exotics, Quercus, Ulmus, Fraxinus		
Secondary species:	Mixed deciduous, Quercus and mixed natives		
Major other species	Eucalyptus sp.		
Intactness	<i>Some missing</i> 77%	<i>Many missing</i> 22%	<i>Intact</i> 4%
Tree disfiguration	<i>Extensive</i> 9%	<i>Some</i> 73%	<i>Minimal</i> 18%
Condition	<i>Very good</i> 13%	<i>Good</i> 58%	<i>Fair</i> 31%
Significant trees:	<i>Avenue</i> Most 4%	<i>Other</i> Most 13% Some 4% Good use of medium strip, mature and interesting growth, Quercus	
Underplanting:	<i>None</i> 94%	<i>Some</i> 4%	

PRIVATE GARDEN CHARACTER

Front fence:			
Height	<i>No fence</i> Some 4% Few 13%		

	<i>High >1.8m</i> Few 18%	<i>Medium >1.2-1.8m</i> Most 4% Some 9% Few 22%	<i>Low up to 1.2m</i> Most 36% Some 4% Few 4%
	<i>Built</i> Few 9%	<i>Mixed</i> Most 58% Some 4%	
<i>Style</i>	<i>Masonry stone</i> Most 9% Some 13%	<i>Timber picket</i> Some 27%	<i>Iron picket</i> Some 13% Few 9%
	<i>Hedge</i> Some 9%	<i>Solid timber</i> Some 13% Few 9%	<i>Wire</i> Few 4%
	<i>Other</i> Most 4% Some 9% Few 4%	<i>Mixed</i> 54%	
Front gardens:			
<i>Presence</i>	<i>None</i> Few 36%	<i>Visible</i> Most 85% Some 4%	<i>Not visible</i> Some 4% Few 45%
	<i>Partially visible</i> Few 27%		
<i>Transparency</i>	<i>Buildings visible</i> Most 94% Some 4%	<i>Buildings partly visible</i> Some 9% Few 81%	<i>Buildings not visible</i> Few 13%
<i>Size</i>	<i>Large >9m</i> Few 31%	<i>Average 3-9m setback</i> Most 72% Some 13%	<i>Small <3m setback</i> Some 18% Few 45%
	<i>Extensive</i> Few 9%	<i>Mixed</i> Some 4%	
<i>Canopy trees</i>	<i>Many</i> 4%	<i>Some</i> 36%	<i>Limited</i> 22%
	<i>Variable</i> 36%		
<i>Tree types</i>	<i>Conifers</i> Few 22%	<i>Deciduous</i> Most 41% Some 25%	<i>Native</i> Some 9% Few 22%
	<i>Mixed</i> Most 54%		
<i>Other veg.</i>	<i>Many</i> 9%	<i>Some</i> 22%	<i>Limited/None</i> 27%
	<i>Variable</i> 36%		
<i>Condition</i>	<i>Neglected</i> Few 72%	<i>Maintained</i> Most 94%	<i>Manicured</i> Some 9% Few 67%
<i>Feature pres.</i>	<i>Other</i> 27% (Garden arches, sculpture, arbours, bowling lawn)		
Side gardens:	<i>None</i> Most 85%	<i>Both sides</i> Few 4%	<i>One side</i> Some 4% Few 72%
Side driveways:	<i>Present</i> Most 100%	<i>Not present</i> Few 31% Some 4%	

Comments:

BUILDING STOCK

Construction:	<i>Victorian. 1870-1900</i> Most 18% Some 49% Few 18%	<i>Edwardian 1900-1915</i> Most 22% Some 63%	<i>Inter-War 1915-1945</i> Most 31% Some 63%
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	<i>Postwar 1945-1970</i> Most 4% Some 27% Few 63%	<i>Late C20th 1970-1990</i> Some 13% Few 63%	<i>Recent 1990's</i> Few 36%
Intactness:	<i>Victoria 1870-1900</i> Good 31% Fair 49%	<i>Edwardian 1900-1915</i> Good 27% Fair 63%	<i>Inter-War 1915-1945</i> Good 27% Fair 58%
	<i>Postwar 1945-1970</i> Good 81% Fair 9%	<i>Late 20th C 1970-1990</i> Good 63% Fair 4%	<i>Recent 1990's</i> Good 36%
Height in storeys:	<i>1 Storey</i> Mostly 94%	<i>2 Storeys</i> Most 4% Some 9% Few 40%	
Scale:	<i>Large</i> Some 31%	<i>Medium</i> Most 100%	<i>Small</i> Some 16% Few 13%
Building Type:	<i>Residential detached</i> Most 100%	<i>Residential semi-detached</i> Some 4% Few 13%	<i>Residential attached</i> Some 4% Few 18%
	<i>Commercial</i> Few 36%	<i>Institutional</i> Few 40%	
Front setbacks:	<i>No setbacks</i> Few 27%	<i><3m front setbacks</i> Most 4% Few 22% Some 36%	<i>3-9m front setbacks</i> Mostly 85% Some 13%
	<i>9m front setbacks</i> Some 41% Few 31%		
Side setbacks: Size	<i>Large</i> Some 4% Few 13%	<i>Medium</i> Most 9% Some 85% Few 4%	<i>Small</i> Most 4% Some 90%
Consistency	Same Some 18% Few 18%	<i>Different</i> Most 90% Some 4% Few 4%	
Walling materials	<i>Stone</i> Most 4%	<i>Timber</i> Some 85% Few 13%	<i>Brick</i> Most 4% Some 76% Few 9%
	<i>Other cladding</i> Few 9%		
Roofing material	<i>Slate</i> Some 13% Few 9%	<i>Metal</i> Most 90% Some 9%	<i>Terracotta</i> Some 18% Few 45%
	<i>Other</i> Few 22% (fake tiles)		
On-site car parking: Overall presence in street	Medium 18%	Low 81%	
Garage:Carport type:	Single Most 90% Some 4%	<i>Double</i> Some 13% Few 67%	
Garage location:	Front dwelling Few 13%	<i>Beside dwelling</i> Few 67%	<i>Rear of dwelling</i> Mostly 81%
Character contribution:	High 27%	Medium 63%	Low 21%
Heritage contribution:	High 49%	Medium 81%	Low 21%

Architectural consistency:	High 49%	Medium 63%	Low 15%
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Comments:

Some streets containing a mix of building stock.

ASSESSMENT

This character area comprises long, straight streets that form the distinctive regular grid patterned subdivision of Soldier's Hill to the north of Ballarat. The streets are characteristically very mixed in appearance and treatments, but are mostly unified by the common presence of individually interesting historic buildings, many of which are located at street corners. These buildings, include original corner stores, stately churches, historic large pubs and school buildings that are valuable assets of this character area, providing points of interest to the otherwise long, highly variable streets. These unique buildings help define street intersections and as such, many remain as local or regional landmarks. Many of these historic commercial corner buildings relate to both street frontages through the common presence of details such as continuous street verandahs, windows and building form.

Characteristically, the terrain varies within and between streets. Although predominantly gentle slopes predominate, some streets have moderate slopes that create an undulating appearance. The mixture of varying terrain and long, wide streets has resulted in varied views. In the north-eastern section of the character area, where the land is higher, the view sheds are more extensive and more frequent. In this locality, some panoramic views are available to distant features. Long, extended views of streets are a typical feature of this character area. In the west, views to railway-related industrial buildings also exist. These provide an interesting backdrop to the mostly residential streets. Other unique industrial buildings such as the old Chaff Mills in Brougham Street increase the diversity and interest of the character area. The variable terrain of this character area has resulted in the inclusion of median strips within a number of local streets (varied widths), particularly to the north-east (including Havelock, Sweeney and Ligar Streets). Sometimes these median strips result in the streets appearing 'split-levelled'. Several streets also contain raised (retained) garden beds and street embankments. Road slope treatments such as the treated pine barriers in the Ligar Street nature strip (between Chisolm and Howard Streets) form odd additions to the street reserve.

The mostly medium width road reserves are very mixed in treatments and appearance. Drainage treatments vary along the length of some streets (eg. Gregory Street). Generally, the north-south orientated streets have greater uniformity of drainage treatments within the street. Streets retaining their traditional bluestone gutter/drain detail, and wide gravel shoulders preserve a pleasant (less 'urbanised') appearance. Most of the existing shoulders are a combination of gravel and grass. The advantage of these streets is that visually, the road reserves have retained their historic, informal and wide appearance.

The combination of bitumen sealed shoulders and carriageways in some of the busier streets (eg. Doveton Street North) gives the street a rather harsh/exposed urban feel. Some streets such as Neill Street (between Clarendon and Macarthur Street) have replaced bluestone spoon drain treatments with subtle concrete spoon drains. This treatment has sympathetically been incorporated into the street by retaining the traditional gravel shoulder. Other streets such as Howard Street (between Lydiard and Ligar Streets) have incorporated concrete kerbs and gutters by removing the gravel shoulder and extending the width of the nature strip. This treatment contradicts the traditional configuration of the road reserves. Nature strips appear very wide, the carriageway appears narrow and the alignment of the drainage varies from traditional placements. In streets containing traditional drainage treatments, nature strips are mostly turf-only, with street trees being located within the gravel shoulders. In streets with newer concrete drainage treatments, street trees are included in the nature strips.

Crossovers and footpaths are mostly present, but these are also variable in form. Interestingly, examples of shared driveways exist, being a curious feature of streets such as Armstrong Street

North and Neill Street. These features reduce the presence of crossovers and side driveways in the street. Overhead services are mostly on one side of the street only. This has had an impact on the appearance of some streetscapes, with trees being disfigured on one side of the street. On street parking, street controls, signage and furniture are present, but minimal. An overall approach to streetscape design needs to be adopted in some of the high quality streets such as Lydiard Street North, to maintain their ongoing appeal and coherence. This includes details such as consistent planting treatments to roundabouts as well as appropriate street furniture and signage guidelines.

Generally, the streets in this character area lose their formality the further north one travels. This transition from the inner, more formal sections of this character area to the outer, more informal appearing streets is visually emphasised by the street tree themes. Street trees are typically very mixed in scale, form, species, condition and intactness. It is not uncommon to see some street trees missing and variable tree location/spacings occurring within a street in this character area. There is a consistent ad-hoc street tree theme, with mostly mixed deciduous exotics being used. Trees vary in location, depending on the drainage treatments. In some streets such as Ligar Street (between Chisolm and Howard Streets), street trees are located only within the dividing central median strip. There are several historic trees of note (eg. cypress in Havelock Street). These remain as strong historic features of value within the streetscape. Some streets to the northern and eastern end of the character area include native street trees. Peel Street in particular, has a predominance of eucalypts within the road reserve. Howard Street also contains an interesting group of eucalypts in close proximity to a local primary school. The dominance of native street trees is not common to the study area. Within this character area, they appear to subtly define the edge of the formal inner, mostly exotic, built up areas of Ballarat. Despite the presence of some tree disfiguration within the streets due to overhead powerlines, the condition of the street trees is generally good. There is also evidence that new street trees are being planted within some of the streets.

Front gardens are mostly present within residential properties, although their appearance is usually average and their presence within the streetscape is relatively low key. Across the character area, front gardens vary from derelict and overgrown to extensive and well maintained. In particular, Neill Street (between Clarendon and Macarthur Streets) has large, impressive gardens that suit the large, Edwardian houses. Some good examples of cottage gardens are scattered across the character area. Other gardens have very little vegetation, being mostly lawn with isolated canopy trees or shrubs. Most gardens are 3-9m in depth, are well maintained and include a mixed presence of canopy trees. Side gardens have a limited presence in most streets. Raised gardens exist in some of the moderately sloped streets. These tend to be highly visible as retaining walls often replace front fences, elevating the gardens into prominence.

Front fences are characteristically very mixed in styles but are mostly low (up to 1.2m). Those fences that are higher tend to have a detrimental impact on the streetscape. High solid fences are inappropriate. A few examples of interesting original iron picket and clinker brick fences are present. Several good hedges (eg. Ligar Street) increase the appeal of the streetscapes.

Building stock is highly variable along the length of the typically long streets. Overall, Victorian, Inter-war and Edwardian residential buildings dominate. These are generally in a fair level of intactness, although some buildings appear quite altered. Some examples of intact and restored Victorian buildings are present. Generally, the housing is progressively newer towards the north-eastern end, containing higher percentages of Post-war developments that are in a good level of intactness.

The buildings are mostly one storey, medium scaled residential detached dwellings. These are a mixture of timber and brick, with pitched metal roofs. Some of the Post-war timber houses have typically flat, angled roofs. Front setbacks are mostly 3-9 metres, although side setbacks are variable. The variability of side setbacks is somewhat dictated by the size and configuration of the lots, which are predominantly greater than 750sm. Garages are mostly single and located to the

rear of the property. Several new developments have prominent, front of property garages (sometimes double) that appear out of character. Some new unit developments are also unsympathetic to existing streetscape character having inappropriate details with respect to roof pitch, scale, setbacks, materials and building form. Careful attention to front garden details and fences is also critical to integrating new development into the existing character. Overall, new developments are in the minority. Those that are located on street corners tend to have a greater impact on the image of the character area as they effect both street frontages. The streetscape context and character of development on corner sites needs particularly careful consideration.

Ligar Street (between Seymour and Chisolm Streets, Lydiard Street North and Neill Street (between Clarendon and Macarthur Streets) have particularly good examples of intact historic buildings. These streets are all north-south orientated streets in close proximity to each other. These streets form a defined high quality environment central to the character area.

Lydiard Street North contains several very good examples of ornate Victorian and Edwardian houses, especially a number of polychromatic brick terraces with original iron fences. Depending on the front setbacks, some properties have extensive front gardens and mature canopy trees. Ligar Street (between Seymour and Chisolm Streets) contains several individual, unusually designed buildings of interest, including a number of ornate 19th century polychromatic brick houses with interesting details. These are often complemented by traditional and well maintained gardens that include several front hedges and an appropriate scattering of mature canopy trees. Neill Street (between Clarendon and Macarthur Streets) contains an excellent collection of large, ornate Edwardian timber and brick homes characterised by complex roof forms, ornate chimneys, leadlight windows etc. These are fronted by very extensive, formal gardens with mostly traditional plantings and styles, and mature canopy trees (exotic and native).

The array of commercial/civic historic buildings (some with street verandahs) at street intersections/corners requires special attention to ensure their long term presence, longevity and value. Some of these premises are still in use, including grocery stores, pubs and schools. Future changes in ownership or land uses should encourage the retention/renovation of these buildings. New uses need to be sought for some of the original corner buildings that are not in use as they are in danger of decline.

Several pockets of open space are a valuable addition to this character area including the Walter Jones Reserve.



Figure 82. Havelock Street (between Clissold and Napier)

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Brougham Street (btw Clyde & Ligar St)		✓			✓	✓	Old Chaff Mills (gabled corrugated iron form). Dispersed heritage buildings.
				✓	✓		Original corner stores with traditional verandahs. Dispersed heritage buildings.
Clarendon & Clissold St.		✓					View to west – combination of historic cnr hotel and industrial buildings, as well as residential.
					✓		Original corner stores with traditional verandahs. Dispersed heritage buildings, with high contribution between Havelock and Peel Street.
Doveton Street North (btw railway & G'gory St)				✓	✓		Original corner stores with traditional verandahs. Dispersed heritage buildings.
Gregory Street (btw Clyde and Peel St)						✓	Old church with tower
Havelock St (between Grg'ry & Clissold St)		✓			✓	✓	Very intact former timber shop with verandah and side hedge on cnr. Clissold St. Dispersed heritage buildings between Napier and Clissold Street.
Howard & Sweeney St (between Clyde & Peel St)		✓				✓	Millers Arms Hotel. Interesting Edward. details
		✓					Native street tree plantings.
Ligar Street (between Gregory Street & Seymour Street)	✓				✓		High between Seymour Crescent & Chisolm Street. High heritage contribution between Seymour & Brougham).
		✓				✓	Group of historic <i>Cedrus deodara</i> street trees
						✓	Double storey original corner grocer store.
Lydiard Street North (between Seymour Street & Gregory Street)	✓						High
		✓					Interesting architecture – a number of ornate 19 th Century brick buildings.
				✓	✓		Victorian terraces and some freestanding houses, especially polychromatic brick. Double fronted terraces, parapeted projecting bays. High heritage contribution.
						✓	Local buildings eg. –2 Churches, School buildings etc.

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Macarthur /Napier Street (btw railway & Peel St)					✓		High heritage contribution.
Neil Street (between Clarendon & Macarthur St)	✓						High
		✓	✓	✓	✓		Large, extensive front gardens with mature canopy trees. Mostly consistent setbacks and fence heights. Outstanding Edwardian villas and private gardens. High heritage contribution.
Neil Street (between Macarthur & Gregory Street)				✓			Former shops on the corner of Chisolm Street.
						✓	Church at corner of Macarthur Street.
					✓		Former butcher shop, street verandah and historic signage. Dispersed heritage buildings.
Peel Street		✓					Native street tree plantings. View to local bowling green from street.

SIGNIFICANCE RANKING: Significant STRATEGIES

OBJECTIVES

To retain and enhance the traditional grided residential development with distinctive corner buildings as an urban character of significance to the City of Ballarat.

To retain existing corner developments that have a heritage contribution or form a landmark feature.

To retain other landmark and heritage features that contribute local interest including historic churches, the chaff mills, former shops and old hotels.

To ensure new development reflects strong building forms on corner sites where this form has traditionally existed.

In Lydiard Street, Ligar Street and Neil Street, to encourage development which is complementary in form, scale, height, siting, materials and colour with existing development. In the balance of the Area, to ensure new development is of sympathetic siting and form to existing development.

In Neil Street (between Clarendon and Macarthur Street) to encourage retention of existing canopy trees in front gardens and the establishment of exotic canopy trees in new gardens to complement existing garden character.

To retain existing shared driveways as an unusual feature of local interest.

To maintain existing traditional forms of street construction particularly the gravel shoulders, and the distinctive split level carriageway forms.

To retain existing avenues of informally planted mixed species street trees (predominantly deciduous exotics) and to promote their care and management.

To maintain the mature *Cedrus deodora* in Skipton Street and the *Cupressus macrocarpa* in Skipton Street as features of local interest.

To retain the existing visual connection between the street space and private land.

GUIDELINES

Buildings and works

Roofs visible to the street to complement existing roof forms and to be consistent with existing angles of pitch.

Frontage setbacks to be consistent with the dominant frontage setback in the street, except on corner sites where no setback is proposed.

On corner sites building may be constructed to the street boundaries provided the facades address both streets and any street verandah returns on both frontages.

Front fences to be no higher than 1.2 metres. Higher fences may be permitted if they are at least 70 percent transparent.

On corner sites not built to the boundary, the front fence is to return along the corner sideage for at least 6 metres beyond the building frontage setback.

Existing shared driveway arrangements to be retained in layout of development.

In Lydiard Street, Ligar Street and Neil Street:

- Height of the building frontage to be no more than one storey. Two storey sections may be acceptable at the rear of the building if they are not visually intrusive to the street.

- Side setbacks within 10 metres of the building frontage to be consistent with dominant side setbacks in the street.

- Garage frontage setback to be at least 3 metres greater than the house frontage setback.

- Construction materials to be sympathetic with existing materials and colour tones in street.

- Design details to be sympathetic with but not direct reproductions of existing building details in the street, particularly window shape, eaves and verandahs.

Landscaping

In Neil Street between Clarendon Street and Macarthur Street:

- Canopy trees within the frontage setback not to be removed or lopped without a permit, except where required for clearance of electric lines.

- New gardens to be planted with one or more semi-mature canopy trees of exotic character.

Street space construction

The construction, repair and maintenance of street space to retain existing traditional forms, materials and detailing:

- bitumen carriageway

- gravel shoulders

- bluestone pitcher spoon drains or channel drains

- nature strip

- bitumen footpaths

- concrete or timber bridge crossovers.

The retention of timber bridge crossovers is a minor variation from the Ballarat Streetscape Policy 1991 which recommends concrete structures only. However, the bridge crossovers are not in high pedestrian use areas (cf. central commercial area), and their retention would add to the rich tapestry of historic elements that contribute character value to this area.

In Lydiard Street, Ligar Street and Neil Street crossovers to be single lane.

Street trees

Retain existing styles of informally planted avenues of large exotic trees, or of eucalypts including the varied locations and spacings.

Retain existing mixes of species within each street.

Retain the existing progression from more formal exotic plantings in streets located in the south-west of the Area, to more informal plantings of street in the north and east of the Area.

Replace any missing specimens or inconsistent species with species that match the existing planting theme. Replacement plantings to replicate existing varied spacing and locations.

IMPLEMENTATION

Planning Scheme amendment

Prepare a Schedule to the Design and Development Overlay of the Ballarat Planning Scheme dealing with:

- buildings and works
- landscaping.

Design and Development Overlay Schedule to include in Decision Guidelines the following requirement:

- Before deciding on any application that involves complex design issues or is of concern to the broader Ballarat community, the responsible authority consider the comments of an independent review panel as to whether the proposed development meets the design objectives.

The Design and Development Overlay Schedule to include an exemption from third party appeals under Section 82 (1) of the Act if the permit is for buildings and works, or landscaping that are in accordance with the requirements of the Schedule.

Street space strategy

Council to adopt the Street Space guidelines as its strategy for the repair, maintenance and replacement of street construction works in the Area, generally within the framework of the Ballarat Streetscape Policy 1991.

Street tree strategy

Council to adopt the Street Tree guidelines as its strategy for the care, maintenance and replacement of the planting in the Area.

Heritage assessment

Undertake heritage assessment of the following buildings and features to determine whether they can be protected under the Heritage Overlay of the Planning Scheme:

Historic corner buildings especially old corner shops.

Chaff mills, Brougham Street.

Church, Gregory Street (between Clyde Street and Peel Street).

Millers Arms Hotel, corner Howard and Sweeney Streets.

Group of buildings including North Star Hotel, churches, school, Ballarat Coachlines premises, Lydiard Street North.

Church, Neil Street (corner Macarthur Street).

8.6 CHARACTER AREA 5

STREETS

Armstrong Street North (between Doveton Crescent & Seymour Street), Davies Street, Doveton Crescent, Ebdon Street (between Scotts Parade & Peel Street), Havelock Street (between Nolan & Clissold Street), Ligar Street (between Nolan & Chisholm Street), Little Clyde Street, Lydiard Street North (between Doveton Crescent & Seymour Street), Neil Street (between Nolan Street & Scotts Parade), Nolan Street, Scotts Pde (between Nolan & Peel Street), Peel Street (between Rowe Street & Scotts Parade), Rowe Street (between Havelock & Peel Street), Seymour Crescent, Seymour Street.

SUMMARY

This character area is bordered by the railway line to the south, and is inclusive of Peel Street (between Railway and Rowe Street) to the east, Rowe and Seymour Street/Crescent to the north and Doveton Crescent and Little Clyde Street to the west. Eastern Oval, a regional park, forms part of this character area. The distorted grid streets are mostly residential, with a small pocket of industrial land to the south-east corner of the character area. The terrain varies, with most streets being gently or moderately sloped allowing variable, sometimes panoramic views. The building stock is mixed, with mostly Victorian properties containing small side setbacks. Streets characteristically contain isolated examples of individually interesting and unique historic buildings and gardens. Limited crossovers exist, with mostly traditional bluestone drainage, mixed exotic street plantings, varied lot sizes and front fences.



Figure 83. *Seymour Crescent*

URBAN CONTEXT

Land form:	<i>Flat <1:30</i> 14%	<i>Gentle slopes 1:30-1:15</i> 56%	<i>Mod.slopes 1:15-1:5</i> 28%
Dominant land use:	<i>Residential</i> Most 75% Some 7% Few 7%	<i>Commercial</i> Few 35% Some 7%	<i>Industrial</i> Some 28% Few 7%
	<i>Civic</i> Most 7% Few 35%		
POS:	<i>Passive</i> 7% (park)	<i>Active</i> 14% (Eastern oval)	
Subdivision pattern:	<i>Distorted grid</i> 100%		
Lot sizes:	<i>>750 sm</i> Most 49% Some 28% Few 35%	<i>300-750 sm</i> Most 56% Some 49% Few 7%	<i><300sm</i> Some 14% Few 81%
Dominant frontage:	<i>>20m</i> Most 70% Some 21% Few 7%	<i>16-20m</i> Some 62%	<i>10-16m</i> Some 100%
	<i>6-10m</i> Some 62% Few 7%		
Street types:	<i>Local</i> 62%	<i>Collector</i> 28%	<i>Court</i> 7%
Views:	<i>Panoramic</i> 7%	<i>Internal</i> 28%	<i>Varied</i> 62%
Landmarks:	<i>Yes</i> 49%		

STREET SPACE

	<i>Wide 21m</i> 21%	<i>Medium 18-30m</i> 21%	<i>Average 12-18m</i> 49%
	<i>Narrow <12m</i> 7%		
Carriageway:			
<i>Type</i>	<i>Single</i> 95%	<i>Double</i> 7%	
<i>Width</i>	<i>Wide >9m</i> 21%	<i>Medium 5-9m</i> 81%	
Shoulder:	<i>Gravel</i> Most 28%	<i>Gravel and grass</i> Most 42% Some 7%	
Nature strip:			
<i>Width</i>	<i>Wide >3m</i> 14%	<i>Average 1.2-3m</i> 70%	<i>Varies</i> 7%
<i>Treatment</i>	<i>Turf only</i> Most 62%		
	<i>Gravel only</i> Most 7% Some 7%		
Kerbs:	<i>Integrated concrete kerb and gutter</i> Most 35% Some 14%	<i>Concrete upstand</i> Most 14% Some 14%	<i>Dressed bluestone</i> Most 7%
	<i>None</i> Some 28% Few 7%		

Gutters:	<i>Bluestone pitcher inverted channel</i> Some 7%	<i>Bluestone pitcher spoon drain</i> Most 42% Some 21% Few 70%	<i>Bluestone pitcher channel drain</i> Most 7%
Drains:	<i>Bluestone pitcher spoon drain</i> Most 7%		
Crossovers:			
Frequency	<i>Average</i> 35%	<i>Limited</i> 62%	
Form	<i>Bitumen (at grade)</i> Most 7% Some 21%	<i>Concrete (at grade)</i> Most 7% Some 14%	Concrete bridge (flat) Most 42% Some 7%
	<i>Timber</i> Most 21% Few 14%	<i>Other</i> Most 7% Some 14% Few 7% Gravel, metal bridge	
Footpaths:			
Presence	<i>Both sides of street</i> 70%	<i>One side of street</i> East 21%	<i>None</i> 7%
Location	<i>Traditional</i> Most 95%		
Continuity	<i>Continuous</i> Most 75%	<i>Discontinuous</i> Most 21%	
Width	<i>Standard 1.2m</i> Most 81%	<i>Wide >1.2m</i> Most 70% Some 70%	
Materials	<i>Bitumen</i> Most 56% Some 7%	<i>Concrete</i> Most 21% Some 21% Few 7%	<i>Gravel</i> Most 7% Some 7%
	<i>Other</i> Most 7% Some 7%		
Street verandahs:			
Presence	<i>Minimal</i> 35%	<i>Not present</i> 62%	
Type	<i>C19th / early C20th</i> Most 28%	<i>Mid/late C20th</i> Few 14%	
Signage			
Presence	<i>Present</i> 35%	<i>Minimal</i> 62%	
Type	<i>Public</i> 42%	<i>Mixed</i> 56%	
On street parking:	<i>Minimal</i> 56%	<i>Present</i> 42%	
Traffic controls:	<i>None</i> 42%	<i>Roundabout</i> 35%	<i>Narrowings</i> 7%
	<i>Traffic island</i> 35%	<i>Lights</i> 7%	
Overhead services	<i>Both sides of street</i> 28%	<i>One side of street</i> North 14% South 7% East 35% West 16%	
Visibility	<i>Highly visible</i> 51%	<i>Visible</i> 42%	<i>Not visible</i> 7%
Street furniture	<i>Shelters</i> 7%	<i>Post box historic</i> 14%	<i>Post box modern</i> 7%
	<i>Bollards</i> 7%	<i>C.I. Railing (trad)</i> 14%	<i>Shelters</i> 7%

STREET PLANTING

None:	42%		
Location:	<i>Both sides of street</i> 21%	<i>One side of street</i> East 7%	<i>Median/traffic island</i>
	<i>Shoulders</i> 21%		
Spacing:	<i>Regular/Assymetrical</i> 21%		<i>Irregular/informal</i> 7%
Tree type:	<i>Deciduous</i> Most 21%		
Scale form:	<i>Consistent</i> 14%	<i>Varied</i> 14%	
Age:	<i>Juvenile</i> Few 7%	<i>Semi-mature</i> Most 7% Some 7%	<i>Early maturity</i> Most 7%
	<i>Mature</i> Most 14% Some 7%	<i>Over mature</i> Few 7%	
Dominant species:	<i>Quercus sp., Ulmus spp., Quercus</i>		
Secondary species:	<i>Acer sp, Platanus</i>		
Major other species	<i>Fraxinus</i>		
Intactness	<i>Many missing</i> 14%	<i>Some missing</i> 14%	
Tree disfiguration	<i>Extensive</i> 25%	<i>Some</i> 25%	
Condition:	<i>Good</i> 14%	<i>Fair</i> 14%	
Significant trees	<i>Group of trees</i> Most 7%		
Underplantings	<i>None</i> 28%		

PRIVATE GARDEN CHARACTER

Front fence:			
Height	<i>No fence</i> Most 7% Few 21%		
	<i>High >1.8m</i> Some 7% Few 21%	<i>Medium >1.2-1.8m</i> Most 7% Some 7% Few 35%	<i>Low up to 1.2m</i> Most 56% Some 21%
	<i>Built</i> Few 7%	<i>Mixed</i> Most 56% Few 14%	
Style	<i>Masonry stone</i> Most 14% Some 56%	<i>Timber pickets</i> Most 14% Some 70%	<i>Iron picket</i> Few 28%
	<i>Solid timber</i> Most 7% Some 7% Few 7%	<i>Hedge</i> Some 21%	<i>Other</i> Most 7% Some 7% Few 7%
	<i>Wire</i> Some 7% Few 7%	<i>Mixed</i> Most 49%	
Front gardens:			
Presence	<i>None</i> Most 7% Few 62%	<i>Visible</i> Most 95% Some 7%	<i>Not visible</i> Few 56%
	<i>Partially visible</i> Few 21%		

<i>Transparency</i>	<i>Buildings visible</i> Most 88% Few 14%	<i>Buildings partly visible</i> Most 7% Few 81%	<i>Buildings not visible</i> Most 7%
<i>Size</i>	<i>Large >9m</i> Few 28%	<i>Average 3-9m setback</i> Most 42% Some 42% Few 7%	<i>Small <3m setback</i> Most 14% Some 42% Few 42%
	<i>Extensive</i> Few 7%		
<i>Canopy trees</i>	<i>None</i> 14%	<i>Some</i> 42%	<i>Variable</i> 28%
	<i>Limited</i> 21%		
<i>Tree types</i>	<i>Conifers</i> Few 14%	<i>Deciduous</i> Most 28% Some 21% Few 7%	<i>Native</i> Some 28% Few 14%
	<i>Other – evergreen</i> Some 14% Few 14%	<i>Mixed</i> Most 21%	
<i>Other veg.</i>	<i>Some</i> 21%	<i>Limited</i> 21%	<i>Variable</i> 35%
<i>Condition</i>	<i>Neglected</i> Most 14% Some 21% Few 56%	<i>Maintained</i> Most 70% Some 7% Few 7%	<i>Manicured</i> Some 7% Few 35%
	<i>Mixed</i> Most 7%		
<i>Feature pres.</i>	<i>Other</i> (Bluestone retaining walls- original, garden arbours)		
Side gardens:	<i>None</i> Most 95%	<i>One side</i> Few 56%	
Side driveways:	<i>Present</i> Most 62% Few 14%	<i>Not present</i> Most 28% Few 28%	

Comments:

BUILDING STOCK

Construction:	<i>Victorian. 1870-1900</i> Most 21% Some 75%	<i>Edwardian 1900-1915</i> Most 14% Some 81%	<i>Inter-War 1915-1945</i> Most 7% Some 62% Few 62%
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	<i>Postwar 1945-1970</i> Some 28% Few 49%	<i>Late C20th 1970-1990</i> Some 7% Few 49%	<i>Recent 1990's</i> Few 21%
Intactness:	<i>Victorian 1870-1900</i> Good 35% Fair 49% Poor 35%	<i>Edwardian 1900-1915</i> Good 28% Fair 56% Poor 14%	<i>Inter-War 1915-1945</i> Good 35% Fair 42%
	<i>Postwar 1945-1970</i> Good 56% Fair 21%	<i>Late 20th C 1970-1990</i> Good 49% Fair 7%	<i>Recent 1990's</i> Good 21%
Height in storeys:	<i>1 Storey</i> Mostly 95%	<i>2 Storeys</i> Most 7% Some 21% Few 28%	
Scale:	<i>Large</i> Some 14% Few 35%	<i>Medium</i> Most 88% Some 7%	<i>Small</i> Most 14% Some 21% Few 21%
Building Type:	<i>Residential detached</i> Most 81% Some 14%	<i>Residential semi-detached</i> Most 7% Some 7% Few 7%	<i>Residential attached</i> Some 7% Few 28%
	<i>Commercial</i> Some 7% Few 56%	<i>Industrial</i> Some 7% Few 7%	<i>Institutional</i> Some 7% Few 35%
Front setbacks:	<i>No setbacks</i> Some 14% Few 28%	<i><3m front setbacks</i> Most 14% Some 42% Few 42%	<i>3-9m front setbacks</i> Mostly 75% Some 21%
	<i>9m front setbacks</i> Few 35%		
Side setbacks: Size	<i>Large</i> Few 7%	<i>Medium</i> Most 28% Some 62% Few 7%	<i>Small</i> Most 35% Some 49% Few 7%
Consistency	Same Most 7% Some 28% Few 14%	<i>Different</i> Most 88% Some 14%	
Walling materials	<i>Timber</i> Some 56% Few 42%	<i>Brick</i> Most 70% Some 21%	
	<i>Other cladding</i> Few 7%		
Roofing material	<i>Slate</i> Some 21%	<i>Metal</i> Most 88% Some 14%	<i>Terracotta</i> Some 21% Few 49%
	<i>Concrete</i> Small 7% Few 14%	<i>Other</i> Few 21% (fake tiles)	
On-site car parking: Overall presence in street	Medium 21%	Low 75%	
Garage: Carport type:	Single Most 100%	<i>Double</i> Some 7% Few 35%	<i>Triple</i> Most 7%
Garage location:	Front dwelling Few 14%	<i>Beside dwelling</i> Most 7% Some 7% Few 35%	<i>Rear of dwelling</i> Mostly 75% Some 7%
Character contribution:	High 14%	Medium 49%	Low 35%
Heritage contribution:	High 28%	Medium 56%	Low 21%

Architectural consistency:	High 28%	Medium 35%	Low 42%
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Comments:

Character area includes, hotel, boot factory, railway buildings, Haymes paint factory, and some timber cottages.

ASSESSMENT

The hilly terrain and aspect of the land in this character area has had a strong influence on its development and image. The distorted grid street layout and irregular shaped lots are a response to the hilly nature of this character area. Some streets such as Ligar and Havelock Street have steep planted road embankments/median strips that effectively create two separate street spaces each with a certain level of internal intimacy. A sense of separation and of curiosity/anticipation is reinforced by the bends and varied alignments of the local streets, which ensure that the streetscape is 'revealed' rather than all being seen at once. This has resulted in views being highly variable, a distinguishing feature of this character area. Views range from limited and internal, to extended and panoramic. These are somewhat dictated by the terrain, but will be influenced by the sensitivity or otherwise of future developments. Views to distant hills, across the city centre rooflines and to the railway and associated historic industrial/commercial buildings all add to the appeal of this character area.

The interesting terrain of this character area has also led to the presence of several fairly distinctive features relating to individual residential properties. The very mixed lot sizes and proportions (especially frontages) have resulted in variably sized front gardens. There are several examples of large, historic gardens with outstanding mature canopy trees and extensive building setbacks. These maintain an interesting contrast with neighbouring smaller gardens and building setbacks. Despite the interesting blend of small and large buildings and gardens, the dominant building type is single storey, detached timber Victorian/Edwardian brick and timber homes with mostly pitched metal roofs. These buildings are generally in a good/fair level of intactness. Some are split-level, responding to the slope of the property. The building stock in this character area is particularly unusual in that it includes an array of isolated individual buildings that are historically unique within the broader study area. These include examples of historic commercial and industrial buildings such as 'Ballarat Coach Lines' building and 'Halls Boot Factory' and 'Haymes' Paint Factory. They also include Victorian miners' cottages, a large Gothic residential dwelling and former corner stores (some with historic signage). Some of these are ornate, renovated buildings, others are modest buildings needing attention to prevent further degradation/alteration work. There are also many examples of properties that have small side setbacks, in contrast to some of the other character areas within the study area. Flatter streets such as Service and Rowe Street contain buildings that are more consistent in form, scale, and setbacks. Isolated small pockets of consistent historic buildings maintain the rich level of contrast between streets.

The majority of streets have limited crossovers and on site parking. This is often related to the slope of the land and lot proportions. Little Clyde Street is a particularly unusual street with a number of curious characteristics including the zero front and side setbacks of some buildings, extended views across Ballarat, a number of modest miners' cottages, and the unusually shallow depth and wide frontage of some of the allotments. These 'odd' characteristics are a typical part of this character area and should be protected.

The presence of moderate slopes has led to the presence of a number of elevated front gardens. In some cases, retaining walls replace front fences. Several of these have historic value (eg. original Victorian bluestone terraced gardens in Nolan Street). Front gardens are particularly important in these streets as they reduce the impact of the building mass elevated above the level of the street.

Fences are generally low and mixed in style, with several good examples of traditional styles and materials such as timber picket, clipped hedges and woven wire present. These suit the ad-hoc and informal nature of the streets in this character area.

Street drainage is predominantly traditional bluestone pitcher drains of various styles. The bluestone pitcher channel drain in Seymour Street is a type of bluestone drain that is unique within the study area. The bluestone drains within the streets suit the predominantly historic period homes of the area. The examples of historic street furniture such as post boxes and cast iron railings are appropriate.

The generally mixed exotic street plantings suit the streets, but a strong theme is lacking, with some trees disfigured and others are in poor health or levels of intactness. The streets to the south-east corner of the character area lack street trees. These streets, including Scotts Parade, Davies and Ebdon Street are within close proximity to Eastern Oval. Street tree plantings in some or all of these streets would help to enhance the appeal of the regionally important park and would help integrate the uncomfortable mix of residential, and commercial/industrial uses, and Public Open Space.

Another unusual trait of this character area is the small pockets of vacant/undeveloped land (eg. the northern area of Nolan Street, the intersection of Lydiard and Seymour Street and the land opposite North Star Hotel). These are sensitive sites needing careful consideration. Some are within close proximity to important historic buildings such as Halls Boot Factory, others retain views to distant landmarks.

Maintenance of the public and private streetscape is inconsistent, but relates to the characteristically ad-hoc appearance of this location. Sections of the railway easement and some of the weed infested median strips and embankments would benefit by being upgraded and better maintained without altering the informal theme of this character area.

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Davies Street						✓	View to old brick railway arches to south.
Doveton Crescent		✓					Panoramic views over railway line, across city to south-west.
Ebdon Street						✓	Eastern Oval
Havelock Street (between Clarendon Street & Scotts Parade).		✓					View to interesting original corner shop to north-east.
Ligar Street (between Nolan Street & Seymour Street).	✓						High
					✓		High heritage contribution (buildings).
Little Clyde Street		✓					Building stock, front set backs, lot proportions, aspect & extended views, street entrance, carriageway width.
					✓		Collection of workers cottages (altered). High heritage contribution.
Lydiard Street North (between Doveton & Seymour Street).	✓						High
		✓		✓	✓		Buildings of high heritage contribution.
						✓	Ballarat Coachlines, Nth Star Hotel.
Nolan Street		✓			✓		Row of four unusual elevated Victorian houses with original bluestone retaining walls. Former boot factory. Dispersed heritage buildings.

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Peel Street (between Rowe Street & Scotts Parade)		✓				✓	Stone arched railway bridge at southern end.
Rowe Street (between Hav'lock & Peel St).			✓		✓		Set backs and roof forms mostly consistent. High heritage contribution.
Seymour Crescent		✓					Timber railing along road edge.
Seymour Street		✓					View to distant hills.
					✓	✓	Double storey Italianate hotel (North Star Hotel). Dispersed heritage buildings.

SIGNIFICANCE RANKING: Local interest
STRATEGIES

OBJECTIVES

To retain and enhance the traditional streetscapes and high quality areas of historic residential development as being of local interest to the City of Ballarat.
In Lydiard Street, and Ligar Street, to encourage development which is complementary in form, scale, height, siting, materials and colour with existing development.
To maintain existing traditional forms of street construction particularly the gravel shoulders.
To retain existing avenues of informally planted mixed species street trees (predominantly deciduous exotics) and to promote their care and management.
To retain buildings that make a heritage contribution to the character of the Area.
To retain views from the street space to the south and southeast.

GUIDELINES

Buildings and works in Lydiard Street and Ligar Street

Height of the building frontage to be consistent with the dominant building height in the street. Where this is one storey, a two storey section may be acceptable at the rear of the building if it is not visually intrusive to the street.
Roofs visible to the street to be pitched and at an angle to match existing roof pitches.
Garage frontage setback to be at least 3 metres greater than the house frontage setback.
Front fences to be no higher than 1.2 metres.

Street space construction

The construction, repair and maintenance of street space to retain existing traditional forms, materials and detailing:

- bitumen carriageway
- gravel shoulders
- bluestone pitcher spoon drains or channel drains
 - nature strip
 - bitumen footpaths
- concrete or timber bridge crossovers.

The retention of timber bridge crossovers is a minor variation from the Ballarat Streetscape Policy 1991 that recommends concrete structures only. However, where timber bridge crossovers are

not subject to high pedestrian use (cf. central commercial area) their retention would add to the rich tapestry of historic elements that contribute character value to the area.
In Lydiard Street and Ligar Street crossovers to be single lane.

Street trees

Retain existing styles of avenues of large exotic trees.

Retain existing mixes of species within each street.

Replace any missing specimens or inconsistent species with species that match the existing planting theme. Replacement plantings to replicate existing spacing and locations.

IMPLEMENTATION

Planning Scheme amendment

Prepare a Schedule to the Design and Development Overlay of the Ballarat Planning Scheme dealing with buildings and works in Lydiard Street and Ligar Street.

Design and Development Overlay Schedule to include in Decision Guidelines the following - requirement:

-Before deciding on any application that involves complex design issues or is of concern to the broader Ballarat community, the responsible authority consider the comments of an independent review panel as to whether the proposed development meets the design objectives.

The Design and Development Overlay Schedule to include an exemption from third party appeals under Section 82 (1) of the Act if the permit is for buildings and works, or landscaping that are in accordance with the requirements of the Schedule.

Street space strategy

Council to adopt the Street Space guidelines as its strategy for the repair, maintenance and replacement of street construction works in the Area, generally in accordance with the Ballarat Streetscape Policy 1991.

Street tree strategy

Council to adopt the Street Tree guidelines as its strategy for the care, maintenance and replacement of the planting in the Area.

Heritage assessment

Undertake heritage assessment of the following buildings and features to determine whether they can be protected under the Heritage Overlay of the Planning Scheme:

Historic development in Ligar Street

Historic development in Lydiard Street

Boot factory, Nolan Street

North Star Hotel, corner Lydiard Street and Stymour Street

Miners cottages, Rowe Street

Workers cottages, Little Clyde Street.

8.7 CHARACTER AREA 6

STREETS

Doveton Street North (between Creswick Road & Doveton Crescent), Holmes Street, Macarthur Street (between Creswick Road & Clyde Street), Ronald Street. (Trench Street noted but not recorded).

SUMMARY

The railway line to the east and Creswick Rd to the west border this character area. It includes part of Macarthur Street to the north and Doveton Street North to the south-east. Generally flat to gently sloping land with mostly internal views. Streets consist of mixed land uses with predominantly large commercial developments such as Creswick Plaza Shopping Centre and medium sized residential developments. Mixed building style, scale, form and setbacks. The dominant residential building style is Victorian/Edwardian detached timber dwellings in good to fair intactness, with pitched metal roofs. The industrial/commercial buildings are larger in scale and are mostly late 20th century styles. Front gardens are limited with mixed maintenance standards. Footpaths are mostly bitumen, but drainage treatments are vary between streets. There are generally no street trees and nature strips are not always present.



Figure 84. Baird Street

URBAN CONTEXT

Land form:	<i>Flat <1:30</i> 50%	<i>Gentle slopes 1:30-1:15</i> 50%	
Dominant land use:	<i>Residential</i> Most 50% Some 25% Few 25%	<i>Commercial</i> Most 25% Some 50% Few 25%	<i>Civic</i> Few 25%
Subdivision pattern:	<i>Distorted grid</i> 100%		
Lot sizes:	<i>>750 sm</i> Most 75% Few 25%	<i>300-750 sm</i> Most 25% Some 75%	<i><300sm</i> Some 25% Few 50%
Dominant frontage:	<i>>20m</i> 25%	<i>16-20m</i> Some 75%	<i>10-16m</i> Most 25% Some 75%
	<i>6-10m</i> Some 50%		
Street types:	<i>Local</i> 50%	<i>Collector</i> 50%	
Views:	<i>Internal</i> 75%	<i>Varied</i> 25%	

STREET SPACE

Reserve width:	<i>Medium</i> 50%	<i>Average 12-18m</i> 50%	
Carriageway:			
Type	<i>Single</i> 100%		
Width	<i>Medium 5-9m</i> 100%		
Nature strip:			
Width	<i>Wide >3m</i> 25%	<i>Average 1.2-3m</i> 25%	
Treatment	<i>Trees and turf</i> Most 50%	<i>Turf only</i> Most 25%	
	<i>Gravel only</i> Most 25%		
Kerbs:	<i>Integrated concrete kerb and gutter</i> Most 75%	<i>Bluestone picher</i> Most 25%	<i>Bluestone picher spoon drain</i> Most 25%
Crossovers:			
Frequency	<i>Average</i> 25%	<i>Limited</i> 75%	
Form	<i>Bitumen (at grade)</i> Most 50%	<i>Concrete (at grade)</i> Most 25% Some 25%	<i>Concrete bridge (arched)</i> Some 25%
Footpaths:			
Presence	<i>Both sides of street</i> 50%	<i>One side of street</i> West 25%	<i>None</i> 25%
Location	<i>Traditional</i> Most 75%		
Continuity	<i>Continuous</i> 75%	<i>Discontinuous</i> 25%	
Width	<i>Standard 1.2m</i> Most 50% Some 25%	<i>Wide >1.2m</i> Some 25%	
Materials	<i>Bitumen</i> Most 50% Some 25%		
Street verandahs:			

<i>Presence</i>	<i>Not present</i> 100%		
Signage			
<i>Presence</i>	<i>Present</i> 100%		
<i>Type</i>	<i>Mixed</i> 50%	<i>Commercial</i> 50%	
On street parking:	<i>Minimal</i> 50%	<i>Present</i> 50%	
Traffic controls:	<i>None</i> 50%	<i>Speed humps</i> 25%	<i>Roundabout</i> 25%
	<i>Narrowings</i> 25%	<i>Traffic island</i> 25%	
Overhead services	<i>Both sides of street</i> 25%	<i>One side of street</i> North 25% West 50%	
<i>Visibility</i>	<i>Highly visible</i> 100%		
Street furniture:	<i>Tree guards</i> 25%		

Comments:

STREET PLANTING

None:	50%		
Location:	<i>Both sides of street</i> 50%		
Spacing:	<i>Regular/Assymetrical</i> 50%		
Tree type:	<i>Evergreen</i> Most 50%		
Scale form:	<i>Consistent</i> <i>Varied</i> 50%		
Age:	<i>Mature</i> Most 25% Some 25%		
Dominant species:	Mixed exotics, Ulmus		
Secondary species:			
Major other species			
Intactness	<i>Some missing</i> 50%		
Tree disfiguration	<i>Extensive</i> 25%	<i>Some</i> 25%	
Condition:	<i>Good</i> 25%	<i>Poor</i> 25%	
Underplantings:	<i>None</i> 50%		

PRIVATE GARDEN CHARACTER

Front fence:			
<i>Height</i>	<i>No fence</i> 25%		

	<i>Medium >1.2m – 1.8m</i> Most 25% Some 25%	<i>Low up to 1.2m</i> Most 25% Some 25% Low 25%	<i>Mixed heights</i> Most 25%
Style	<i>Masonry stone</i> Most 25% <i>Mixed</i> Most 25%	<i>Timber picket</i> Most 75%	<i>Other</i> Few 25%
Front gardens:			
Presence	<i>Visible</i> Most 50% Some 25%	<i>Not Visible</i> Few 25%	
Transparency	<i>Buildings visible</i> Most 50%	<i>Buildings partly visible</i> Most 25%	
Size	<i>Average 3-9m setback</i> Most 25% Some 25%	<i>Small <3m setback</i> Most 25% Some 25%	
Canopy trees	<i>Limited</i> 100%		
Tree types	<i>Deciduous</i> Most 50% Some 25%	<i>Other-evergreen</i> Most 25%	
Other veg.	<i>Limited</i> 100%		
Condition	<i>Neglected</i> Most 25% Some 50% Few 25%	<i>Maintained</i> Some 50% Most 25%	
Side gardens:	<i>None</i> Most 100%	<i>One side</i> 25%	<i>Both sides</i> Few 25%
Side driveways:	<i>Present</i> Most 50% Few 25%	<i>Not present</i> Most 50% Few 50%	

BUILDING STOCK

Construction:	<i>Victorian. 1870-1900</i> Some 75%	<i>Edwardian 1900-1915</i> Most 25% Some 50%	<i>Inter-War 1915-1945</i> Some 25%
	<i>Postwar 1945-1970</i> Few 25%	<i>Late C20th 1970-1990</i> Some 25%	
Intactness:	<i>Victorian 1870-1900</i> Good 25% Fair 25%	<i>Edwardian 1900-1915</i> Good 25% Fair 50%	<i>Inter-War 1915-1945</i> Fair 25%
	<i>Postwar 1945-1970</i> Fair 25%	<i>Late 20th C 1970-1990</i> Good 25%	
Height in storeys:	<i>1 Storey</i> Mostly 100%	<i>2 Storeys</i> Most 25%	
Scale:	<i>Large</i> Some 25% Few 25%	<i>Medium</i> Most 25% Some 25%	<i>Small</i> Most 25%
Building Type:	<i>Residential detached</i> Most 50% Some 25%	<i>Residential semi-detached</i> Most 25% Some 25% Few 25%	<i>Commercial</i> Most 25% Few 50%
Front setbacks:	<i>No setbacks</i> Most 25%	<i><3m front setbacks</i> Some 25%	<i>3-9m front setbacks</i> Mostly 25% Some 25%
Side setbacks: Size	<i>Large</i> Some 25%	<i>Medium</i> Some 25%	<i>Small</i> Most 75% Some 25%

<i>Consistency</i>	Same Most 25% Some 25%	<i>Different</i> Most 25%	
Walling materials	<i>Timber</i> Most 75% Some 25%	<i>Brick</i> Some 25%	<i>Other cladding</i> Few 25%
	<i>Other</i> Few 25% (concrete slab)		
Roofing material	<i>Metal</i> Most 100%	<i>Other</i> Few 25% (fake tiles)	
On-site car parking: <i>Overall presence in street</i>	Low 100%		
Garage:Carport type:	Single Most 75%		
Garage location:	Front dwelling Most 75%		
Character contribution:	Medium 25%	Low 50%	
Heritage contribution:	Medium 50%	Low 25%	
Architectural consistency:	High 25%	Medium 25%	Low 25%

Comments:

Some timber villas in character area.

ASSESSMENT

This character area is dominated by mixed commercial/industrial and residential land uses. This mix presents an uncomfortable relationship and detracts from the coherence of the streetscape, with many negative contrasts evident between the residential and commercial properties. The streets in this character area are generally fair-poor in appearance, with many conflicts evident.

The mostly internal views along the gently sloping -flat streets present images of a road reserve dominated by bitumen. This is due to the fact that most of the footpaths are bitumen, with limited gravel road shoulders and grassed nature strips. Ronald and Holmes Streets lack trees in the road reserve, and those in Doveton Street North are generally in poor condition. This has a negative impact on the appearance of the already exposed streets.

Drainage treatments vary, but are mostly modern roll over or integrated kerb and gutter, which are appropriate to the high traffic volumes on the two collector roads, Macarthur Street and Doveton Street North. Ronald Street also maintains high traffic volumes, functioning as an access route to Creswick Plaza. Trench Street is an access only road servicing one large industrial property.

Many of the private front gardens are limited both in presence, size and content. Existing front gardens generally relate to the residential properties in this area and are often inconsistent in maintenance. There is often little canopy planting within these gardens, which further emphasises the exposed nature of the streets. Some residential properties have small front gardens (<3m) which reduce the opportunities for establishing private canopy trees. Side gardens and side driveways are mostly absent, and small side setbacks prevail. High fences screen some gardens. Although high front fences increase the feeling of alienation within the streets, they provide privacy for residential owners faced with increased traffic volumes and increased levels of public visitations and deliveries associated with commercial premises. Overall, front fences are mixed in height, although timber and brick fence materials dominate. The presence of fences and front

gardens is often scattered and inconsistent, with most commercial properties lacking both of these elements. The landscape features associated with Creswick Plaza are particularly poor in appearance, with many of the native trees in the car park being extensively disfigured and/or in poor health.

Lot sizes and setbacks are highly variable. Some of the larger two storey commercial premises (> 750sm) are over-scale and dominate the small collections of modest to medium sized single storey homes in the same street. An example is the three Edwardian timber residential properties in Ronald Street that appear out of place in relation to the large scaled, late 20th century Creswick Plaza building and associated large, expansive car park. High traffic volumes associated with the shopping centre use tend to isolate/alienate the small residential properties.

There is little consistency in scale, form and style of residential and commercial buildings in the streetscape. The street layout in this area has resulted in most streets being isolated from each other. Ronald, Trench and Holmes Streets all have constricted access, specifically related to the land uses of the street and do not function as 'through' roads. Many of the residential properties are detached, single storey Victorian/Edwardian period homes in poor-fair intactness. Little restoration work is evident.

Overall, the character area appears somewhat ad/hoc and neglected, with a lack of coherent streetscapes.

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Holmes Street					✓		Victorian & Edwardian houses (altered). Dispersed heritage buildings.
Macarthur Street					✓		Collection of Victorian and Edwardian houses. Dispersed heritage buildings.
						✓	North Britain Hotel.

SIGNIFICANCE RANKING: Neighbourhood interest
STRATEGIES

OBJECTIVES

- That the Area develop under existing planning requirements.
- That street treatments be upgraded by preparing appropriate planting schemes.
- To maintain a consistent street space construction.

IMPLEMENTATION

- Prepare a street tree planting strategy for the Area.
- Construct and maintain street space in accordance with the City of Ballarat Streetscape Policy 1991.

8.8 CHARACTER AREA 7

STREETS

Baird Street, Beaufort Crescent.

SUMMARY

Busy bordering collector roads, the railway line and the rail easement isolate the local streets in this character area. To the west is Creswick Road, to the south, Macarthur Street and to the north and east, the railway line. Buildings are predominantly single storey, detached Victorian timber residential buildings with pitched metal roofs. Some railway related industrial uses exist. Street trees are mostly mixed exotic, with varying levels of intactness, condition, scale and form. The frequent occurrence of missing street trees has led to powerlines being highly visible. Front gardens are mixed in appearance and maintenance. Side driveways and concrete bridge crossovers are generally present. Front fences are mostly low, but very mixed in style and materials. Mainly traditional bluestone pitcher spoon drains with wide gravel shoulders within the road reserve.



Figure 85. Ronald Street

URBAN CONTEXT

Land form:	<i>Flat <1:30</i> 50%	<i>Gentle slopes 1:30-1:15</i> 50%	
Dominant land use:	<i>Residential</i> Most 50% Some 50%	<i>Industrial</i> Some 50%	<i>Civic</i> Some 50%
Subdivision pattern:	<i>Distorted grid</i> 100%		
Lot sizes:	<i>>750 sm</i> Some 50% Few 50%	<i>300-750 sm</i> Most 100%	
Dominant frontage:	<i>>20m</i> Some 50% <i>6-10m</i> Some 50%	<i>16-20m</i> Some 100%	<i>10-16m</i> Mostly 50%
Street types:	<i>Local</i> 100%		
Views:	<i>Varied</i> 100%		
Landmarks:	<i>Yes</i> 100%		

STREET SPACE

Reserve width:	<i>Average 12-18m</i> 100%		
Carriageway:			
Type	<i>Single</i> 100%		
Width	<i>Medium 5-9m</i> 100%		
Shoulder:	<i>Gravel</i> Most 50%	<i>Grass & Gravel</i> Most 50%	
Nature strip:			
Width	<i>Average 1.2-3m</i> 100%		
Treatment	<i>Turf only</i> Most 100%		
Kerbs:	<i>Concrete upstand</i> Most 50%		
Gutters:	<i>Bluestone pitcher spoon drain</i> Most 100%		
Crossovers:			
Frequency	<i>Average</i> 100%		
Form	<i>Concrete bridge (flat)</i> Most 100%	<i>Other</i> Few 50% Metal bridge	
Footpaths:			
Presence	<i>Both sides of street</i> 50%	<i>One side of street</i> West 50%	
Location	<i>Traditional</i> Most 100%		
Continuity	<i>Continuous</i> Most 100%		
Width	<i>Standard 1.2m</i> Most 100%		
Materials	<i>Bitumen</i> Most 50%	<i>Concrete</i> Some 50%	

Street verandahs:			
Presence	Not present 100%		
Signage			
Presence	Minimal 100%		
Type	Public 100%		
On street parking:	Present 50%	Minimal 50%	
Traffic controls:	None 100%		
Overhead services	Both sides of street 50%	One side of street West 50%	
Visibility	Highly visible 100%		

Comments

STREET PLANTING

None:			
Location:	Both sides of street 50%	One side of street] East 50%	Shoulders 50%
Spacing:	Regular/Assymetrical 50%	Irregular / Informal 50%	
Tree type:	Deciduous 100%		
Scale form:	Varied 100%		
Age:	Juvenile Few 50%	Semi-mature Some 50%	Early mature Some 50%
	Mature Most 50% Some 50%		
Dominant species:	Ulmus, Quercus		
Secondary species:	Fraxinus		
Intactness:	Some missing 100%		
Tree disfiguration:	Some 50%	Minimal 50%	
Conditions:	Good 50%	Fair 50%	

PRIVATE GARDEN CHARACTER

Front fence:			
Height	Medium >1.2-1.8m Most 50% Some 50%	Low up to 1.2m Most 100%	
Style	Masonry stone Some 100%	Timber picket Some 100%	Iron picket Few 50%
	Hedge Few 50%	Wire Some 50%	Other Some 50% Few 50%

Front gardens:			
<i>Presence</i>	<i>Visible</i> Most 100%	<i>Not Visible</i> Few 50%	
<i>Transparency</i>	<i>Buildings visible</i> Most 50%	<i>Buildings partly visible</i> Few 50%	
<i>Size</i>	<i>Average 3-9m setback</i> Some 50% Few 50%	<i>Small <3m setback</i> Some 50% Few 50%	
<i>Canopy trees</i>	<i>Some</i> 50%	<i>Limited</i> 50%	
<i>Tree types</i>	<i>Conifers</i> Few 100%	<i>Deciduous</i> Some 100%	<i>Other –evergreen</i> Some 50% Few 50%
<i>Other veg.</i>	<i>Some</i> 100%		
<i>Condition</i>	<i>Neglected</i> Few 100%	<i>Maintained</i> Most 100%	
Side gardens:	<i>None</i> Most 100%	<i>One-side</i> Few 50%	
Side driveways:	<i>Present</i> Most 100%		

Comments:
BUILDING STOCK

Construction:	<i>Victorian. 1870-1900</i> Most 50% Some 50%	<i>Edwardian 1900-1915</i> Some 100%	<i>Inter-War 1915-1945</i> Some 100%
	<i>Postwar 1945-1970</i> Few 100%	<i>Late C20th 1970-1990</i> Some 50%	<i>Recent</i> Few 50%
Intactness:	<i>Victorian 1870-1900</i> Good 50% Fair 50%	<i>Edwardian 1900-1915</i> Good 50% Fair 50%	<i>Inter-War 1915-1945</i> Fair 50%
	<i>Postwar 1945-1970</i> Good 50% Fair 50%	<i>Late 20th C 1970-1990</i> Good 50%	<i>Recent 1990's</i> Good 50%
Height in storeys:	<i>1 Storey</i> Mostly 100%		
Scale:	<i>Large</i> Few 50%	<i>Medium</i> Most 100%	
Building Type:	<i>Residential detached</i> Most 100%	<i>Institutional</i> Some 50%	
Front setbacks:	<i><3m front setbacks</i> Some 50%	<i>3-9m front setbacks</i> Some 50%	
Side setbacks: <i>Size</i>	<i>Medium</i> Some 50%	<i>Small</i> Some 100%	
<i>Consistency</i>	<i>Different</i> Most 33%		
Walling materials	<i>Timber</i> Most 100%	<i>Brick</i> Some 50%	
Roofing material	<i>Metal</i> Most 100%	<i>Terracotta tiles</i> Few 50%	<i>Concrete tiles</i> Few 50%
	<i>Other</i> Few 100% (fake tiles)		

On-site car parking: <i>Overall presence in street</i>	Medium 50%	Low 50%	
Garage:Carport type:	Single Most 100%	<i>Double</i> Few 50%	
Garage location:	Beside dwelling Few 100%	<i>Rear of dwelling</i> Most 100%	
Character contribution:	Medium 50%	Low 50%	
Heritage contribution:	Medium 100%		
Architectural consistency:	Medium 100%		

Comments:

Mostly timber villas and railway related. Also includes groups of mixed areas.

ASSESSMENT

The distinguishing characteristic of this area is the isolated pocket of residential building stock. The dominant building style is Victorian, however a sympathetic blend of various period homes from Victorian, Edwardian, Inter-war, Post-war and a few late 20th century and recent buildings coexist. The combination of homes from different periods is generally successful due to the use of consistent details within each street. In Baird Street, the mostly medium sized, single storey buildings have a highly consistent scale and setbacks. In Beaufort Crescent, the typical 'angled' orientation of the buildings and lots within the street and the mostly consistent scale and setbacks maintain a positive rhythm within the street. The predominance of metal roofing materials, gabled roof lines and timber walling materials continues this pattern of consistent features that help to integrate the building stock. Many of the buildings have been altered. Some of these alterations are inappropriate, given the consistency of details within the street. They include changes to roof form and materials (eg. hipped concrete tiled roof). Some restoration work is also evident. Several new developments have been incorporated into Baird Street. These have maintained appropriate scales and setbacks within the street and are generally not intrusive.

In contrast to the consistent housing themes, front gardens are generally very mixed in appearance and form. There are few canopy trees present in private front gardens, leaving building forms quite exposed. This is partially due to the presence of limited front building setbacks. Maintenance regimes vary, but gardens are mostly maintained to an acceptable level. The variations in the quality, style and form of the front gardens are distracting. Additional canopy trees would increase the value of the streetscape and would improve the overall appearance and setting of individual properties.

Although front fences are mostly < 1.2 metres high, the styles and materials vary widely from one property to the next. Fence materials include masonry (brick), timber and iron picket, hedge, woven wire and others. Many of these styles are traditional and are semi-transparent, allowing views to the front gardens. This mix of styles is acceptable, given the varied range of housing styles. The important feature is the consistently low height of fences which allows this element to read well within the streets.

Street trees are generally an ad-hoc mix of exotic species of various heights, scales, forms, conditions and levels of maturity. There is an overall poor level of intactness, with trees generally missing from the streets. Some odd, inappropriate tree selections are evident that are not in keeping with the general established theme. For example, several ashes exist amongst the predominant presence of oak street trees in Baird Street. These detract from the image of the street. The generally poor, disjointed appearance of the street trees has resulted in overhead powerlines being highly visible. The street trees that are present are commonly planted within the existing gravel road shoulders, and set back from the powerlines in the naturestrips. These gravel

shoulders are sometimes grassed, which read well with the traditional bluestone pitcher spoon drains and the highly consistent use of concrete (flat formed) bridge crossovers.

Footpaths are mostly present, with concrete being used in Baird Street and bitumen in Beaufort Crescent. As with the fences and building stock, this mix is acceptable, as a consistent treatment and location has been adopted in each street.

Views vary within this character area. This is particularly relevant to Beaufort Crescent, which has residential development along one side of the street only, affording extended views across the rail easement to the east. An ad-hoc, informal gravel car park associated with the railway has a dominant and unsympathetic presence in the street.

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Baird Street			◀				Mostly consistent scale & set back of houses and street construction.
Beaufort Crescent			◀				'Angled' houses to street.

SIGNIFICANCE RANKING: Neighbourhood interest
STRATEGIES

OBJECTIVES

That the Area develop under existing planning requirements.
That street tree planting be upgraded.

IMPLEMENTATION

Prepare a strategy for upgrading street tree planting for the Area.
Construct and maintain street space in accordance with the Ballarat Streetscape Policy 1991.

8.9 CHARACTER AREA 8

STREETS

Creswick Road (Gregory Street & between Railway line), Creswick Road (between Railway line & Macarthur street), Creswick Road (between Macarthur & Webster Street).

SUMMARY

Creswick Road is a mostly flat, north-west/south-east orientated arterial road with mixed land uses including residential, commercial, industrial and civic. Mostly mixed lot sizes and frontages. Landmarks include Creswick Plaza Shopping Centre, Ballarat Cemetery and the railway line with associated large industrial brick chimney. Views are mostly varied. Wide road reserve and carriageway widths exist. Mixed road treatments, development and land uses between different major intersections. Mixture of modern (integrated concrete kerb and gutter form) and traditional (bluestone) drainage treatments within each section. Crossovers present and mostly concrete. Footpaths present, but mixed in location and materials. Nature strip width and presence varies. Traffic controls and on-street parking exist. Street furniture consists of mixed styles. Street trees mostly present, but vary in scale, form, age and condition. The predominantly mixed exotic street trees are generally in good condition. Some are missing or disfigured.

Front gardens vary in presence, style and form. A few properties include side gardens and/or shared driveways. Gardens are mostly maintained, with some mixed canopy trees. Front fences tend to be low, but heights and materials are variable. Mixed construction and scale of buildings, with examples of Victorian, Edwardian, Inter-war, Post-war and Late 20th century buildings present. Mostly one storey, detached timber residential dwellings with pitched metal or terracotta tiled roofs.



Figure 86. Creswick Rd (between Webster and Macarthur Street)

URBAN CONTEXT

Land form:	Flat <1:30 66%	Gentle slopes 1:30-1:15 33%	
Dominant land use:	Residential Some 100%	Commercial Some 33%	Industrial Some 33%
	Civic Some 33%		
Subdivision pattern:	Distorted grid 100%		
Lot sizes:	>750 sm Moderate 66% Some 33%	300-750 sm Some 66% Few 33%	<300sm Few 33%
	Dominant frontage:	>20m Some 33% Few 66%	16-20m Some 66%
Street types:	6-10m Few 66%		
	Arterial 100%		
Views:	Varied 100%		
Landmarks:	Yes 66%		

STREET SPACE

Reserve width:	Wide >30m 100%		
Carriageway:			
Type	More than double 100%		
Width	Wide >9m Wide 100%		
Shoulder:	Gravel Some 33%		
Nature strip:			
Width	Average 1.2-3m Average 66%	Narrow <1.2m 33%	
Treatment	Trees and turf Most 33%	Turf only Most 33% Some 66%	Gravel only Some 33%
Median strip:			
Width	Average 1.2-3m Most 66%	Varies 33% some average some narrow	
Treatment	Trees & turf Some 33%	Turf only Most 33% Some 33%	Varies Most 33%
Kerbs:	Integrated concrete kerb and gutter Most 100%	Concrete upstand Some 66%	None Some 100%
Gutters:	Bluestone pitcher inverted channel Some 33%	Bluestone pitcher spoon drain Most 33% Some 33%	Concrete spoon drain Some 33%
Crossovers:			
Frequency	Average 66%		

<i>Form</i>	<i>Concrete (at grade)</i> Most 33% Some 33%	<i>Concrete bridge (arched)</i> Some 33%	<i>Concrete bridge (flat)</i> Some 33%
Footpaths:			
<i>Presence</i>	<i>Both sides of street</i> 66%	<i>One side of street</i> East 33%	
<i>Location</i>	<i>Traditional</i> Most 100%		
<i>Continuity</i>	<i>Continuous</i> 100%		
<i>Width</i>	<i>Standard 1.2m</i> Most 66% Some 33%	<i>Wide >1.2m</i> Some 33%	
<i>Materials</i>	<i>Bitumen</i> Most 33% Some 33%	<i>Concrete</i> Most 33% Some 33%	<i>Gravel</i> Few 33%
Street verandahs:			
<i>Presence</i>	<i>Not present</i> 100%		
Signage			
<i>Presence</i>	<i>Present</i> 33%	<i>Minimal</i> 66%	
<i>Type</i>	<i>Public</i> 66%	<i>Mixed</i> 33%	
On street parking:	<i>Minimal</i> 66%	<i>Present</i> 33%	
Traffic controls:	<i>Roundabout</i> 33%	<i>Traffic island</i> 100%	<i>Lights</i> 66%
Overhead services	<i>Both sides of street</i> 66%	<i>One side of street</i> East 33%	
<i>Visibility</i>	<i>Highly visible</i> 33%	<i>Visible</i> 66%	
Street furniture:	<i>Litter bins</i> 33% <i>Post Box modern</i> 33%	<i>Bollards</i> 66% <i>Telephone modern</i> 33%	<i>C.I. Railing</i> 33%

Comments:
STREET PLANTING

None:			
Location:	<i>Both sides of street</i> 66%	<i>One side of street</i> West 33%	
Spacing:	<i>Regular/ Assymmetric</i> 100% <i>Mixed/other (specify)</i>		
Tree type:	<i>Deciduous</i> Most 66%	<i>Mixed</i> Most 33%	
Scale form:	<i>Varied</i> 100%		
Age:	<i>Juvenile</i> Few 66% <i>Mature</i> Most 33% Few 33%	<i>Semi-mature</i> Most 33% Few 66% <i>Over mature</i> Few 33%	<i>Early maturity</i> Most 33% Few 33%
Dominant species:	<i>Mixed exotics, Ulmus</i>		
Intactness	<i>Some missing</i> 66%	<i>Many missing</i> 33%	
Tree disfiguration	<i>Some</i> 66%	<i>Minimal</i> 33%	

Condition	<i>Good</i> 100%		
Significant trees:	<i>Other</i> Most 66% Pines along cemetery, trees on median strip are important.		
Underplanting	<i>Some</i> 33%	<i>None</i> 66%	

Comments:

PRIVATE GARDEN CHARACTER

Front fence:			
Height	<i>No fence</i> Few 66%		
	<i>High >1.8m</i> Some 33%	<i>Medium >1.2-1.8m</i> Most 33% Few 33%	<i>Low up to 1.2m</i> Most 66% Some 33%
	<i>Built</i> Few 33%		
Style	<i>Masonry stone</i> Most 33%	<i>Timber picket</i> Some 33% Few 33%	<i>Iron picket</i> Few 33%
	<i>Other</i> Few 33%	<i>Wire</i> Most 33% Some 33%	
Front gardens:			
Presence	<i>None</i> Few 33%	<i>Visible</i> Most 100%	<i>Not Visible</i> Few 33%
Transparency	<i>Buildings visible</i> Most 100%	<i>Buildings partly visible</i> Few 33%	<i>Buildings not visible</i> Few 66%
Size	<i>Large >9m</i> Few 33%	<i>Average 3-9m setback</i> Most 100%	<i>Small <3m setback</i> Some 33% Few 33%
Canopy trees	<i>Some</i> 66%	<i>Limited</i> 33%	
Tree types	<i>Conifers</i> Most 33% Few 33%	<i>Deciduous</i> Most 33% Few 33%	<i>Native</i> Few 66%
	<i>Other – evergreen</i> Some 66%	<i>Mixed</i> Most 33%	
Other veg.	<i>Limited</i> 33%	<i>Some</i> 33%	<i>Variable</i> 33%
Condition	<i>Neglected</i> Few 66%	<i>Maintained</i> Most 100%	<i>Manicured</i> Few 33%
Side gardens:	<i>None</i> Most 66% Few 33%		<i>One side</i> Most 33%
Side driveways:	<i>Present</i> Most 66% Some 33%	<i>Not present</i> Some 33%	<i>Shared</i> Few 33%

Comments:

BUILDING STOCK

Construction:	<i>Victorian. 1870-1900</i> Some 66% Few 66%	<i>Edwardian 1900-1915</i> Some 66%	<i>Inter-War 1915-1945</i> Some 66% Few 33%
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	<i>Postwar 1945-1970</i> Some 33% Few 33%	<i>Late C20th 1970-1990</i> Some 33%	
Intactness:	<i>Victoria 1870-1900</i> Fair 100%	<i>Edwardian 1900-1915</i> Fair 66%	<i>Inter-War 1915-1945</i> Fair 100%
	<i>Postwar 1945-1970</i> Good 33% Fair 66%		
Height in storeys:	<i>1 Storey</i> Mostly 100%	<i>2 Storeys</i> Few 100%	
Scale:	<i>Medium</i> Most 100%		
Building Type:	<i>Residential detached</i> Most 66% Some 33%	<i>Commercial</i> Some 33%	<i>Industrial</i> Few 33%
Front setbacks:	<i><3m front setbacks</i> Few 66%	<i>3-9m front setbacks</i> Most 100%	<i>>9m front setbacks</i> Few 33%
Side setbacks: Size	<i>Large</i> Few 33%	<i>Medium</i> Some 100%	<i>Small</i> Some 100%
Consistency	<i>Same</i> Some 33%	<i>Different</i> Most 100%	
Walling materials	<i>Timber</i> Most 100%	<i>Brick</i> Some 33%	
Roofing material	<i>Metal</i> Most 66% Few 33%	<i>Terracotta tiles</i> Most 33%	<i>Other</i> Few 66% (fake tiles)
On-site car parking: Overall presence in street	Low 100%		
Garage: Carport type:	Single Most 100%	<i>Double</i> Few 100%	
Garage location:	Beside dwelling Few 66%	<i>Rear of dwelling</i> Most 100%	
Character contribution:	Medium 66%	Low 33%	
Heritage contribution:	Medium 33%	Low 66%	
Architectural consistency:	Medium 66%	Low 33%	

Comments:

ASSESSMENT

Creswick Road, is a particularly wide and busy arterial road with very mixed treatments and land uses. The relatively flat road has different land uses on each side of the street (eg. residential to one side and industrial to the other). These change along the length of the street, where large commercial, industrial or civic properties and landmarks contrast with the existing groups of mostly medium sized (300-750sm) residential properties. This has contributed to the rather

disjointed appearance of the road. This disjointed appearance is further emphasised by the mixed treatments and/or presence of road reserve details such as drains, footpaths, nature strips, median strips, street trees and road shoulders. The lack of continuity of road construction details is detrimental to Creswick Road's overall image. Consistent treatments would help to integrate the mixed land uses within this character area. They would also improve the amenity value of the road.

In order to practically assess this character area, Creswick road has been divided into three sections.

Creswick Road between Gregory Street and the Railway Crossing.

This section of Creswick Road consists of a small group of residential developments to the western side of the road and industrial, railway related uses to the east.

Modern drainage treatments such as integrated concrete kerb and gutters and concrete spoon drains edge the carriageway. An average width turf median strip is centrally located in the busy roadway. It includes large modern streetlights that are highly visible. Gravel shoulders are discontinuous and relate to a small section to the west. This shoulder is used for on-street parking and services the small collection of residential properties. Nature strips and footpaths are variable. To the west a turf nature strip and average width concrete footpath is located adjacent to the residential properties. To the east, there is a wide gravel footpath between the railway land fence line and edge of carriageway that replaces the nature strip. This is poorly maintained. Crossovers are mostly concrete at grade. Street trees within this section are limited to the west shoulder. These are mostly elm trees, but vary in scale and form due to their mixed ages. The mixture of semi-mature and juvenile species will help to screen the overhead powerlines on the west side of the street in the future.

In comparison, the east side of the street appears rather exposed, with overhead powerlines being highly visible. Front gardens are limited to those associated with the residential properties to the west. These generally have limited plant material. The front fences vary in height and style but are mostly transparent. Although somewhat higher, most of the industrial fencing along the east side of the road is also transparent (chain link). The use of native screen shrubs and canopy trees planted behind this fence line are appropriate. They screen the industrial uses, and provide a vegetative backdrop to the otherwise bland eastern side of Creswick Road.

The building stock in this section of Creswick Road is generally limited to five residential properties. The setbacks of these are mostly consistent. One structure is Victorian, the others are Inter-war buildings. There are indications that some of these buildings have been altered. The houses are medium scaled, single storey detached timber dwellings with mainly pitched metal roofs. To the east, partial views to railway related buildings are possible. This includes railway-related workshops/factories and an industrial brick chimney.

Overall, this section of Creswick Road appears unresolved. The introduction of consistent street tree plantings on either side of the road would visually improve the appearance of the wide, exposed road.

Creswick Road between the Railway Crossing and Macarthur Street.

Ballarat Cemetery is located on the west side of the road, with the eastern side of the road comprising residential properties.

This section is a strong contrast to that viewed immediately to the north of the railway crossing. The road reserve is markedly wider, with a wide second median strip delineating the presence of

a service road to the eastern side only. Although the main carriageway contains mostly modern roll-over type concrete treatments and turf only median strip, the service road retains traditional treatments. A bluestone pitcher spoon drain exists along the eastern side of the service road behind a wide shoulder. The gravel shoulder is heavily grassed, appearing as an extension to the generous nature strip fronting the residential properties. The use of bluestone is extended by the presence of a two-course bluestone retaining wall located to the western side of the service road. A series of concrete (arched) and timber bridge crossovers service the many side driveways to the east. These driveways are sometimes shared. A concrete footpath is located on the eastern side of the road only.

The residential properties contain front gardens that are generally maintained, with front fences being typically low and transparent. This has allowed views of the gardens to be retained. The houses are mostly Victorian, Edwardian and Inter-war. These are mostly medium scaled, single storey detached timber dwellings with pitched metal roofs (with the exception of the Bed and Breakfast establishment on the corner of Macarthur Street). Although several houses are quite altered, there is generally a good consistency of scale, setback and materials.

The western side of this section of Creswick Road is dominated by the presence of Ballarat Cemetery. The road slopes downhill from west to east. This has resulted in a markedly sloped appearance to the wide, planted nature strip between the western edge of the carriageway and the Cemetery fence line. The Ballarat Cemetery boundary is transparent, allowing views into and across the site. Several outstanding mature specimen trees (mostly conifers) are located within the cemetery site. These are complemented by large pines planted along the outer edge of the cemetery, in the nature strip. Many of these pines are mature/over-mature.

New plantings of poplars are evident within the nature strip. Their size and form presently conflicts with the large pine trees. These plantings relate to the cemetery site more so than the remainder of the street space. This is emphasised by the mostly mixed, ad-hoc deciduous exotic street tree plantings on the eastern side of Creswick Road. Street trees to the west of the service road (within the outer median strip) consist of mixed exotics, including planes, ashes and elms. The street trees within the gravel shoulder east of the service road are a varied mix of elms and ashes. They vary in their levels of intactness and condition. Despite the lack of integration and continuity between opposite sides of the street, the residential strip has managed to retain a positive quieter, local street image.

Creswick Road between Macarthur Street and Webster Street.

Mixed land uses characterise this section of Creswick Road. Creswick Plaza Shopping Centre and its associated large car park are located to the east, with residential properties mostly located on the opposite side of the road. Commercial land uses such as car sale yards dominate the southern end of Creswick Road. Views exist to distant hills to the south. The orientation of this section of Creswick Road has resulted in the unusual alignment of lots abutting the road. Many of the buildings (especially the residential allotments to the west) have 'angled' front setbacks to the street.

Again, the width of Creswick Road increases, with the presence of three median strips and a service street on either side of the road. Although wide, parts of these service roads contain 'one-way only' restrictions. The drainage treatments are variable. The main carriageway and median strips typically contain concrete kerbs with some roll-over type kerbs present. The outer edges of the service roads have retained traditional bluestone gutters. Footpaths are present on either side of the road, however the materials are not consistent (concrete, bitumen and gravel). Crossovers are mostly present, but are mixed in styles (mostly concrete at grade to the east and concrete bridges to the west). Both public and commercial signage is present.

The median strips vary in width and treatments. Views along and across the long, wide central lawn median are broken by the presence of formal shrub beds. The two outer median strips vary in width and contain mostly mixed exotic street trees in various levels of intactness and stages of development. Although the varying species appear somewhat ad-hoc, the general condition of these trees is good, with little indication of disfiguration. The street trees partly screen the overhead services (located to the outer edges of the service roads) from the central carriageway. A particularly well planted roundabout terminates the character area at Webster Street. There are opportunities to establish street trees on the eastern nature strip. This would help form a visual buffer for the exposed frontage of Creswick Plaza Shopping Centre. The street trees and landscaping within Creswick Plaza's large car park are poor in appearance and are visually detrimental to the appearance of Creswick Road. The trees (mostly natives) are savagely pruned and the garden beds poorly maintained. The chimney at the entrance to Creswick Plaza is a visually dominant feature of the Shopping Centre.

The gardens associated with the residential properties to the western side of the street are generally maintained. Private canopy trees vary in their presence. Many of the commercial premises do not have front fences, including Creswick Plaza. Front fences, although mixed, are mostly low, masonry fences relating to the residential properties. Some of these low fences are particularly appropriate, especially those associated with the late inter-war houses to the west. The buildings in this section of Creswick Road are generally mixed, depending on the type of land use. Groups of single storey, detached timber and brick houses in various pre-1950's styles are present. Terracotta roofing tiles are typical. The wide section of exposed angled 'on-street parking' within the western service road opposite Creswick Plaza has resulted in a more urban and commercial context for these residential properties. These coexist with a number of larger scaled commercial buildings including car yards and other related land uses within this area.

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Creswick Rd (between Railway and Macarthur Street).						✓	Cemetery and associated planting to west side of street.
Creswick Rd (between Macarthur and Webster Street).						✓	Brick chimney & Creswick Plaza.

SIGNIFICANCE RANKING: Neighbourhood interest

STRATEGIES

OBJECTIVES

That the Area develop under existing planning requirements.

That street planting be upgraded by adopting a consistent planting theme along Creswick Road in species of similar size and form to provide a measure of integration to the street space.

To upgrade the landscaping treatment of Creswick Plaza.

To improve street space construction with more consistent and integrated treatments in accordance with the Ballarat Streetscape Policy 1991

IMPLEMENTATION

Prepare a street tree planting strategy for Creswick Road.

Prepare a landscape management for Creswick Plaza.

Prepare a strategy for integrated street space construction generally in accordance with the Ballarat Streetscape Policy 1991

8.10 CHARACTER AREA 9

STREETS

Parade Court, Stafford Court, Wendouree Parade (between St. Aidans Drive and Carlton Street).

SUMMARY

Wendouree Parade (between The Boulevard and Carlton Street) and two associated small, local residential courts form this character area. Wendouree Parade is curvilinear, following the alignment of Lake Wendouree and its associated public open space. The opposite side of the street predominantly consists of residential properties, with several commercial (cafes and hotels) and institutional/civic (school & church related) land uses present. Stafford and Parade Courts consist of residential properties. The road is predominantly flat and allows a mixture of panoramic and varied views across the lake.

Drainage treatments are mixed, although integrated kerbs and gutters predominate. Footpaths are also mixed in presence and materials. Parade Court has no footpaths or gutters/drains. Crossovers are mostly concrete at grade. Stafford Court is strongly characterised by numerous wide crossovers. Some on-street parking exists, especially parallel parking along Wendouree Parade. Traffic volumes are relatively high along Wendouree Parade, with controls such as roundabouts and traffic islands. Overhead services are visible, with some undergrounding evident along Wendouree Parade. Street furniture and ornamentation is present within Wendouree Parade. Street trees are mostly exotic, but vary in species, presence, form and condition. Fences are very mixed in height, style and presence and are generally absent within the two courts. Most gardens are maintained., Side driveways are present with the exception of Parade Court. Building stock is very mixed within Wendouree Parade, although there is a slight majority of Inter-war style houses. Scales, styles and intactness vary. Most of the pre Post-war houses are in a fair level of intactness. Stafford Court has mostly 1960's brick houses. Parade Court has a range of recent 'mock' historic homes with consistent scales (mostly double storey buildings) and setbacks.



Figure 87. *Wendouree Parade*
URBAN CONTEXT

Land form:	<i>Flat <1:30</i> 100%		
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Dominant land use:	<i>Residential</i> Mostly 66%	<i>Commercial</i> Few 33%	<i>Civic</i> Few 33%
POS:	<i>Passive</i> 33% (park)		
Subdivision pattern:	<i>Curvilinear</i> 100%		
Lot sizes:	<i>>750 sm</i> Some 33%	<i>300-750 sm</i> Most 33% Some 66%	<i><300sm</i> Few 33%
Dominant frontage:	<i>16-20m</i> Most 33% Some 33%	<i>10-16m</i> Some 33%	<i>6-10m</i> Few 33%
Street types:	<i>Collector</i> 33%	<i>Court</i> 66%	
Views:	<i>Panoramic</i> 66%	<i>Varied</i> 33%	
Landmarks:	<i>Yes</i> 100%		

Comments: *Wendouree Parade is mostly > 750sm lot sizes.*

STREET SPACE

Reserve width:	<i>Medium 18-30m</i> 33%	<i>Average 12-18m</i> 66%	
Carriageway:			
Type	<i>Single</i> 100%		
Width	<i>Wide >9m</i> 33%	<i>Medium 5-9m</i> 66%	
Nature strip:			
Width	<i>Wide >3m</i> 33%	<i>Average 1.2-3m</i> 33%	
Treatment	<i>Trees and turf</i> Most 66% Some 33%	<i>Turf only</i> Some 33%	
Kerbs:	<i>Integrated concrete kerb and gutter</i> Most 33%	<i>Concrete upstand</i> Most 33%	<i>Dressed bluestone</i> Few 33%
Gutters:	<i>Bluestone pitcher inverted channel</i> Few 33%		
Crossovers:			
Frequency	<i>Numerous</i> 33%	<i>Average</i> 66%	
Form	<i>Concrete (at grade)</i> Most 100%	<i>Concrete bridge (flat)</i> Some 33%	
Footpaths:			
Presence	<i>Both sides of street</i> 33%	<i>None</i> 33%	
Location	<i>Traditional</i> Most 66%		
Continuity	<i>Discontinuous</i> Most 66%		
Width	<i>Standard 1.2m</i> Most 66%	<i>Wide >1.2m</i> Some 33%	
Materials	<i>Bitumen</i> Some 33%	<i>Concrete</i> Most 33% Some 33%	
Street verandahs:			
Presence	<i>Not present</i> 66%	<i>Minimal</i> 33%	

Type	C19th /early C20th Most 33%		
Signage			
Presence	Present 33%	Minimal 66%	
Type	Public 66%	Mixed 33%	
On street parking:	Minimal 66%	Present 33%	
Traffic controls:	None 66%	Roundabout 33%	Traffic island 33%
Overhead services	One side of street South 33% East 33% West 33%	Underground 33%	
Visibility	Highly visible 33%	Visible 33%	Not visible 33%
Street furniture:	Seats (trad. Styles) 33%	Litter bins 33%	Bollards 33%
	C.I. Railing 66%	Street furniture 33%	Other 33% Olympic monuments
Street ornamentation:	Rotunda 33%	Statutory 33%	Memorials 33%

Comments

STREET PLANTING

None:			
Location:	Both sides of street 66%	One side of street East 33%	Shoulders 33%
Spacing:	Regular/Assymetrical 66%	Irregular/informal 33%	
Tree type:	Evergreen Most 33%	Deciduous Most 66%	
Scale form:	Consistent 66%	Varied 33%	
Age:	Juvenile Most 33%	Semi-mature Most 33% Few 33%	Early maturity Some 33%
	Mature Some 33%		
Dominant species:	Pittosporum sp. Mixed exotics.		
Intactness	Some missing 33%	Many missing 66%	
Tree disfiguration	None 66%	Some 33%	
Underplantings:	None 66%		

PRIVATE GARDEN CHARACTER

Front fence:			
Height	No fence Most 66% Some 33%		
	High >1.8 Few 33%	Medium >1.2-1.8m Some 33% Few 33%	Low up to 1.2m Some 33% Few 33%
John Patrick Pty Ltd. Landscape Architects			121

	<i>Built</i> Few 33%		
<i>Style</i>	<i>Masonry stone</i> Some 33%	<i>Timber picket</i> Few 66%	<i>Iron picket</i> Some 33%
	<i>Solid timber</i> Few 33%	<i>Hedge</i> Some 33%	<i>Other</i> Few 100%
	<i>Wire</i> Few 33%		
Front gardens:			
<i>Presence</i>	<i>None</i> Few 33%	<i>Visible</i> Most 33%	<i>Not Visible</i> Few 33%
<i>Transparency</i>	<i>Buildings visible</i> Most 100%	<i>Buildings partly visible</i> Few 33%	
<i>Size</i>	<i>Large >9m</i> Some 33%	<i>Average 3-9m setback</i> Most 100%	<i>Small <3m setback</i> Few 33%
	<i>Mixed</i> Some 33%		
<i>Canopy trees</i>	<i>Limited</i> 33%	<i>Variable</i> 33%	
<i>Tree types</i>	<i>Conifers</i> Few 33%	<i>Deciduous</i> Most 100%	<i>Native</i> Few 66%
	<i>Other-evergreen</i> Some 33% Few 33%		
<i>Other veg.</i>	<i>Limited</i> 33%	<i>Some</i> 33%	
<i>Condition</i>	<i>Neglected</i> Few 33%	<i>Maintained</i> Most 66%	<i>Manicured</i> Most 33% Some 33% Few 33%
Side gardens:	<i>None</i> Most 100%	<i>One side</i> Few 66%	
Side driveways:	<i>Present</i> Most 66%	<i>Not present</i> Most 33%	

Comments:

BUILDING STOCK

Construction:	<i>Victorian. 1870-1900</i> Few 66%	<i>Edwardian 1900-1915</i> Some 33%	<i>Inter-War 1915-1945</i> Most 33%
	<i>Postwar 1945-1970</i> Most 33% Some 33%	<i>Late C20th 1970-1990</i> Some 33%	<i>Recent 1990s</i> Most 33% Some 33%
Intactness:	<i>Victorian 1870-1900</i> Fair 33% Good 33%	<i>Edwardian 1900-1915</i> Fair 33%	<i>Inter-War 1915-1945</i> Fair 33%
	<i>Postwar 1945-1970</i> Good 66%	<i>Late C20th 1970-1990</i> Good 33%	<i>Recent 1990s</i> Good 66%
Height in storeys:	<i>1 Storey</i> Mostly 66%	<i>2 Storeys</i> Most 33% Some 33% Few 33%	
Scale:	<i>Medium</i> Most 100%		
Building Type:	<i>Residential detached</i> Most 100%	<i>Commercial</i> Some 33%	<i>Industrial</i> Few 33%
Front setbacks:	<i>No setbacks</i> Few 33%	<i><3m front setbacks</i> Few 33%	<i>3-9m front setbacks</i> Most 100%

	>9m front setbacks Few 33%		
Side setbacks: Size	Medium Some 66% Fair 33%	Small Most 33% Some 66%	
Consistency	Same Some 33%	Different Most 100%	
Walling materials	Brick Most 66% Some 33%	Other cladding Some 33%	
Roofing material	Slate Few 66%	Metal Some 33% Few 33%	Terracotta tiles Most 33%
On-site car parking: Overall presence in street	High 66%		
Garage:Carport type:	Single Mostly 33%	Double Mostly 66% Some 33%	
Garage location:	Front of dwelling Some 66%	Beside dwelling Some 66%	Rear of dwelling Few 33%
Character contribution:	High 33%	Medium 66%	
Heritage contribution:	Medium 33%	Low 66%	
Architectural consistency:	Medium 100%		

Comments:

Character area contains Parade Court that consists of all new double storey houses. Some brick and concrete villas, and Italianate

ASSESSMENT

Lake Wendouree, with its associated public open space and parkland environments is the distinguishing feature of this character area. The appeal of this major landmark and its associated facilities and activities has had a major influence on the development and overall image of this character area.

Wendouree Parade follows the curved alignment of Lake Wendouree. As such, the highly popular Lake Wendouree and associated open space maintain the visual appeal of this street. The array of colourful timber boat sheds, high quality parkland environment with associated picnic facilities, small cafes, restaurants and water sport and leisure pursuits all add value to this character area and attract many tourists and visitors to the region.

As a result, traffic volumes in Wendouree Parade are relatively high for a single carriageway street. Controls such as roundabouts and traffic volumes are important in reducing speeds, allowing visitors the opportunity to take in some of the scenery along the lake side drive. On street parallel parking is present and is important in catering for lake side uses.

The quality and pleasantness of the lake side environment is the dominates the character of this area and ameliorates the mixed and sometimes undistinguished character of the road reserve and adjacent residential development. Many inconsistencies are evident. For instance, although integrated concrete kerbs and gutters have generally been used along Wendouree Parade, some sections on the south side still retain traditional bluestone gutters. Powerlines are mixed in

presence and visibility. Footpaths vary in width and materials, with both concrete and bitumen used. Street trees are also ad-hoc, with the residential side of the street presenting a mixed presence of mostly exotic street trees of various ages, species (elms, oaks, poplars, ashes, planes etc) and condition. Overall, these trees appear very scattered, with many trees missing. Front gardens are also very mixed in style and size, with several rather extensive, established gardens contrasting with some of the newer, mostly lawn gardens. Fences are highly variable in height and style, however a high proportion of hedges, brick and iron picket fences are present.

The highly variable streetscape elements are extended by the very mixed appearance of the building stock. Many Inter-war homes are still present (some bungalow and attic type), however these are interspersed amongst a range of other styles. A few Victorian and Edwardian homes are still present, however, some of these have been altered to accommodate large picture windows, introduced to extend views to Lake Wendouree. Some Post-war houses are also present. Many varied examples of post 1970's buildings can be seen. Many are double storey, with a few appearing to be architect designed. Many of the 1980's/'90's houses are unsympathetic in scale and materials, with the face brickwork of the older styles not reflected in many of the new, rendered dwellings. The visibility of the buildings along Wendouree Parade varies, depending on the presence of solid high fences, street and private canopy trees.

Stafford and Parade Courts are somewhat different in character to Wendouree Parade, but maintain strong visual links with this street and Lake Wendouree. Consistent treatments of the road reserve and building stock are evident and important features of the short, local residential courts. Stafford Court contains mostly 1960's brick and concrete brick houses. These are in direct contrast to the original polychromatic Italianate villa existing within the street. Consistent treatments such as integrated concrete kerbs and gutters, footpath materials, general absence of front fences and mostly lawn front gardens (a few canopy trees present) help to integrate the court. The absence of street trees does leave the court appearing very open and exposed. The high traffic volumes along Wendouree Parade increase this feeling of exposure.

Parade Court differs from Stafford Court in street layout and building stock. The local residential street contains mostly double storey 1990's 'Mock' historic buildings of various styles. These are mostly consistent in scale and setbacks. There are no footpaths, front fences, powerlines or gutter/drain details (concrete kerb only). The limited presence of immature exotic street trees and front gardens has resulted in buildings being highly visible. The gardens appear highly manicured, with more lawn than garden beds present. Double garages are generally present and located either beside or in front of buildings. This has resulted in the presence of wide, often dominating crossovers of inconsistent treatments, including coloured and patterned concrete. With the absence of footpaths and front fences and the dominating presence of crossovers, the lawn nature strips appear undistinguished.

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Wendouree Parade (between St Aidans Drive and Carlton Street).	✓						High
		✓		✓			Curvilinear street aspect, lakeside views and associated parkland.
			✓				Lake Wendouree follows length of road.

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
					◀		Contributory significance relating to monuments and associated lakeside buildings. Dispersed heritage buildings.
						✓	Lake Wendouree & Ballarat Botanic Gardens.

SIGNIFICANCE RANKING: Significant

STRATEGIES

OBJECTIVES

To retain and enhance the traditional scale and garden settings of residential development on Wendouree Parade as an urban character that is of significance to the context and visual quality of Lake Wendouree and the City of Ballarat.

To encourage development which is complementary in scale, height, and siting with existing development. To encourage retention of existing canopy trees in front gardens and the establishment of exotic canopy trees in new gardens to complement existing garden character. To retain views from the street space to landmark features of Lake Wendouree; Ballarat Botanic Gardens; traditional boat sheds, shelters and restaurant; and the Olympic Rings monument.

To encourage consistent forms of street construction.

To encourage consistent street planting of nature strips on the non-lake side of the street, in species that complement those on the lake side of the street.

To retain the existing visual connection between the street space and private land.

GUIDELINES FOR WENDOUREE PARADE

Buildings and works

Height of the building to be no more than two storeys.

Frontage setbacks to be consistent with the dominant frontage setbacks in the street.

Side setbacks within 10 metres of the building frontage to be consistent with dominant side setbacks in the street.

Garage frontage setback to be at least 3 metres greater than the house frontage setback.

Residential front fences to be no higher than 1.2 metres. Higher fences may be permitted if they are at least 70 percent transparent.

On corner sites the frontage fence to return along the corner sideage for at least 6 metres beyond the building frontage setback.

Landscaping

Canopy trees within the frontage setback not to be removed or lopped without a permit, except where required for clearance of electric lines.

New gardens to be planted with one or more semi-mature canopy trees of exotic character.

Street space construction

Street space construction forms and materials to be consistent.

The construction, repair and maintenance of the street space to match the dominant form, materials and detailing of the existing street space construction:

- bitumen carriageway
- traditional insitu concrete kerb and gutter
- nature strip
- concrete footpath adjacent to the non-lake boundary of the street

-concrete crossovers no more than 3 metres wide.

Where the remaining sections of bluestone guttering are so limited that they have lost their streetscape context, they should eventually be replaced with the dominant construction form to create a consistency of character. This represents a minor variation from the Ballarat Streetscape Policy 1991. However, sections of bluestone guttering that retain a contextual integrity and relationship to their surrounds could be retained in accordance with the Streetscape Policy.

Street trees

Plant the non-lake nature strip with large exotic canopy trees that are consistent with existing species on the lake-side of the street.

IMPLEMENTATION

Planning Scheme amendment

Prepare a Schedule to the Design and Development Overlay of the Ballarat Planning Scheme dealing with:

- buildings and works
- landscaping.

Design and Development Overlay Schedule to include in Decision Guidelines the following requirement:

- Before deciding on any application that involves complex design issues or is of concern to the broader Ballarat community, the responsible authority consider the comments of an independent review panel as to whether the proposed development meets the design objectives.

The Design and Development Overlay Schedule to include an exemption from third party appeals under Section 82 (1) of the Act if the permit is for buildings and works, or landscaping that are in accordance with the requirements of the Schedule.

Street space strategy

Council to adopt the Street Space guidelines as its strategy for the repair, maintenance and replacement of street construction works in the Area.

Street tree strategy

Council to adopt the Street Tree guidelines as its strategy for planting in the Area.

8.11 CHARACTER AREA 10

STREETS

Collins Street, Cowan Street, Devon Street, Duncan Street (between Hotham Street & Drummond Street North), Exeter Street, Fore Street, High Street, Hotham Street, Lake Street, Oddie Street.
SUMMARY

This character area consists of a series of short, narrow, local residential streets bounded by (but not inclusive of) Macarthur Street to the north, Drummond Street North to the east, Mill Street to the south and Wendouree Parade to the west. Some roads are narrow 'right of ways' only. Others have rear fence lines or garage doors facing the street. Views are mostly limited and internal. Several streets contain traffic controls such as planted road narrowings and/or traffic islands, as well as 'local traffic only' signs. Most streets lack intact, consistent street trees. Some have no street trees. Drainage treatments are very mixed. Some nature strip areas are bituminised, others are very narrow lawn verges. Some streets do not have road shoulders. Overhead powerlines are highly visible. Front gardens and fences are very mixed, with few canopy trees and generally small building setbacks. Residential buildings are typically detached and of mixed style, form, materials, set backs and scale. A small number of heritage buildings exist (eg. distinctive original Victorian garden and mansion in Devon Street). There are also recent buildings, including new, double storey, medium density townhouses and double storey, Neo-Georgian residential buildings. Several small, local, active and passive parks are present.



Figure 88. High Street

URBAN CONTEXT

Land form:	<i>Flat <1:30</i> 30%	<i>Gentle slopes 1:30-1:15</i> 70%	
Dominant land use:	<i>Residential</i> Most 100%	<i>Civic</i> Some 10% Few 10%	
POS:	<i>Passive</i> 10% (park)	<i>Active</i> 10% (soccer ground)	
Subdivision pattern:	<i>Distorted grid</i> 100%		
Lot sizes:	<i>>750 sm</i> Most 10% Some 20% Few 6%	<i>300-750 sm</i> Most 80% Some 20%	<i><300sm</i> Few 80%
Dominant frontage:	<i>>20m</i> Some 10% Few 30%	<i>16-20m</i> Some 30%	<i>10-16m</i> Some 40% Few 10%
Street types:	<i>Local</i> 80%	<i>Laneway/ROW</i> 20%	
Views:	<i>Limited</i> 10%	<i>Varied</i> 40%	<i>Internal</i> 50%
Landmarks:	<i>Yes</i> 40%		

STREET SPACE

Reserve width:	<i>Medium</i> 10%	<i>Average 12-18m</i> 80%	<i>Narrow <12m</i> 10%
Carriageway:			
<i>Type</i>	<i>Single</i> 100%		
<i>Width</i>	<i>Wide >9m</i> 10%	<i>Medium 5-9m</i> 80%	<i>Narrow <5m</i> 10%
Shoulder:	<i>Gravel</i> Most 10%		
Nature strip:			
<i>Width</i>	<i>Average 1.2-3m</i> 50%	<i>Narrow <1.2m</i> 10%	<i>Varies</i> 10%
<i>Treatment</i>	<i>Trees and turf</i> Most 20% Few 10%	<i>Turf only</i> Most 40% Some 10% Few 10%	<i>Varies/other</i> Few 10% Paved and grass/concrete squares
Median strip:			
<i>Width</i>	<i>Narrow <1.2m</i> 10%		
Kerbs:	<i>Integrated concrete kerb and gutter</i> Most 10% Some 10%	<i>Concrete upstand</i> Most 10% Some 10% Few 10%	<i>Bluestone pitcher</i> Some 20%
	<i>None</i> Most 20%	<i>Other</i> Few 10% Brick upstand	
Gutters:	<i>Bluestone pitcher spoon drain</i> Most 20% Few 10%		
Drains:	<i>Bluestone pitcher spoon drain</i> Most 10%	<i>Concrete Channel drain</i>	
Crossovers:			
<i>Frequency</i>	<i>Average</i> 80%	<i>Limited</i> 20%	

<i>Form</i>	<i>Bitumen (at grade)</i> 10%	<i>Concrete (at grade)</i> Most 40% Some 20%	<i>Concrete bridge (arched)</i> Few 10%
	<i>Concrete bridge (flat)</i> Most 30% Some 10%	<i>Other</i> Most 10% Gravel	
Footpaths:			
<i>Presence</i>	<i>Both sides of street</i> 60%	<i>One side of street</i> East 10%	<i>None</i> Most 30%
<i>Location</i>	<i>Traditional</i> Most 70%	<i>Both</i> Most 10%	
<i>Continuity</i>	<i>Continuous</i> 60%	<i>Discontinuous</i> 10%	
<i>Width</i>	<i>Standard 1.2m</i> Most 20%	<i>Wide >1.2m</i> Most 40%	<i>Narrow <1.2m</i> Most 10%
<i>Materials</i>	<i>Bitumen</i> Most 20% Some 20%	<i>Concrete</i> Most 30% Some 20%	<i>Gravel</i> Most 10%
Street verandahs:			
<i>Presence</i>	<i>Not present</i> 100%		
Signage			
<i>Presence</i>	<i>Present</i> Minimum 100%		
<i>Type</i>	<i>Commercial</i> 10%	<i>Public</i> 90%	
On street parking:	<i>Minimal</i> 80%	<i>Present</i> 20%	
Traffic controls:	<i>None</i> 50%		
	<i>Narrowings</i> 50%	<i>Traffic island</i> 20%	
Overhead services	<i>Both sides of street</i> 20%	<i>One side of street</i> North 20% South 20% East 40%	
<i>Visibility</i>	<i>Highly visible</i> 70%	<i>Visible</i> 20%	<i>Not visible</i> 10%
Street furniture:	<i>Bollards</i> 10%		

STREET PLANTING

None:	30%		
Location:	<i>Both sides of street</i> 30%	<i>One side of street</i> East 20% West 10% South 10%	<i>Median/traffic island</i>
Spacing:	<i>Regular/Assymetrical</i> 10%	<i>Irregular / informal</i> 60%	
Tree type:	<i>Evergreen</i> Most 10%	<i>Deciduous</i> Most 40%	<i>Mixed</i> Most 10%
Scale form:	<i>Consistent</i> 10%	<i>Varied</i> 60%	
Age:	<i>Juvenile</i> Most 10% Few 20%	<i>Semi-mature</i> Most 20%	<i>Early maturity</i> Most 30% Few 10%
Dominant species:	<i>Allocasurina, Gleditsia</i> <i>Ulmus, Callistemon,</i> <i>Prunus</i>		
Intactness	<i>Some missing</i> 20%	<i>Many missing</i> 50%	
Tree disfiguration	<i>Extensive</i> 20%	<i>Some</i> 30%	
	<i>None</i> 20%		

Condition:	<i>Very good</i> 10% <i>Good</i> 50% <i>Fair</i> 20%		
Underplantings:	<i>Some</i> 20%	<i>None</i> 20%	

Comments: Some underplantings of hebes . Some tree disfiguration extensive.
PRIVATE GARDEN CHARACTER

Front fence:			
<i>Height</i>	<i>No fence</i> Most 20% Few 30%		
	<i>High >1.8m</i> Some 20% Few 30%	<i>Medium >1.2-1.8m</i> Most 40% Some 20% Few 10%	<i>Low up to 1.2m</i> Most 30% Some 40% Few 10%
	<i>Built</i> Most 20%	<i>Mixed</i> Most 10%	
<i>Style</i>	<i>Masonry stone</i> Most 20% Some 60%	<i>Timber picket</i> Most 10% Some 60%	<i>Iron picket</i> Some 30%
	<i>Solid timber</i> Some 40% Few 10%	<i>Other</i> Most 10% Some 30% Few 10%	<i>Wire</i> Some 10%
	<i>Mixed</i> Most 10%		
Front gardens:			
<i>Presence</i>	<i>None</i> Few 10%	<i>Visible</i> Most 80% Some 10% Few 10%	<i>Not Visible</i> Some 30% Few 20%
	<i>Partially visible</i> Few 10%		
<i>Transparency</i>	<i>Buildings visible</i> Most 90% Few 10%	<i>Buildings partly visible</i> Some 30% Few 40%	
<i>Size</i>	<i>Average 3-9m setback</i> Most 80% Some 10% Few 10%	<i>Small <3m setback</i> Most 10% Some 10% Few 10%	
<i>Canopy trees</i>	<i>Some</i> 10%	<i>Limited</i> 60%	<i>Variable</i> 20%
	<i>None</i> 20%		
<i>Tree types</i>	<i>Deciduous</i> Most 70%	<i>Native</i> Few 20%	<i>Mixed</i> Most 20% Some 10%
<i>Other veg.</i>	<i>Some</i> 60%	<i>Limited</i> 20%	<i>Variable</i> 20%
<i>Condition</i>	<i>Neglected</i> Some 10% Few 30%	<i>Maintained</i> Most 100%	<i>Manicured</i> Most 10% Few 10%
<i>Feature pres.</i>	<i>Other</i> 10% (old arbours, pergola, planter pots)		
Side gardens:	<i>None</i> Most 80%	<i>One side</i> Most 10% Few 40%	
Side driveways:	<i>Present</i> Most 90% Few 10%	<i>Not present</i> Few 50%	

Comments:

BUILDING STOCK

Construction:	<i>Victorian. 1870-1900</i> Some 20% Few 30%	<i>Edwardian 1900-1915</i> Most 10% Some 70%	<i>Inter-War 1915-1945</i> Most 30% Some 10% Few 30%
	<i>Postwar 1945-1970</i> Most 20% Some 10% Few 30%	<i>Late C20th 1970-1990</i> Some 10% Few 30%	<i>Recent 1990s</i> Some 20% Few 40%
Intactness:	<i>Victorian 1870-1900</i> Good 20% Fair 20% Poor 10%	<i>Edwardian 1900-1915</i> Good 40% Fair 40%	<i>Inter-War 1915-1945</i> Good 10% Fair 60%
	<i>Postwar 1945-1970</i> Good 50%	<i>Late C20th 1970-1990</i> Good 30% Fair 10%	<i>Recent 1990s</i> Good 40% Fair 20%
Height in storeys:	<i>1 Storey</i> Mostly 100%	<i>2 Storeys</i> Some 20% Few 40%	
Scale:	<i>Large</i> Few 30%	<i>Medium</i> Most 80% Some 20%	<i>Small</i> Most 10% Some 10% Few 30%
Building Type:	<i>Residential detached</i> Most 90%	<i>Residential semi-detached</i> Some 30% Few 20%	<i>Residential attached</i> Few 10%
	<i>Institutional</i> Few 20%		
Front setbacks:	<i><3m front setbacks</i> Most 10% Some 10% Few 20%	<i>3-9m front setbacks</i> Most 90% Few 10%	
Side setbacks: Size	<i>Large</i> Most 10% Few 30%	<i>Medium</i> Most 10% Some 90%	<i>Small</i> Some 90%
Consistency	<i>Same</i> Most 10% Some 10% Few 10%	<i>Different</i> Most 80% Some 10%	
Walling materials	<i>Timber</i> Most 40% Some 40%	<i>Brick</i> Most 30% Some 40% Few 30%	<i>Other cladding</i> Few 20%
Roofing material	<i>Slate</i> Few 10%	<i>Metal</i> Most 70% Few 20%	<i>Terracotta tiles</i> Most 10% Some 10% Few 20%
	<i>Concrete tiles</i> Some 30% Few 40%	<i>Other</i> Some 10% Few 20% (fake tiles)	
On-site car parking: Overall presence in street	High 10%	Medium 60%	Low 30%
Garage:Carport type:	<i>Single</i> Most 90%	<i>Double</i> Some 50%	

Garage location:	<i>Front of dwelling</i> Most 120% Some 10% Few 30%	Beside dwelling Some 40% Few 30%	<i>Rear of dwelling</i> Most 80% Some 10%
Character contribution:	Medium 50%	Low 50%	
Heritage contribution:	Medium 40%	Low 60%	
Architectural consistency:	Medium 20%	Low 70%	

Comments:

Cream brick, orange brick and red brick villas, some timber villas and some bungalows. Double storey and single storey units present.

ASSESSMENT

A series of short, narrow, local and mostly residential streets are a distinctive feature of this character area. This character area represents streets in transition. In streets such as Devon, Lake and High, traffic controls in the form of planted road narrowings and traffic islands have been incorporated to reduce traffic speeds and volumes. The desire to maintain these streets as local traffic only routes has been reinforced with 'local traffic only' signs at the end of these streets.

The reduced width road reserves of many of the streets have resulted in a reduction of the presence and width of nature strips and road shoulders. In some streets such as Cowan and Exeter, bitumen verges have replaced lawn nature strips. With the exception of Cowan and Duncan Street, the streets in this character area are devoid of road shoulders.

The drainage treatments in this character area are a range of styles and types. Traditional bluestone gutters often appear out of context, with the absence of gravel shoulders and the extended use of bitumen for nature strips and footpaths. The presence of footpaths is important in maintaining access to the existing local parks. Modern drainage treatments vary from roll-over drains and integrated concrete kerbs and gutters to concrete spoon drains. These modern treatments often allow more room within the road reserve (concrete form often being narrower than the bluestone type). This is valuable in providing the room to include on-street parking in some of the streets.

Powerlines in most of the streets are highly visible (with the exception of Fore Street, which has underground powerlines for part of its length). The dominance of the overhead powerlines is mainly due to the limited presence of street trees. Street trees vary widely within this character area. Duncan, Exeter and Hotham Street, have no street trees. Without a leafy canopy, these streets are harsh and exposed in appearance. The narrowness of the road reserve reduces the opportunities to include street trees. Pruning techniques and tree disfiguration would be ongoing dilemmas. If introduced, street trees need to be incorporated within the road carriageway.

High, Devon and Lake Streets have incorporated street trees within existing road narrowings. However, these narrowings are limited to one or both ends of the street. Casuarina *Allocasuarina* has often been used in these narrowings, with hebe as underplanting. Some of the casuarinas have been disfigured due to their close proximity to overhead powerlines and may not be the best species selection for the situation. Their isolation as a street element draws attention to this disfiguration.

In other streets such as Duncan Street, timber bollards have been used to control traffic speed and volumes. Oddie, Fore, Cowan and Collins Streets contain limited street trees that are mostly located within the nature strips. The species vary widely between each street, with no particular theme evident (eg. *Prunus*, *Acer*, *Ulmus*, *Gleditsia* etc). Although most of these streets contain

deciduous trees, they are highly variable in size, health, scale and intactness. Their overall contribution to the streetscape is poor. The combination of limited and ad-hoc street trees, nature strips and shoulders in many of the streets presents a negative image. Streets often appear barren and uninviting. The conflicting road space elements also generally fail to integrate with the private elements of the streetscape. The lack of canopy trees, narrowness of the streets and small building set backs have resulted in many of the buildings being over-dominant.

The very mixed street tree appearance is reinforced by the nature of the private front gardens in this character area. Gardens are often highly variable in appearance, visibility and form, with a limited presence of canopy trees. This is partially due to the limited front setbacks of buildings. Some front gardens associated with new development sites have very little vegetation (if any). These gardens are in direct conflict with the older, mature front gardens. This contrast is particularly noticeable when comparing the large, wild and informal Victorian garden in Devon Street with manicured shrub and mostly lawn modern gardens. A conflict is emerging between old and new developments in individual streets. The relationship is confusing and ad-hoc rather than complementary. The uncomfortable relationship of private gardens is further complicated by very mixed (old and new) nature of front fences. These vary in height, style and transparency. The unsympathetic presence of solid high fences emphasise the narrowness of the road reserve and create an additional element of confusion into the street. The combination of narrow road reserves and small building setbacks makes it imperative that front fences are maintained at a low and semi transparent form to encourage the visual inclusion of front gardens into the streetscape.

The presence of many high and solid rear fences is an issue in itself. Exposed rear fences interrupt the feel of the street and often appear as negative elements, detracting from the quality of the buildings fronting the street. A consistent treatment of rear fences is needed. Some examples of appropriate screening have applied to some of these fences. Clipped hedges, the use of climbers, shrubs and private canopy trees all help integrate these fences into the street. Front gardens are important in providing visual relief that softens the impact of building forms, and increases the field of view within the streets. A positive and consistent approach to front gardens may assist the integration of the highly variable building stock.

Buildings are highly variable in scale (one and two storeys), materials, set backs, and style/period within most streets. The brick, flat roofed Neo-Georgian and double storey townhouses with limited set backs (<3m) are in great contrast to some of the single storey, timber gabled, metal roofed Victorian and Edwardian historic buildings. Like the traditional bluestone treatments, some of these traditional buildings appear out of context, as the number of new developments increase. The scale of the single storey houses differs widely, especially in height and roof pitch. The number of variables within the built fabric increases with the addition of each new development (eg. prominent garages now disrupt the once consistent presence of rear garages, and medium density housing detracts from the mostly detached building forms within each street). The common detail amongst most buildings is the presence of metal roofs. Even this detail is confused by the introduction of flat roofs, in contrast to the mostly gabled forms of the older dwellings.

The fact that most views are limited and internal draws attention to the immediate streetscape and its composition, heightening the confusion of street elements that are viewed in close proximity and hence greater detail.

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Cowan Street						✓	Nazareth House to west end.
Duncan Street		✓					Small, local POS with playground.
Exeter Street						✓	Nazareth House.
Hotham Street		✓		✓			Large Victorian mansion with remnant garden.

SIGNIFICANCE RANKING: Neighbourhood interest
STRATEGIES

OBJECTIVES

That the Area develop under existing planning requirements.
That street treatments be upgraded by preparing appropriate planting schemes.
That consistent street space structure be adopted within each street to encourage a greater sense of integration within the streetscape.

IMPLEMENTATION

Prepare a street tree planting strategy for the Area.
Maintain and upgrade the street space structure generally in accordance with the Ballarat Streetscape Policy 1991.

8.12 CHARACTER AREA 11

STREETS

Drummond Street North (between Macarthur & Webster Street), Duncan Street (between Drummond Street North & Loch Avenue), Frank Street, Johnson Street, Loch Avenue, Lyons Street North (between Creswick Road & Webster Street), Mill Street (between Wendouree Parade & Drummond Street North), Mill Street (between Drummond Street North & Loch Avenue), Victoria Avenue, Webster Street.

SUMMARY

A series of mostly high quality historic residential streets between (and not inclusive of) Wendouree Parade to the west and Creswick Road to the east. Webster Street, terminates this character area to the south.. Drummond Street North, the central north-south collector road terminates the character area to the north at Macarthur Street and Ballarat Cemetery. Contrasting narrower industrial and residential streets of fair – poor amenity surround the streets in this character area.

Most of the regular grided streets are quiet and local, with traditional bluestone drainage treatments. Views to landmarks such as Creswick Chimney, Nazareth House, Lake Wendouree and Ballarat Cemetery exist. Lot sizes vary, but are mostly >750sm and between 300-750sm. A combination of traditional and modern furniture types are present in the streets. Footpaths are present on both sides of streets, being traditional, continuous and mostly bitumen. Street trees are mostly mature, exotic species in good condition and intactness. Some formal street underplantings are present. There are many examples of large traditional gardens, sometimes including side gardens. Some of these gardens contain good examples of historic garden ornamentation and traditional fences. Many large, mature canopy trees are present. There are excellent examples of intact, historic buildings in good condition. Streetscapes are predominantly highly consistent, being of high character, amenity and heritage value.

Figure 89. Loch Avenue
URBAN CONTEXT

Land form:	<i>Flat <1:30</i> 30%	<i>Gentle slopes 1:30-1:15</i> Flat 70%	
Dominant land use:	<i>Residential</i> Most 100%	<i>Commercial</i> Few 20%	<i>Civic</i> Few 10%
POS:	<i>Passive</i> 10% (park)		
Subdivision pattern:	<i>Regular grid</i> 100%		
Lot sizes:	<i>>750 sm</i> Most 50% Some 10% Few 40%	<i>300-750 sm</i> Most 40% Some 40% Few 10%	<i><300sm</i> Some 10% Few 40%
Dominant frontage:	<i>>20m</i> Most 20% Few 10%	<i>16-20m</i> Most 10% Some 20% Few 10%	<i>10-16m</i> Some 10% Few 30%
Street types:	<i>Local</i> 80%	<i>Collector</i> 20%	
Views:	<i>Internal</i> 70%	<i>Framed</i> 10%	<i>Varied</i> 20%
Landmarks:	<i>Yes</i> 40%		

STREET SPACE

Reserve width:	<i>Wide >30m</i> 10%	<i>Medium</i> 10%	<i>Average 12-18m</i> 80%
Carriageway:			
Type	<i>Single</i> 100%		
Width	<i>Wide >9m</i> 10%	<i>Medium 5-9m</i> 90%	
Shoulder:	<i>Gravel</i> Most 40%	<i>Gravel and grass</i> Most 30% Some 20%	
Nature strip:			
Width	<i>Average 1.2-3m</i> 60%	<i>Narrow <1.2m</i> 10%	
Treatment	<i>Turf only</i> Most 60%		
Kerbs:	<i>Integrated concrete kerb and gutter</i> Most 10% Few 10%	<i>Concrete upstand</i> Most 20% Some 40%	<i>Bluestone picher</i> Some 10%
Gutters:	<i>Bluestone picher inverted channel</i> Most 10% Some 10%	<i>Bluestone picher spoon drain</i> Most 60% Some 10%	
Drains:	<i>Bluestone picher spoon drain</i> Some 10%	<i>Concrete Channel drain</i> Some 14%	
Crossovers:			
Frequency	<i>Average</i> 60%	<i>Limited</i> 40%	
Form	<i>Bitumen (at grade)</i> Most 20%	<i>Concrete (at grade)</i> Most 10% Some 10%	<i>Concrete bridge (arched)</i> Most 30% Some 20%
	<i>Concrete bridge (flat)</i> Most 20% Some 30%	<i>Other (specify)</i> Few 10% Paired metal	
Footpaths:			
Presence	<i>Both sides of street</i> 100%		
Location	<i>Traditional</i> Most 100%		

<i>Continuity</i>	<i>Continuous</i> Most 100%		
<i>Width</i>	<i>Standard 1.2m</i> Most 60% Some 10%	<i>Wide >1.2m</i> Most 30% Some 10%	
<i>Materials</i>	<i>Bitumen</i> Most 70% Some 10%	<i>Concrete</i> Most 10% Some 10%	
Street verandahs:			
<i>Presence</i>	<i>Not present</i> 80%	<i>Minimal</i> 20%	
<i>Type</i>	<i>C19th /early C20th</i> Most 20%		
Signage			
<i>Presence</i>	<i>Minimal</i> 100%		
<i>Type</i>	<i>Public</i> 70%	<i>Mixed</i> 30%	
On street parking:	<i>Minimal</i> 70%	<i>Present</i> 30%	
Traffic controls:	<i>None</i> 60%	<i>Speed humps</i> 20%	<i>Roundabout</i> 10%
	<i>Narrowings</i> 10%		
Overhead services	<i>Both sides of street</i> 10%	<i>One side of street</i> North 20% South 30% East 10% West 20%	<i>Medium strip</i> 10%
<i>Visibility</i>	<i>Highly visible</i> 30%	<i>Visible</i> 40%	<i>Not visible</i> 30%
Street furniture:	<i>Seats (traditional style)</i> 10%	<i>Litter bins</i> 10%	<i>Bollards</i> 10%
	<i>C.I. railing (trad.)</i> 10%	<i>Shelters</i> 10%	<i>Post box historic</i> 10%
	<i>Post box modern</i> 20%	<i>Telephone modern</i> 10%	
Street ornamentation			

Comments:

STREET PLANTING

None:	20%		
Location:	<i>Both sides of street</i> 70%	<i>One side of street</i> East 10%	<i>Shoulders</i> 60%
Spacing:	<i>Regular/Symmetryry.</i> 10%	<i>Regular/Assymetrical</i> 70%	
Tree type:	<i>Deciduous</i> Most 80%		
Scale form:	<i>Consistent</i> 40%	<i>Varied</i> 40%	
Age:	<i>Juvenile</i> Few 30%	<i>Semi-mature</i> Some 50% Few 10%	<i>Early maturity</i> Most 10% Some 30%
	<i>Mature</i> Most 30% Some 30%	<i>Over mature</i> Most 20%	
Dominant species:	<i>Ulmus sp., Quercus sp., Platanus sp..</i>		

Intactness	<i>Intact</i> 10%	<i>Some missing</i> 66%	<i>Many missing</i> 10%
Tree disfiguration	<i>Extensive</i> 20%	<i>Some</i> 50%	<i>None</i> 10%
Condition	<i>Very good</i> 10%	<i>Good</i> 50%	<i>Fair</i> 20%
Significant trees:	<i>Avenue</i> Most 10%	<i>Other</i> Most 30% Some 10% Several large mature Ulmus which are good examples.	
Underplanting:	<i>Some</i> 40%	<i>None</i> 30%	<i>Extensive</i> 10%
Comments: Ulmus are very old, large, good specimens, underplanting is residential – mixed and inconsistent.			

PRIVATE GARDEN CHARACTER

Front fence:			
Height	<i>No fence</i> Few 60%		
	<i>High >1.8m</i> Few 50%	<i>Medium >1.2-1.8m</i> Most 30% Some 50% Few 20%	<i>Low up to 1.2m</i> Most 60% Some 30%
	<i>Built</i> Most 10%		
Style	<i>Masonry stone</i> Some 60% Few 20%	<i>Timber picket</i> Most 10% Some 60% Few 20%	<i>Iron picket</i> Some 20% Few 30%
	<i>Solid timber</i> Some 40% Few 10%	<i>Other</i> Most 20% Few 10%	<i>Wire</i> Most 10% Some 30% Few 20%
	<i>Mixed</i> Most 20% Few 10%	<i>Hedge</i> Some 50% Few 10%	
Front gardens:			
Presence	<i>None</i> Few 10%	<i>Visible</i> Most 100%	<i>Not Visible</i> Few 40%
	<i>Partially visible</i> Few 20%		
Transparency	<i>Buildings visible</i> Most 100%	<i>Buildings partly visible</i> Some 30% Few 10%	<i>Not visible</i> Few 10%
Size	<i>Large >9m setback</i> Some 10% Few 20%	<i>Average 3-9m setback</i> Most 60% Some 30% Few 10%	<i>Small <3m setback</i> Most 10% Some 20% Few 40%
	<i>Extensive</i> Some 20%		
Canopy trees	<i>Many</i> 10%	<i>Some</i> 40%	<i>Limited</i> 20%
	<i>Variable</i> 20%		
Tree types	<i>Deciduous</i> Most 40% Some 10%	<i>Native</i> Some 20% Few 20%	<i>Mixed</i> Some 40%
Other veg.	<i>Many</i> 70%	<i>Variable</i> 20%	<i>Limited</i> 20%
Condition	<i>Neglected</i> Few 50%	<i>Maintained</i> Most 100%	<i>Manicured</i> Some 10% Few 50%

<i>Feature pres.</i>	<i>Other</i> 40% (tree cubby house, arbours, lynch gate)	<i>Combination</i> 10% (Tennis court, fountain, statutory)	
Side gardens:	<i>None</i> Most 60% Some 20% Few 10%	<i>One side</i> Most 10% Some 30% Few 30%	<i>Both sides</i> Some 10%
Side driveways:	<i>Present</i> Most 90% Some 10%	<i>Not present</i> Few 30% Some 10%	

Comments:
BUILDING STOCK

Construction:	<i>Victorian. 1870-1900</i> Most 40% Some 20% Few 20%	<i>Edwardian 1900-1915</i> Most 10% Some 40% Few 30%	<i>Inter-War 1915-1945</i> Most 20% Some 50%
	<i>Postwar 1945-1970</i> Most 20% Some 50%	<i>Late C20th 1970-1990</i> Few 20%	<i>Recent 1990s</i> Few 70%
Intactness:	<i>Victorian 1870-1900</i> Good 70% Fair 10%	<i>Edwardian 1900-1915</i> Good 60% Fair 20%	<i>Inter-War 1915-1945</i> Good 40% Fair 30%
	<i>Postwar 1945-1970</i> Good 50%	<i>Late C20th 1970-1990</i> Good 10%	<i>Recent 1990s</i> Good 60%
Height in storeys:	<i>1 Storey</i> Mostly 100%	<i>2 Storeys</i> Some 10% Few 50% Few 40%	<i>3 Storeys</i> Few 20%
Scale:	<i>Large</i> Some 10% Few 70%	<i>Medium</i> Most 90% Some 10%	<i>Small</i> Some 10% Few 40%
Building Type:	<i>Residential detached</i> Most 100%	<i>Residential semi-detached</i> Few 10%	<i>Residential attached</i> Some 20% Few 20%
	<i>Commercial</i> Few 10%	<i>Institutional</i> Few 20%	
Front setbacks:	<i><3m setbacks</i> Most 10% Some 30% Few 20%	<i>3-9m front setbacks</i> Most 70% Few 30%	<i>>9m front setbacks</i> Some 10% Few 10%
Side setbacks: Size	<i>Large</i> Some 10% Few 30%	<i>Medium</i> Most 40% Some 60%	<i>Small</i> Most 30% Some 70%
Consistency	<i>Same</i> Most 10% Some 30% Few 20%	<i>Different</i> Most 90%	
Walling materials	<i>Stone</i> Few 10%	<i>Timber</i> Most 70% Some 20% Few 10%	<i>Brick</i> Most 30% Some 40% Few 30%
Roofing material	<i>Slate</i> Some 10% Few 10%	<i>Metal</i> Most 70% Some 20% Few 10%	<i>Terracotta tiles</i> Most 20% Some 10% Few 30%
	<i>Concrete tiles</i> Few 20%	<i>Other</i> Few 20% (fake tiles)	

On-site car parking: <i>Overall presence in street</i>	Medium 20%	Low 80%	
Garage:Carport type:	<i>Single</i> Most 90%	<i>Double</i> Few 60% Some 10%	<i>Triple</i> Most 10%
Garage location:	<i>Front of dwelling</i> Few 30%	<i>Beside dwelling</i> Some 10% Few 50%	<i>Rear of dwelling</i> Most 100%
Character contribution:	High 70%	Low 50%	
Heritage contribution:	High 70%	Medium 30%	
Architectural consistency:	High 50%	Medium 20%	Low 70%

Comments:

Many restored timber villas and some "Mock" Victorian and Edwardian houses. Nazareth House present.

ASSESSMENT

The major distinguishing element of this character area is the dominant presence of consistent, high quality, historic streetscapes. Many of these straight, local, residential streets contain regionally significant historic buildings, some being of individual note due to uniqueness of style, unusual details and level of intactness (eg. three storey Victorian terraces at the eastern end of Webster Street). Many streets have very high consistency in Victorian, Edwardian, Inter-war and Post-war building styles, materials, setbacks and street intactness. New developments are present, but limited. Some of these are detrimental to the streets, having inconsistent attention to details such as scale, materials, composition and setbacks. Given that the streets are so intact, these new developments particularly stand out and appear out of character.

Many of the buildings in this character area are one storey, detached timber residences with gabled metal roofs. The size, scale and setbacks of the building stock are influenced by the size of the allotments. In particular, Loch and Frank Streets have unusually homogeneous lot sizes and proportions. This has been the catalyst for the presence of highly consistent building stock. Loch Street contains a collection of symmetric and asymmetric Victorian cottages, a few attached brick and timber Victorian houses, and a high percentage of pre 1930's dwellings. A row of four standard design Edwardian cottages is still intact. Many examples of restoration work are evident. Webster Street contains many unusually large lot sizes (> 750sm), with many extensive and intact residential dwellings. These are mostly brick, with terracotta tiles. Some have large front and side setbacks.

Many of the heritage buildings in this character area are complemented by highly appropriate traditional style gardens. Many of the gardens in Webster Street are particularly extensive and contain many mature, exotic deciduous and evergreen trees and maintained/manicured, exotic traditional underplantings. Some individual native specimen trees have been incorporated into these gardens, but exotics such as conifers dominate. Formal and historic garden ornamentation and features such as mature hedges, fountains, statues, arbours and lych gates are a valuable component of these gardens. Some of these garden features (especially the historic ornaments and individually significant historic canopy trees) are original remnants. The exceptionally large gardens in Webster Street are unique within the study area and worthy of protection.

Nazareth House in Mill Street is another example of a traditional garden of particular note. Apart from the maintained gardens and collection of excellent mature, canopy trees, the original Victorian iron picket fence is impressive. Front fences vary between streets, but the generally traditional styles complement the scale of the street space, and associated gardens and architecture. Many original fences are present. There are also several traditional higher mature hedges and fences that are appropriate, given the scale of the street reserve and properties.

Many of the other fences are semi-transparent, allowing views to the front gardens to be maintained.

The presence of mature, exotic street trees is important in maintaining the historic context of the streets. It also provides a high quality and formal streetscape setting. Many streets (Webster, Victoria Avenue, Johnston Street and Frank Street) contain mostly mature plane trees with some excellent mature canopy trees are present. In some instances poor street trees have a negative impact on the overall image of the street, introducing an inconsistent element of neglect. They also expose overhead powerlines, which are otherwise hidden by the dense street canopies. Other streets contain ad hoc exotic street trees in various levels of intactness. A few streets, namely Lyons Street South and Duncan Street have no street trees.

There are several issues relating to existing street trees in this character area. Odd species planted in a single species street detract from the general consistency and appearance of the street, introducing varying scales and forms. Some tree disfiguration is evident. Some streets such as Loch Avenue and Webster Street contain some senescent trees. Careful planning for tree replacement will need to be addressed to maintain the high quality of the streetscapes.

Drummond Street contains alternating planting of Planes and Ashes, with formal clipped underplantings of hebe. This treatment is highly appropriate for such a busy collector road.

The streets also generally contain traditional bluestone pitcher spoon drains and gravel shoulders. These are highly appropriate, given the historic nature of this character area and should be retained and restored wherever possible. Original cast iron railings, traditional street verandahs and other historic furniture are important street elements. Footpaths are mostly consistent in materials, width and location.

Lyons Street North and Duncan Street need general improvement.

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Drummond Street North (Between Macarthur and Webster Street).	✓						High
		✓					Street trees with formal underplantings.
			✓	✓	✓		Restored Vict. houses with large gardens. High heritage contribution.
Frank Street	✓						High
		✓					Row of four standard Edwardian cottages. Former corner shop (brick). Scale, set back and materials of houses.
			✓	✓	✓		Intact timber houses and restoration work. High heritage contribution.
Johnson Street			✓				Building scale, materials, setbacks and lot sizes.
					✓		Restored timber Victorian houses. High heritage contribution.
Loch Avenue	✓						High
		✓	✓				Victorian houses consistent in style, materials and setbacks. Consistent street trees.
				✓	✓		Intact Victorian dwellings. High heritage contribution.

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Mill Street (between Wendouree Pde & Drummond Street Nth).	✓						High
		✓			✓		Good examples of buildings and some unusual details on the Edwardian and Inter-war houses. High heritage contribution.
			✓				Mostly brick buildings.
				✓			Mature street trees (street holds appeal despite most properties backing street).
						✓	Nazareth House.
Victoria Avenue	✓						High
		✓					Highly consistent building intactness and street trees.
					✓		High heritage contribution.
Webster Street	✓						High
		✓					Highly consistent Victorian terraces to east end. Unusual three levels.
			✓	✓	✓		Size, scale and style of heritage buildings and private gardens. Mature street tree avenue and consistent traditional road treatment. High heritage contribution.

SIGNIFICANCE RANKING: Special significance
STRATEGIES

OBJECTIVES

To retain and enhance high quality historic residential urban character that is of special significance to the City of Ballarat.

To retain the existing rhythm and scale of development along the street frontage.

To encourage development which is complementary in form, scale, height, siting, materials and colour with existing Edwardian and Inter-war development.

To encourage retention of existing canopy trees in front gardens and the establishment of exotic canopy trees in new gardens to complement existing garden character.

To retain views of Nazareth House from Mill Street west of Drummond Street North.

To maintain existing forms of street construction and encourage consistent construction forms within each street.

To retain existing avenues of large exotic street trees in Webster Street and Mill Street and to promote their care and management.

To retain the existing visual connection between the street space and private land.

GUIDELINES

Subdivision

In Frank Street and Lock Avenue lot frontage widths to be consistent with the typical widths of existing lot frontages.

In Webster Street and Drummond Street North existing frontage widths of lots to be retained.

Buildings and works

Height of the building frontage to be consistent with the dominant building height in the street. Where this is one storey, a two storey section may be acceptable at the rear of the building if it is not visually intrusive to the street.

Roofs visible to the street to be pitched and at an angle to match existing roof pitches.

Frontage setbacks to be consistent with the dominant frontage setback in the street.

Side setbacks within 10 metres of the building frontage to be consistent with existing side setbacks in the street.

Garage frontage setback to be at least 3 metres greater than the house frontage setback.

House facade to be an asymmetric or symmetric design as consistent with the existing style of facade design in the street.

Construction materials to be sympathetic with existing materials and colour tones in street.

Front fences to be no higher than 1.2 metres and to be at least 50 percent transparent. In Webster Street on lots with a frontage more than 20 metres wide, front fences may be more than 1.2 metres high provided they are at least 70 percent transparent (eg. iron palisade fence). A hedge no higher than 1.2 metres may be grown along the frontage.

On corner sites the frontage fence to return along the corner sideage for at least 6 metres beyond the building frontage setback.

Design details to be sympathetic with but not direct reproductions of existing building details in the street, particularly window shape, eaves and verandahs.

Landscaping

Webster Street

Canopy trees within the frontage setback not to be removed or lopped without a permit, except where required for clearance of electric lines.

New gardens to be planted with one or more semi-mature canopy trees of exotic character.

Street space construction

Street space construction to be consistent within each street.

The construction, repair and maintenance of the street space to match the dominant form, materials and detailing of the existing street space construction. This does not apply to the section of Webster Street east of Drummond Street North where the traditional form and treatment has been replaced.

Street trees

Webster Street and Mill Street

Retain existing large deciduous exotic species avenue plantings.

Replace any missing specimens or inconsistent species with species that match the existing planting theme. Replacement plantings to be spaced and in sequence with existing street planting pattern.

Streets other than Webster Street and Mill Street

Upgrade street plantings.

Retain themes of deciduous exotic large species with either single species plantings or alternating species.

Species that are adaptable to pruning for clearance of electric lines are preferred (eg. English oak *Quercus robur*).

IMPLEMENTATION

Planning Scheme amendment

Prepare a Schedule to the Design and Development Overlay of the Ballarat Planning Scheme dealing with:

- subdivision
- buildings and works
- landscaping.

Design and Development Overlay Schedule to include in Decision Guidelines the following requirement:

-Before deciding on any application that involves complex design issues or is of concern to the broader Ballarat community, the responsible authority consider the comments of an independent review panel as to whether the proposed development meets the design objectives.

The Design and Development Overlay Schedule to include an exemption from third party appeals under Section 82 (1) of the Act if the permit is for buildings and works, or landscaping that are in accordance with the requirements of the Schedule.

Street space strategy

Council to adopt the Street Space guidelines as its strategy for the repair, maintenance and replacement of street construction works in the Area, in accordance with the Ballarat Streetscape Policy 1999.

Street tree strategy

Council to adopt the Street Tree guidelines as its strategy for the care, maintenance and replacement of the planting in the Area.

8.13 CHARACTER AREA 12

STREETS

Claxton Street, Davey Street, Dickson Street, Little Raglan Street, Lyons Street North (between Mair Street and Webster Street), McWilliam Street, Yuille Street.

SUMMARY

Series of gently sloped, characteristically short, local, narrow streets with mostly internal views. Mixed use streets, mostly residential, with some industrial and commercial uses present. Streets are situated immediately to the north and south of Webster Street (eastern end) between Drummond Street North and Creswick Road. This character area includes mostly modern drainage treatments, with limited presence of nature strips. All streets are devoid of street trees, and powerlines are highly visible. Footpaths are mostly present and are predominantly bitumen. Commercial signage is present, with some signs being historically significant. Front gardens are variable in presence and style. Most contain limited vegetation and canopy trees in various levels of health. Mainly detached buildings of mixed style, scale, setbacks, materials and colours. Fences are very mixed, and include a number of high fences.



Figure 90. Davey Street

URBAN CONTEXT

Land form:	<i>Flat <1:30</i> 42%	<i>Gentle slopes 1:30-1:15</i> 56%	
Dominant land use:	<i>Residential</i> Most 56% Some 28%	<i>Commercial</i> Some 42% Few 14%	<i>Industrial</i> Some 14% Few 14%
	<i>Civic</i> Few 14%		
Subdivision pattern:	<i>Distorted grid</i> 100%		
Lot sizes:	<i>>750 sm</i> Most 28% Few 28% Some 28%	<i>300-750 sm</i> Most 70% Some 28%	<i><300sm</i> Some 14% Few 70%
Dominant frontage:	<i>>20m</i> Few 28%	<i>16-20m</i> Some 42%	<i>10-16m</i> Most 28% Some 56%
	<i>6-10m</i> Some 28%		
Street types:	<i>Local</i> 84%	<i>Laneway/ROW</i> 14%	
Views:	<i>Internal</i> 56%	<i>Varied</i> 28%	<i>Limited</i> 14%
Landmarks:	<i>Yes</i> 28%		

STREET SPACE

Reserve width:	<i>Medium</i> 14%	<i>Average 12-18m</i> 28%	<i>Narrow <12m</i> 56%
Carriageway:			
Type	<i>Single</i> 100%		
Width	<i>Wide >9m</i> 14%	<i>Medium 5-9m</i> 84%	
Nature strip:			
Width	<i>Wide >3m</i> 14%		
Treatment	<i>Trees and turf</i> Some 14%	<i>Gravel only</i> Some 14%	
Kerbs:	<i>Integrated concrete kerb and gutter</i> Most 56%	<i>Concrete upstand</i> Most 14%	
	<i>None</i> 14%		
Gutters:	<i>Bluestone pitcher spoon drain</i> Most 14%		
Crossovers:			
Frequency	<i>Average</i> 56%	<i>Limited</i> 42%	
Form	<i>Bitumen (at grade)</i> Most 42%	<i>Concrete (at grade)</i> Most 14% Some 14%	<i>Concrete bridge (arched)</i> Most 14%
	<i>Concrete bridge (flat)</i> Most 14%		
Footpaths:			
Presence	<i>Both sides of street</i> 70%	<i>One side of street</i> West 14% North 14%	

<i>Location</i>	<i>Traditional</i> Most 84%		
<i>Continuity</i>	<i>Continuous</i> Most 84%		
<i>Width</i>	<i>Standard 1.2m</i> Most 42%	<i>Wide >1.2m</i> Most 42%	
<i>Materials</i>	<i>Bitumen</i> Most 56%	<i>Concrete</i> Most 14%	<i>Gravel</i> Most 28%
Street verandahs:			
<i>Presence</i>	<i>Not present</i> 100%		
Signage			
<i>Presence</i>	<i>Present</i> 42%	<i>Minimal</i> 56%	
<i>Type</i>	<i>Commercial</i> 14%	<i>Public</i> 42%	
On street parking:	<i>Minimal</i> 56%	<i>Present</i> 42%	
Traffic controls:	<i>None</i> 84%	<i>Speed humps</i> 14%	
Overhead services	<i>One side of street</i> North 14% East 42% West 42%		
<i>Visibility</i>	<i>Highly visible</i> 100%		

STREET PLANTING

None:	100%		
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PRIVATE GARDEN CHARACTER

Front fence:			
<i>Height</i>	<i>No fence</i> Few 56%		
	<i>High >1.8m</i> Some 28%	<i>Medium >1.2-1.8m</i> Most 28% Some 28% Few 14%	<i>Low up to 1.2m</i> Most 28% Some 42% Few 14%
	<i>Built</i> Most 14% Some 14%		
<i>Style</i>	<i>Masonry stone</i> Many 14%	<i>Timber picket</i> Most 14%	<i>Iron picket</i> Few 14%
	<i>Solid timber</i> Some 14%	<i>Other</i> Most 14%	<i>Wire</i> Few 14%
	<i>Mixed</i> Most 28%		
Front gardens:			
<i>Presence</i>	<i>Visible</i> Few 100%	<i>Not Visible</i> Few 14%	<i>Partially visible</i> Few 14%
<i>Transparency</i>	<i>Buildings visible</i> Most 70% Some 14%	<i>Buildings partly visible</i> Some 28% Few 14%	<i>Not visible</i> Few 14%
<i>Size</i>	<i>Average 3-9m setback</i> Most 28% Some 42%	<i>Small <3m setback</i> Most 14% Some 56%	
<i>Canopy trees</i>	<i>Limited</i> 84%		
<i>Tree types</i>	<i>Conifers</i> Some 14%	<i>Deciduous</i> Most 28% Some 42%	<i>Native</i> Few 42%

	<i>Other evergreen</i> Some 28%	<i>Mixed</i> Most 14%	
<i>Other veg.</i>	<i>Some</i> 28%	<i>Limited</i> 56%	
<i>Condition</i>	<i>Neglected</i> Some 14% Few 42%	<i>Maintained</i> Most 70%	<i>Manicured</i> Most 28% Few 14%
Side gardens:	<i>None</i> Most 84%		
Side driveways:	<i>Present</i> Most 70%	<i>Not present</i> Most 14% Some 14%	

Comments:

BUILDING STOCK

Construction:	<i>Victorian. 1870-1900</i> Some 56% Few 28%	<i>Edwardian 1900-1915</i> Some 14% Few 56%	<i>Inter-War 1915-1945</i> Some 42% Few 28%
	<i>Postwar 1945-1970</i> Most 14% Some 42%	<i>Late C20th 1970-1990</i> Few 28%	
Intactness:	<i>Victorian 1870-1900</i> Good 14% Fair 28% Poor 42%	<i>Edwardian 1900-1915</i> Good 14% Fair 42% Poor 14%	<i>Inter-War 1915-1945</i> Good 14% Fair 56%
	<i>Postwar 1945-1970</i> Good 42% Fair 56%	<i>Late C20th 1970-1990</i> Good 28% Fair 14%	<i>Recent 1990s</i> Good 28%
Height in storeys:	<i>1 Storey</i> Mostly 100%	<i>2 Storeys</i> Some 35%	
Scale:	<i>Large</i> Few 56%	<i>Medium</i> Most 56% Some 28%	<i>Small</i> Some 28%
Building Type:	<i>Residential detached</i> Most 56% Some 28%	<i>Residential attached</i> Some 14% Few 28%	<i>Commercial</i> Some 28% Few 14%
	<i>Industrial</i> Some 28%	<i>Institutional</i> Some 14% Few 14%	
Front setbacks:	<i>No front setbacks</i> Some 14%	<i><3m setbacks</i> Most 14% Some 56%	<i>3-9m front setbacks</i> Most 42% Some 28%
Side setbacks: Size	<i>Medium</i> Most 70% Some 14%	<i>Small</i> Most 28% Some 70%	
Consistency	<i>Same</i> Most 14% Some 14%	<i>Different</i> Most 84% Few 14%	
Walling materials	<i>Timber</i> Most 28% Some 56%	<i>Brick</i> Most 42% Some 42%	
Roofing material		<i>Metal</i> Most 84%	<i>Terracotta tiles</i> Some 14% Few 42%
	<i>Concrete tiles</i> Most 14% Few 14%	<i>Other</i> Some 14% Few 14%	

		(fake tiles)	
On-site car parking: <i>Overall presence in street</i>	Medium 14%	Low 70%	
Garage:Carport type:	<i>Single</i> Most 84%	<i>Double</i> Some 28%	
Garage location:	<i>Front of dwelling</i> Few 14%	Beside dwelling Some 14% Few 28%	<i>Rear of dwelling</i> Most 84%
Character contribution:	Low 100%		
Heritage contribution:	Medium 14%	Low 84%	
Architectural consistency:	Medium 28%	Low 84%	

Comments:

Some large industrial buildings, some fake double storey houses, units, and some small cottages.

ASSESSMENT

The distinguishing features of this character area are the narrow, short, gently sloping local streets and the uncomfortable relationship between commercial, industrial and residential properties present in each street. Many of the streets in this character area are of poor/fair amenity ratings due to a range of conflicting and negative streetscape elements.

Streetscapes are mostly exposed, with an urbanised feel due to the lack of street trees and the high visibility of overhead services. It is also due the majority of nature strips missing, the presence of mostly bitumen footpaths and crossovers, and the dominance of integrated concrete kerbs and gutters. This harsh urban appearance is accentuated by the presence of rear garages and fences (a mix of front and rear). Some streets such as Dickson Street are unusual in that the bitumen carriageway is the only element of the road reserve (with no setbacks for adjacent buildings and fences).

Some of the private residential properties that face the street contain high, solid and imposing front fences. These high fences and garages obscure views to private gardens and draw attention to the bland, bitumen road reserve. This feature is accentuated by the internal views that characterise these streets and preclude any external or background visual amelioration.

Commercial signage is generally visible within streets. Historic signage associated with the original industrial properties contributes to the interest of the streets.

In general, fences are highly variable in height and materials. They are also discontinuous where buildings abut the road reserve. Mixed fence heights detract from the street, as do some styles such as the high cyclone fences associated with some of the industrial properties.

Front gardens are not always present (eg. Dickson Street), or visible. Those that are visible are variable in condition and development, and restricted by small building setbacks. The limited presence of vegetation and canopy trees reduces the effectiveness of gardens in softening the edge between private and public components of the street space. Neglect of some of the residential and industrial/commercial gardens is detrimental to the image of the streets.

The building stock is very mixed and inconsistent in scale, setbacks, materials, colours, styles and levels of intactness. Residential properties mostly contain detached Victorian and Edwardian timber and brick buildings with mostly metal, pitched roofs. The predominantly medium sized buildings are showing evidence of alterations. New residential developments are appearing in these streets. These include examples of medium density housing, (eg. three double storey mock

Victorian townhouses in Little Raglan Street). Although large, these residential properties relate in scale to some of the large industrial properties.

Industrial buildings in this character area are a mix of ages, scale and appearance. Some interesting older buildings are present and add to the interest in the street. These also relate in age to some of the older residential properties that exist within many of the streets (eg. large Edwardian /Inter-war warehouse with historic signage in Davey Street and large Italianate factory in Yuille Street). The School of Mines contains an interesting mix of old and new buildings. However, many of the industrial buildings visually dominate the streets due to their mass and height forming an uncomfortable relationship between with residential properties. There is a conflict between industrial and residential land uses. Industrial activities impact negatively on residential amenity by the creation of increased noise and traffic, and often a loss of privacy/security. Industrial/commercial related off-road parking areas are generally poor, with a lack of appropriate boundary screening. Such elements increase the level of residential alienation within the character area.

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Davey Street		✓					Old warehouse with historic signage.

SIGNIFICANCE RANKING: Neighbourhood interest

STRATEGIES

OBJECTIVES

- That the Area develop under existing planning requirements.
- That street treatments be upgraded by preparing appropriate planting schemes.
- That street space construction be in accordance with the Ballarat Streetscape Policy 1991.

IMPLEMENTATION

- Prepare a street tree planting strategy for the Area.
- Undertake street construction and maintenance in accordance with the Ballarat Streetscape Policy 1991.

8.14 CHARACTER AREA 13

STREETS

Drummond Street North (between Sturt Street & Webster Street), Errand Street North, Lyons Street North (between Sturt & Mair Street), Mair Street (between Drummond Street North & Dawson Street North), Mair Street (between Pleasant Street North and Drummond Street North), Raglan Street North.

SUMMARY

Situated to the north of Sturt Street, two busy collector roads, Mair Street and Drummond Street North are the major components of this character area. A series of short, north-south orientated local streets to the east of Drummond Street (between Mair Street and Sturt Street) make up the remainder of the character area. Mostly gently sloping, mixed use streets with large (>750sm) lot sizes. Several landmarks are present, including Ballarat Base Hospital, Loretto College and the Australian Catholic University. Extensive use of modern concrete drainage treatments with bitumen, scoria and asphalt shoulders. Footpaths are mostly present. Crossovers are generally at grade and constructed of bitumen, but are limited in frequency. Signage and mixed styles of street furniture are present. High traffic volumes with traffic controls evident. Mostly mature, exotic street trees planted within road shoulder. Some formal underplantings present (mostly hebes) with feature shrubs used at road intersections. Mainly mixed fence heights fronting generous and established gardens. Mixed building types, but mostly Victorian, Edwardian, Inter-war and Post-war buildings. Many original residential properties have been converted into medical practices, with associated signage.



Figure 91. Drummond Street North (between Webster and Macarthur Street)
URBAN CONTEXT

Land form:	<i>Flat <1:30</i> 34%	<i>Gentle slopes 1:30-1:15</i> 68%	
Dominant land use:	<i>Residential</i> Most 17% Some 34%	<i>Civic</i> Some 28%	<i>Mixed</i> Most 50% (School, doctors surgery)
Subdivision pattern:	<i>Regular grid</i> 100%		
Lot sizes:	<i>>750 sm</i> Most 50% Some 50%	<i>300-750 sm</i> Most 17% Some 68% Few 17%	<i><300sm</i> Few 50%
Dominant frontage:	<i>>20m</i> Some 68%	<i>16-20m</i> Most 17% Some 68%	<i>10-16m</i> Some 68%
Street types:	<i>Local</i> 50%	<i>Collector</i> 50%	
Views:	<i>Varied</i> 100%		
Landmarks:	<i>Yes</i> 68%		

STREET SPACE

Reserve width:	<i>Medium</i> 85%	<i>Average 12-18m</i> 17%	
Carriageway:			
Type	<i>Single</i> 100%	<i>Double</i> Medium 68% Wide 17%	
Shoulder:	<i>Gravel</i> Most 20%	<i>Gravel and grass</i> Most 17%	<i>Shoulder, other</i> Most 68% Bitumen and scoria, asphalt.
Nature strip:			
Width	<i>Average 1.2-3m</i> 70%		
Treatment	<i>Trees and turf</i> Some 17%	<i>Turf only</i> Most 68% Some 17%	
Median strip:			
Width	<i>Average 1.2-3m</i> 17%		
Kerbs:	<i>Integrated concrete kerb and gutter</i> Most 85% Few 17%	<i>Concrete upstand</i> Some 17%	<i>None</i> Some 17%
Gutters:	<i>Bluestone pitcher spoon drain</i> Most 17%		
Crossovers:			
Frequency	<i>Average</i> 17%	<i>Limited</i> 85%	
Form	<i>Bitumen (at grade)</i> Most 50% <i>Timber</i> Few 17%	<i>Concrete (at grade)</i> Most 34%	<i>Concrete bridge (flat)</i> Few 17%
Footpaths:			
Presence	<i>Both sides of street</i> 100%		
Location	<i>Traditional</i> Most 100%		
Continuity	<i>Continuous</i> Most 100%		

<i>Width</i>	<i>Standard 1.2m</i> Most 34% Some 50%	<i>Wide >1.2m</i> Most 17% Some 50%	
<i>Materials</i>	<i>Bitumen</i> Most 48% Some 17%	<i>Concrete</i> Most 17% Some 17%	<i>Gravel</i> Most 17%
Street verandahs:			
<i>Presence</i>	<i>Not present</i> 50%	<i>Minimal</i> 50%	
<i>Type</i>	<i>C19th /early C20th</i> Most 17%	<i>Mid/late C20th</i> Most 34%	
Signage			
<i>Presence</i>	<i>Extensive</i> 17%	<i>Present</i> 68%	<i>Minimal</i> 17%
<i>Type</i>	<i>Commercial</i> 17%	<i>Public</i> 34%	<i>Mixed</i> 50%
On street parking:	<i>Present</i> 34%	<i>Extensive</i> 68%	
Traffic controls:	<i>None</i> 40% <i>Lights</i> 17%	<i>Roundabout</i> 50%	<i>Traffic island</i> 34%
Overhead services	<i>Both sides of street</i> 34%	<i>One side of street</i> East 50%	
<i>Visibility</i>	<i>Highly visible</i> 34%	<i>Visible</i> 68%	
Street furniture:	<i>Seats (trad. Styles)</i> 17% <i>Shelters</i> 17%	<i>Tree guards</i> 17% <i>Telephone modern</i> 175	<i>C.I. Railing</i> 17% <i>Other</i> 35% Bollards, parking meters.
Street ornamentation:			

STREET PLANTING

None:			
Location:	<i>Both sides of street</i> 100%	<i>Shoulders</i> 80%	
Spacing:	<i>Regular/Symmetry.</i> 17%	<i>Regular/Assymetrical</i> 85%	
Tree type:	<i>Evergreen</i> 17%	<i>Deciduous</i> 100%	
Scale form:	<i>Consistent</i> 50%	<i>Varied</i> 50%	
Age:	<i>Juvenile</i> Most 17% Few 17% <i>Mature</i> Most 34% Some 34% Few 17%	<i>Semi-mature</i> Some 50% <i>Over mature</i> Some 17% Few 17%	<i>Early maturity</i> Most 17% Some 50% Few 17%
Dominant species:	Platanus sp., mixed exotics, Quercus sp.		
Secondary species:	Platanus sp.		
Major other species	Cedrus deodara		
Intactness	<i>Intact</i> 34%	<i>Some missing</i> 50%	<i>Many missing</i> 17%
Tree disfiguration	<i>Extensive</i> 17%	<i>Some</i> 34%	<i>Minimal</i> 50%
Condition:	<i>Good</i> 68%	<i>Fair</i> 17%	<i>Poor</i> 17%
Significant trees	<i>Other</i> Most 68%		

	A good collection consisting of mature plantings. Good specimens of Quercus sp.		
Underplantings:	<i>Some</i> 68%	<i>Extensive</i> 17%	<i>None</i> 17%

Comments: Underplanting is residential and mostly Hebe sp. and Agapanthus.
PRIVATE GARDEN CHARACTER

Front fence:			
Height	<i>No fence</i> Few 17%		
	<i>Medium >1.2-1.8m</i> Some 34%	<i>Low up to 1.2m</i> Some 34%	<i>Mixed</i> Most 85%
Style	<i>Masonry stone</i> Some 68%	<i>Timber picket</i> Some 50% Few 17%	<i>Iron picket</i> Some 34% Few 17%
	<i>Solid timber</i> Some 34% Few 17%	<i>Hedge</i> Some 34% Few 17%	<i>Mixed</i> Most 34%
Front gardens:			
Presence	<i>Visible</i> Most 100%	<i>Not Visible</i> Few 68% Some 34%	
Transparency	<i>Buildings visible</i> Most 100%	<i>Buildings partly visible</i> Some 68% Few 34%	
Size	<i>Average 3-9m setback</i> Most 100%	<i>Small <3m setback</i> Some 17% Few 50%	
Canopy trees	<i>Many</i> 35%	<i>Some</i> 68%	
Tree types	<i>Conifers</i> Some 50%	<i>Deciduous</i> Most 17% Some 50%	<i>Native</i> Some 17% Few 34%
	<i>Other evergreen</i> Some 34% Few 34%	<i>Mixed</i> Most 34%	
Other veg.	<i>Many</i> 68%	<i>Some</i> 34%	
Condition	<i>Neglected</i> Few 34%	<i>Maintained</i> Most 100%	<i>Manicured</i> Few 68%
Features present:	<i>Other</i> 34% (old lamps)		
Side gardens:	<i>None</i> Most 85% Some 17%	<i>One side</i> Few 34%	
Side driveways:	<i>Present</i> Most 50% Some 17% Few 34%	<i>Not present</i> Most 34% Some 50%	

Comments:

BUILDING STOCK

Construction:	<i>Victorian. 1870-1900</i> Some 35% Few 7%	<i>Edwardian 1900-1915</i> Most 17% Some 68% Few 17%	<i>Inter-War 1915-1945</i> Some 68% Few 50%
	<i>Postwar 1945-1970</i> Most 34% Few 50%	<i>Late C20th 1970-1990</i> Few 17%	<i>Recent 1990s</i> Some 17%

Intactness:	<i>Victorian 1870-1900</i> Good 68% Fair 17%	<i>Edwardian 1900-1915</i> Good 68% Fair 17%	<i>Inter-War 1915-1945</i> Good 68% Fair 17%
	<i>Postwar 1945-1970</i> Good 68% Fair 17%	<i>Late C20th 1970-1990</i> Good 17%	<i>Recent 1990s</i> Good 17%
Height in storeys:	<i>1 Storey</i> Mostly 68% Some 17%	<i>2 Storeys</i> Some 34% Few 50%	<i>3 Storeys</i> Some 17% Few 17%
Scale:	<i>Large</i> Some 17% Few 34%	<i>Medium</i> Most 50%	<i>Small</i> Some 17%
Building Type:	<i>Residential detached</i> Most 85%	<i>Residential attached</i> Few 34%	<i>Commercial</i> Some 17% Few 50%
	<i>Institutional</i> Some 17% Few 34%		
Front setbacks:	<i>No front setbacks</i> Few 50%	<i><3m setbacks</i> Some 34% Few 50%	<i>3-9m front setbacks</i> Most 85%
Side setbacks: Size	<i>Medium</i> Most 68% Some 17%	<i>Small</i> Most 17% Some 50%	
Consistency	<i>Same</i> Some 34% Few 68%	<i>Different</i> Most 68% Few 17%	
Walling materials	<i>Timber</i> Most 17% Some 34% Few 34%	<i>Brick</i> Most 50% Some 34%	
Roofing material	<i>Slate</i> Some 28% Few 28%	<i>Metal</i> Most 42% Some 14%	<i>Terracotta tiles</i> Most 17% Some 34% Few 34%
	<i>Concrete tiles</i> Few 17%		
On-site car parking: Overall presence in street	<i>Low</i> 85%		
Garage:Carport type:	<i>Single</i> Most 56%	<i>Double</i> Some 28%	<i>Triple</i> Most 14%
Garage location:	<i>Beside dwelling</i> Few 17%	<i>Rear of dwelling</i> Most 85%	
Character contribution:	<i>High</i> 17%	<i>Medium</i> 68%	
Heritage contribution:	<i>Medium</i> 85%		
Architectural consistency:	<i>Medium</i> 85%		

Comments:

Some good examples of polychromatic houses.

ASSESSMENT

This character area consists of a series of relatively busy collector and local roads containing mostly residential and medical related uses. Ballarat Base Hospital is located within this character

area. Its dominating presence has had a strong impact on the development and image of this character area. Many former residential houses have been converted into medical suites.

Hospital generated traffic is high, as is the presence of on-street parking. The visual impact of parked cars within the streetscapes (especially Drummond Street North) is pronounced. The strong urban feel of the busy streets is increased by the frequent presence of parking meters and traffic controls (eg. traffic lights, roundabouts, pedestrian crossings and associated street signage).

Road shoulders are a combination of bitumen and scoria. This treatment allows this space to double as an on-street parking zone (angled parking bays present). The use of scoria is an effective treatment in visually delineating between the edge of carriageway and on-street parking. Crossovers are limited.

The presence of lawn nature strips is valuable in softening the hard-edged road surface. Footpaths are generally present and are important for pedestrian access to the hospital and medical practices. Consistent use of materials is desirable.

The predominant use of modern concrete kerb and gutter treatments is appropriate, given the traffic volumes and on street parking use. Street furniture exists, but is an uncomfortable blend of modern and traditional styles.

Street trees are commonly planted within the road shoulder. They are mostly deciduous, mature, exotic trees that are important in providing scale to the wide streets and in screening multiple level buildings. Drummond Street North and Mair Street have good examples of formal street tree plantings. Apart from these streets exotic street trees are inconsistent in appearance, being very mixed in size, spacings, species and conditions. Some trees are missing and others are disfigured. Street underplantings are a positive feature of this character area and include clipped hebe hedges in streets such as Drummond Street North. These plantings are valuable for several reasons. Being planted within the road shoulders, they help to break up the long, otherwise uninterrupted line of parked cars within the streetscape. They also bring colour, interest, scale and formality to an otherwise urban and intimidating road reserve. The underplantings also act as a buffer, to help prevent vehicular damage of street trees. Interesting shrub borders have been established at some road intersections (eg. low growing junipers at the corner of Errard Street North and Mair Street). These plantings generally read well, providing visual enclosure to the shorter, often quieter streets, and separating them from the busy Mair Street.

Mostly high quality gardens and building stock provide a valuable backdrop to the streets. Gardens are generally established and generous in form and scale, with many mature canopy trees. Some properties contain exceptional gardens and tree specimens worthy of protection (eg. Gardens at the Australian Catholic University and several of the large trees within the hospital grounds). These complement many of the old, historic homes, but are also important visual elements that create a level of formality and scale of planting appropriate to the size of properties, buildings and the wide road reserves. These gardens include some distinctive mature conifer specimens.

Fences are mostly mixed in height and style. Although there is a dominance of brick fences, examples of timber and iron pickets, solid timber and woven wire are all evident. This blend is acceptable given the types of buildings and long, wide nature of some of the roads. A number of established front hedges and the presence of several historic lamps in front gardens lift the appeal and interest of the private component of the streetscapes.

The housing stock is interesting in that many former residential dwellings have been converted to medical related suites. These properties usually include signage indicating the type and details of the specialist practices. The medical uses are appropriate as they are in close proximity to the hospital and have allowed some of the good individual examples of original Victorian and

Edwardian buildings to be retained in good condition with a positive level of restoration work. Many of these original properties contain architecturally interesting buildings with good details such as chimneys. Most of the buildings are detached brick, one storey residential dwellings with pitched metal roofs. Some of the multiple storey buildings are not too imposing due to the large lot sizes and appropriate setbacks. There are however, several unsympathetic alterations such as verandahs and first floor canopies evident. The 19th Century mansion at St John of God Hospital is an impressive street element.

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Drummond Street North (between Sturt & Webster Street)		✓					Hospital buildings and associated signage and medical practices.
			✓				Formal street trees and underplantings.
					✓		Dispersed heritage buildings.
						✓	Hospital and 19thC mansion.
Errard Street North	✓						High
		✓					Collection of garden arches and interesting building features. Scoria as building shoulder material.
				✓	✓		Excellent collection of individually interesting buildings. good details eg chimneys, name plates, pediments, brickwork, wall surfaces, roofs. High proportion of Edwardian buildings. High heritage contribution.
Lyons Street North (btw Sturt & Mair Street)					✓		Dispersed heritage buildings.
Mair Street (between Pleasant & Drummond Street North)				✓			Gardens @ Australian Catholic University. Many outstanding mature specimen trees. Original iron fence impressive.
						✓	Two hospitals @ Drummond Street corner.
Raglan Street North					✓		Dispersed heritage buildings.

SIGNIFICANCE RANKING: Neighbourhood interest STRATEGIES**OBJECTIVES**

That the Area develop under existing planning requirements.
That street planting be upgraded with consistent planting strategies.
That street space construction be maintained in accordance with the Ballarat Streetscape Policy 1991.

IMPLEMENTATION

Prepare a street tree planting strategy for the area.

Undertake street construction and maintenance in accordance with the Ballarat Streetscape Policy 1991.

8.15 CHARACTER AREA 14

STREETS

Ascot Street North, Pleasant Street North (between Mair & Sturt Street), Ripon Street North, Sussex Street, Talbot Street North.

Laneways:

Anticline Lane, Kangaroo Place, London Place, Quarry Lane, Republic Lane, Saxon Lane, Syncline Lane.

SUMMARY

This character area consists of a small collection of mostly flat, residential, regular grided streets north of Sturt Street. The area is bordered by (but not inclusive of) Mair Street to the north and Ballarat Base Hospital to the east. City Oval borders the character area to the west. Mostly local streets, with a series of narrow, rear access laneways present. Mixed drainage treatments, with wide, gravel and grass shoulders in mixed condition. Footpaths (bitumen) are generally present. Crossovers and side driveways are limited in number. Most street trees are exotic, being of mixed species, location and condition and are limited to the local roads only. Mixed private garden styles and conditions, with mainly low (up to 1.2m) fences. Building stock is mostly Pre-world war two, with a few new developments evident. Some restoration work noted, including 'Mock' Victorian terraces and Neo-Georgian developments. Several original Victorian houses are very altered.



Figure 92. Ascot Street North
URBAN CONTEXT

Land form:	Flat <1:30		
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	100%		
Dominant land use:	<i>Residential</i> Most 80%	<i>Commercial</i> Most 60%	
POS:	<i>Active</i> 20% (oval)		
Subdivision pattern:	<i>Regular grid</i> 100%		
Lot sizes:	<i>>750 sm</i> Most 20% Some 20% Few 40%	<i>300-750 sm</i> Most 80% Some 20%	<i><300sm</i> Some 20% Few 60%
Dominant frontage:	<i>>20m</i> Some 20%	<i>16-20m</i> Some 60%	<i>10-16m</i> Most 20% Some 80%
	<i>10-16m</i> Most 20% Some 80%		
Street types:	<i>Collector</i> 20%	<i>Local</i> 80%	
Views:	<i>Varied</i> 60%	<i>Internal</i> 40%	
Landmarks:	<i>Yes</i> 20%		

STREET SPACE

Reserve width:	<i>Wide >30m</i> 20%	<i>Medium</i> 60%	<i>Average 12-18m</i> 20%
Carriageway:			
Type	<i>Single</i> 100%		
Width	<i>Wide >9m</i> 40%	<i>Medium 5-9m</i> 60%	
Shoulder:	<i>Gravel</i> Most 20%	<i>Gravel and grass</i> Most 60%	
Nature strip:			
Width	<i>Average 1.2-3m</i> 80%		
Treatment	<i>Trees and turf</i> Most 20% Some 20%	<i>Turf only</i> Most 40% Some 20%	
Kerbs:	<i>Integrated concrete kerb and gutter</i> Most 40%	<i>Concrete upstand</i> Most 60%	
Gutters:	<i>Bluestone pitcher spoon drain</i> Most 50% Some 25%	<i>Concrete spoon drain</i> Some 20%	
Drains:	<i>Bluestone pitcher spoon drain</i> Most 20%		
Crossovers:			
Frequency	<i>Limited</i> 100%		
Form	<i>Concrete bridge (arched)</i> Most 20%	<i>Concrete bridge (flat)</i> Most 40%	
Footpaths:			
Presence	<i>Both sides of street</i> 100%		
Location	<i>Traditional</i> Most 100%		

<i>Continuity</i>	<i>Continuous</i> Most 100%		
<i>Width</i>	<i>Standard 1.2m</i> Most 80%	<i>Wide >1.2m</i> Most 17%	
<i>Materials</i>	<i>Bitumen</i> Most 80% Some 20%	<i>Concrete</i> Some 25%	
Street verandahs:			
<i>Presence</i>	<i>Not present</i> 40%	<i>Minimal</i> 40%	<i>Present</i> 20%
<i>Type</i>	<i>C19th /early C20th</i> Most 20%	<i>Mid/late C20th</i> Most 40%	
Signage			
<i>Presence</i>	<i>Present</i> 60%	<i>Minimal</i> 40%	
<i>Type</i>	<i>Public</i> 40%	<i>Mixed</i> 60%	
On street parking:	<i>Minimal</i> 20%	<i>Present</i> 80%	
Traffic controls:	<i>None</i> 40%	<i>Narrowings</i> 20%	<i>Traffic island</i> 20%
Overhead services	<i>Both sides of street</i> 20%	<i>One side of street</i> North 20% East 40% West 20%	
<i>Visibility</i>	<i>Highly visible</i> 60%	<i>Visible</i> 40%	
Street furniture:	<i>C.I. railing (trad.)</i> 40%		

STREET PLANTING

None:			
Location:	<i>Both sides of street</i> 100%	<i>Shoulders</i> 80%	
Spacing:	<i>Regular/Symmetry.</i> 20%	<i>Regular/Assymetrical</i> 80%	
Tree type:	<i>Deciduous</i> Most 80%	<i>Mixed</i> Most 20%	
Scale form:	<i>Consistent</i> 60%	<i>Varied</i> 40%	
Age:	<i>Juvenile</i> Some 20%	<i>Semi-mature</i> Some 40%	<i>Early maturity</i> Most 40% Some 20%
	<i>Mature</i> Most 20% Some 20%		
Dominant species:	<i>Ulmus sp, Quercus sp, Alnus sp. Fraxinus sp.</i>		
Secondary species:	<i>Fraxinus, Eucalyptus sp. Ulmus sp. Platanus sp.</i>		
Major other species			
Intactness	<i>Intact</i> 40%	<i>Some missing</i> 40%	<i>Many missing</i> 20%
Tree disfiguration	<i>Some</i> 100%	<i>Fair</i> 60%	<i>Poor</i> 40%
Condition	<i>Good</i> 17%	<i>Fair</i> 17%	<i>Poor</i> 17%
Underplantings	<i>None</i> 80%	<i>Some</i> 20%	

Comments: Many *Ulmus* senescent.

PRIVATE GARDEN CHARACTER

Front fence:			
Height	<i>No fence</i> Few 60%		
	<i>Large</i> Few 20%	<i>Medium >1.2-1.8m</i> Most 20% Some 40% Few 40%	<i>Low up to 1.2m</i> Most 60% Some 20% Few 20%
	<i>Built</i> Some 20%	<i>Mixed</i> Most 20%	
Style	<i>Masonry stone</i> Some 80%	<i>Timber picket</i> Some 80%	<i>Iron picket</i> Some 20%
	<i>Solid timber</i> Some 60% Few 20%	<i>Hedge</i> Few 20%	<i>Wire</i> Some 20% Few 20%
Front gardens:			
Presence	<i>None</i> Few 20%	<i>Visible</i> Most 80%	<i>Not Visible</i> Most 20% Few 60%
	<i>Partially present</i> Few 20%		
Transparency	<i>Buildings visible</i> Most 100%	<i>Buildings partly visible</i> Some 40% Few 60%	
Size	<i>Average 3-9m setback</i> Most 100%	<i>Small <3m setback</i> Few 40%	
Canopy trees	<i>Few</i> 40%		
Tree types	<i>Conifers</i> Some 50%	<i>Deciduous</i> Most 80% Some 20%	<i>Native</i> Few 80%
	<i>Other evergreen</i> Few 40% Some 60%	<i>Mixed</i> Most 34%	
Other vegetation	<i>Many</i> 20%	<i>Some</i> 80%	
Condition	<i>Neglected</i> Some 80% Few 20%	<i>Maintained</i> Most 100%	<i>Manicured</i> Few 40%
Side gardens:	<i>None</i> Most 100%		
Side driveways:	<i>Present</i> Some 40% Few 20%	<i>Not present</i> Most 80% Some 20%	

Comments:

BUILDING STOCK

Construction:	<i>Victorian. 1870-1900</i> Some 60% Few 40%	<i>Edwardian 1900-1915</i> Most 20% Some 60% Few 20%	<i>Inter-War 1915-1945</i> Most 20% Some 20% Few 20%
	<i>Postwar 1945-1970</i> Some 20% Few 60%	<i>Late C20th 1970-1990</i> Some 20% Few 60%	<i>Recent 1990s</i> Some 40%

Intactness:	<i>Victorian 1870-1900</i> Good 40% Fair 40%	<i>Edwardian 1900-1915</i> Good 40% Fair 20% Poor 20%	<i>Inter-War 1915-1945</i> Fair 40%
	<i>Postwar 1945-1970</i> Good 40% Fair 40%	<i>Late C20th 1970-1990</i> Good 80%	<i>Recent 1990s</i> Good 40%
Height in storeys:	<i>1 Storey</i> Mostly 100%	<i>2 Storeys</i> Some 20% Few 40%	
Scale:	<i>Medium</i> Most 100%		
Building Type:	<i>Residential detached</i> Most 80% Some 20%	<i>Residential semi-detached</i> Some 20% Few 20%	<i>Residential attached</i> Some 20% Few 20%
	<i>Commercial</i> Some 60%	<i>Institutional</i> Some 20%	
Front setbacks:	<i>No front setbacks</i> Some 20% Few 50%	<i><3m setbacks</i> Few 20%	<i>3-9m front setbacks</i> Most 80%
Side setbacks: Size	<i>Medium</i> Some 60% Few 20%	<i>Small</i> Most 80% Some 20%	
Consistency	<i>Same</i> Some 20% Few 40%	<i>Different</i> Most 80% Few 20%	
Walling materials	<i>Timber</i> Most 40% Some 60%	<i>Brick</i> Most 40% Some 60%	
Roofing material	<i>Metal</i> Most 60% Some 20%	<i>Terracotta tiles</i> Few 40%	<i>Concrete tiles</i> Few 20%
	<i>Other</i> 20% (fake tiles)		
On-site car parking: Overall presence in street	<i>Low</i> 40%		
Garage: Carport type:	<i>Single</i> Most 60% Some 40%	<i>Double</i> Some 20% Few 40%	
Garage location:	<i>Beside dwelling</i> Few 40%	<i>Rear of dwelling</i> Most 60% Some 20%	
Character contribution:	Medium 100%		
Heritage contribution:	Medium 60%	Low 40%	
Architectural consistency:	High 20%	Medium 40%	Low 40%

ASSESSMENT

This character area is formed by a series of mostly local, residential, flat, short streets to the north of Sturt Street, with a number of original rear laneways. A few commercial premises are present, but are mostly related to the close proximity of Sturt Street.

The presence of original gravel rear laneways has had an interesting impact on the image of the character area. Crossovers, side driveways and garages/car ports are typically absent from residential properties. Access to these sites is via the original rear laneways (mostly gravel). The other interesting characteristic of this area is the small side set backs of the buildings, creating a tight and prominent building line. Because of this factor it is critical that sensitive attention be given to front setbacks, scales and compositions between neighbouring properties. Views are often varied, with vistas along the informal rear laneways offering an unusual contrast to the formal local street frontages.

This is particularly relevant to streets such as Sussex Street, where three new developments on the north side of the street have introduced inconsistent scales, materials, textures and compositions that detract from the quality of the streetscape.

Talbot and Ascot Street North maintain traditional bluestone drainage treatments and gravel shoulders, which are in keeping with the context of the historic rear laneways. In contrast, Ripon and Sussex Streets contain mixed modern treatments. Pleasant Street North consists of a combination of mixed old and new treatments. Ripon Street also contains two types of drainage treatments. This introduces a conflict of styles and a confusing inconsistency. The modern drainage treatments also present a more urbanised feel to the streets that conflicts with the presence and setting of some of the historic homes and rear laneways.. In general, grassed/gravel shoulders are poorly maintained.

The exotic street trees are mostly planted in road shoulders and are generally in poor-fair condition, with many inconsistencies in location, species, intactness, scale and spacings. Some street trees such as those in Ascot Street and Talbot Street North are approaching senescence.

Overall, gardens are highly variable. Some streets such as Talbot Street North have well established private gardens, with a good combination of canopy trees. Other streets such as Ripon Street North have gardens that are highly variable in style, maintenance and materials. In Ascot Street North three unusual and interesting Victorian timber cottages are complemented by traditional retained gardens. The presence of several high solid fences obscures views to front gardens and are negative components of the street, where otherwise low, mostly semi-transparent fences predominate.

Most buildings are single storey, detached residential structures of timber and brick with pitched metal roofs. These are predominantly Pre-world war two buildings with mixed inconsistencies in scale and setbacks between streets. Where these aspects are consistent (such as Talbot Street North) the streetscape generally reads better. Almost half of the streets in this character area have one or more incidences of two storey buildings. Alterations and restorations are evident.

Rear roller garage doors, bitumen paving and unit developments are factors changing the nature of the informal rear gravel laneways. New developments with prominent garages and flat roofs are negative additions to the character area.

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Ascot Street North		✓					Row of three elevated Victorian houses and gardens.
Ascot Street North					✓		Dispersed heritage buildings.
Pleasant Street North (between Mair St & Sturt St)						✓	City Oval Hotel.
Ripon Street North			✓				No crossovers, garages or side driveways.
Talbot Street North			✓				Mostly consistent scale and setback of houses.
Rear laneways			✓		✓		Traditional gravel, informal laneways

SIGNIFICANCE RANKING: Local interest
STRATEGIES

OBJECTIVES

To retain and enhance the densely developed pre-World War 2 residential areas with traditional back lanes as an urban character of local interest.

To retain the traditional street tree planting styles of formal avenues of large mixed species exotic trees.

To upgrade the existing condition of the street tree planting by progressive replanting of senescent and poor quality trees.

To maintain existing traditional forms of street construction.

To retain back lanes as unusual features of local interest, and to maintain their enclosed and informal character as a contrast to the formality of the street character.

To encourage development that is complementary in scale, form, density, and siting with existing development.

To retain the existing visual connection between the street space and private land.

GUIDELINES

Buildings and works

Building height to complement surrounding buildings.

Roof form and pitch to complement existing roof structures.

Frontage setbacks to be consistent with the dominant frontage setback in the street.

Garage to be located at rear of house and accessed from back lane. Where there is existing street access to the lot, a garage may be permitted at the side of the house provided the garage frontage setback is at least 3 metres greater than the house frontage setback.

Front fences to be no higher than 1.2 metres

On corner sites the frontage fence is to return along the corner sideage for at least 6 metres beyond the building frontage setback.

Street space construction

Back lanes

Maintain and repair back lanes with material and configuration to match existing treatments.

Streets

Construct, repair, and maintain streets to retain existing traditional forms, materials and detailing, especially gravel shoulders, in accordance with the Ballarat Streetscape Policy 1991.

Street trees

Retain existing street planting styles of formal avenues of large exotic trees.

Progressively replace aging and poorly performing street plantings while retaining the specimen spacing and shoulder (or former shoulder) location.

Planting bays in the shoulder area to be low key and unobtrusive rather than formalised with concrete kerb and gutters.

Replace missing specimens and inconsistent species with species that match the traditional planting theme. Replacement plantings to be spaced and in sequence with the existing planting patterns.

IMPLEMENTATION

Planning Scheme amendment

Prepare a Schedule to the Design and Development Overlay of the Ballarat Planning Scheme dealing with buildings and works.

Design and Development Overlay Schedule to include in Decision Guidelines the following requirement:

-Before deciding on any application that involves complex design issues or is of concern to the broader Ballarat community, the responsible authority consider the comments of an independent review panel as to whether the proposed development meets the design objectives.

The Design and Development Overlay Schedule to include an exemption from third party appeals under Section 82 (1) of the Act if the permit is for buildings and works, or landscaping that are in accordance with the requirements of the Schedule.

Street space strategy

Council to adopt the Street Space guidelines as its strategy for the repair, maintenance and replacement of street construction works in the Area, in accordance with the Ballarat Streetscape Policy 1991.

Street tree strategy

Council to adopt the Street Tree guidelines as its strategy for the care, maintenance and replacement of the planting in the Area.

8.16 CHARACTER AREA 15

STREETS

Alfred Street (between Sturt Street & Wendouree Parade), Buckingham Street, Dawson Avenue, Elliott Street, Grove Street, Mair Street (between Wendouree Pde & Pleasant Street North), Morrison Street, Parker Street, Pleasant Street North (between Wendouree Pde & Mair Street), Ripon Avenue, Ripon Street North (between Mair Street & Webster Street), Service Street, Tennis Street, The Court, White Avenue.

SUMMARY

A series of mostly local, north–south orientated residential streets to the south of Lake Wendouree. These streets generally lie between Wendouree Parade to the north and Sturt Street to the south. The Australian Catholic University borders the character area to the east with Loretto College to the west. The distorted grid pattern streets are typically flat, with varied views, including some to Lake Wendouree and Sturt Street. Road reserve treatments are highly mixed. Minimal signage present. Traffic controls exist as does on street parking. Some locally unusual materials are used in the nature strips and road surfacing. Street trees are very mixed in presence, location, intactness, species, condition and age. Some resident underplantings are evident. Front gardens are generally mixed, with fences variable in presence, style and height. Building stock is of varied construction, but is mostly late twentieth century. Most buildings are one storey detached brick dwellings with concrete roofing tiles. New two storey developments and prominent garages are evident, with several second storey extensions present in older buildings.



Figure 93. Alfred Street
URBAN CONTEXT

Land form:	<i>Flat <1:30</i> 95%	<i>Gentle slopes 1:30-1:15</i> 7%	
Dominant land use:	<i>Residential</i> Most 81% Some 7% Few 7%	<i>Industrial</i> Some 7	<i>Civic</i> Most 7% Some 7%
	<i>Mixed</i> Some 21% (Institutional)		
POS:	<i>Active</i> 21% (Croquet club & oval)		
Subdivision pattern:	<i>Distorted grid</i> 100%		
Lot sizes:	<i>>750 sm</i> Most 35% Some 7% Few 42%	<i>300-750 sm</i> Most 62% Some 21% Few 14%	<i><300m</i> Few 35%
	<i>>20m</i> Most 14% Few 14%	<i>16-20m</i> Most 35% Some 28%	<i>10-16m</i> Most 14% Some 56% Few 7%
Dominant frontage:	<i>6-10m</i> Some 14%		
Street types:	<i>Local</i> 51%	<i>Collector</i> 14%	<i>Court</i> 14%
	<i>Laneway ROW</i> 21%		
Views:	<i>Internal</i> 35%	<i>Varied</i> 49%	<i>Few</i> 14%
Landmarks:	Yes 70%		

STREET SPACE

Reserve width:	<i>Medium</i> 21%	<i>Average 12-18m</i> 56%	<i>Narrow <12m</i> 21%
Carriageway:			
<i>Type</i>	<i>Single</i> 100%		
<i>Width</i>	<i>Wide >9m</i> 7%	<i>Medium 5-9m</i> 95%	
Shoulder:	<i>Gravel</i> Most 21%		
Nature strip:			
<i>Width</i>	<i>Wide >3m</i> 21%	<i>Average 1.2-3m</i> 42%	<i>Narrow <1.2m</i> 7%
<i>Treatment</i>	<i>Trees and turf</i> Most 28% Some 7%	<i>Trees and turf/garden beds</i> Most 7%	Turf only Most 42%
Kerbs:	<i>Integrated concrete kerb and gutter</i> Most 49% Some 21%	<i>Concrete upstand</i> Most 14% Some 7%	<i>Bluestone picher</i> Some 7%
	<i>Other</i> Most 7% Some 7% Brick spoon, rollover		
Gutters:	<i>Bluestone picher inverted channel</i> Some 7%	<i>Bluestone picher spoon drain</i> Most 7% Some 14%	<i>Concrete invert.</i> Some 7%

Drains:	<i>Bluestone pitcher spoon drain</i> Most 7%		
Crossovers:			
<i>Frequency</i>	<i>Average</i> 95%	<i>Limited</i> 7%	
<i>Form</i>	<i>Bitumen (at grade)</i> Most 7% Some 14%	<i>Concrete (at grade)</i> Most 49% Some 28%	<i>Concrete bridge (arched)</i> Some 7%
	<i>Concrete bridge (flat)</i> Most 7%	<i>Other (specify)</i> Most 7% Few 7% Clay pavers, gravel	
Footpaths:			
<i>Presence</i>	<i>Both sides of street</i> 35%	<i>One side of street</i> East 14% West 14%	<i>None</i> 35%
<i>Location</i>	<i>Traditional</i> Most 62%		
<i>Continuity</i>	<i>Continuous</i> Most 42%	<i>Discontinuous</i> Most 21%	
<i>Width</i>	<i>Standard 1.2m</i> Most 49%	<i>Wide >1.2m</i> Most 7%	<i>Narrow <1.2m</i> Most 7%
<i>Materials</i>	<i>Bitumen</i> Most 28% Some 14%	<i>Concrete</i> Most 21% Some 14%	<i>Gravel</i> Most 7% Few 7%
Street verandahs:			
<i>Presence</i>	<i>Not present</i> 95%	<i>Minimal</i> 7%	
<i>Type</i>	<i>Mid/late C20th</i> Most 7%		
Signage			
<i>Presence</i>	<i>Minimal</i> 100%		
<i>Type</i>	<i>Public</i> 100%		
On street parking:	<i>Minimal</i> 75%	<i>Present</i> 28%	
Traffic controls:	<i>None</i> 81%	<i>Speed humps</i> 7%	<i>Lights</i> 7%
Overhead services	<i>Both sides of street</i> 7%	<i>One side of street</i> South 7% East 35% West 28%	<i>Underground</i> 7%
	<i>Median street</i> 7%		
<i>Visibility</i>	<i>Highly visible</i> 70%	<i>Visible</i> 14%	<i>Not visible</i> 21%
Street furniture:	<i>Tree guards</i> 7%	<i>Plant boxes</i> 7%	<i>Post box modern</i> 7%
	<i>Other</i> 7%		
Street ornamentation	<i>Statuary</i> 7%		

STREET PLANTING

None:	49%		
Location:	<i>Both sides of street</i> 35%	<i>One side of street</i> East 7%	<i>Shoulders</i> 42%

		North 7% West 7%	
Spacing:	<i>Regular/Symmetry.</i> 7%	<i>Regular/Assymetrical</i> 21%	<i>Irregular/informal</i> 7%
	<i>Mixed/other (specify)</i> 14%		
Tree type:	<i>Evergreen</i> Most 7%	<i>Deciduous</i> Most 50%	<i>Mixed</i> Some 14%
Scale form:	<i>Consistent</i> 21%	<i>Varied</i> 28%	
Age:	<i>Juvenile</i> Most 21% Some 7% Few 7%	<i>Semi-mature</i> Most 21% Some 14% Few 7%	<i>Early mature</i> Most 21% Few 7%
	<i>Mature</i> Few 7%	<i>Over mature</i> Some 7%	
Dominant species:	Betula pendula, Ulmus, Crataegus,		
Secondary species:	Acacia, Alnus, Lagerstroemia		
Major other species	Melaleuca sp. and resident plantings.		
Intactness	<i>Intact</i> 7%	<i>Many missing</i> 28%	
Tree disfiguration	<i>Some</i> 7%	<i>Minimal</i> 14%	<i>None</i> 35%
	<i>Very good</i> 14%	<i>Good</i> 21%	<i>Poor</i> 14%
	<i>Fair</i> 7%		
Significant trees	<i>Group of trees</i> Most 7%	<i>Other</i> Most 7% Some senescing Ulmus	
Underplantings	<i>Extensive</i> 7%	<i>Some</i> 21%	<i>None</i> 21%

Comments Some underplantings of perennials and Agapanthus.

PRIVATE GARDEN CHARACTER

Front fence:			
Height	<i>No fence</i> Most 28% Some 21% Few 21%		
	<i>High >1.8m</i> Most 7% Few 28%	<i>Medium >1.2-1.8m</i> Most 35% Some 49% Few 7%	<i>Low up to 1.2m</i> Most 14% Some 42% Few 7%
Style	<i>Masonry stone</i> Many 14% Some 56% Few 14%	<i>Timber picket</i> Some 49% Few 7%	<i>Iron picket</i> Some 28% Few 14%
	<i>Solid timber</i> Most 7% Some 56% Few 7%	<i>Hedge</i> Some 21% Few 21%	<i>Other</i> Most 28% Some 14% Few 14%

	<i>Mixed</i> Most 14%		
Front gardens:			
<i>Presence</i>	<i>None</i> Most 14% Few 28%	<i>Visible</i> Most 75% Few 14% Some 7%	<i>Not Visible</i> Most 14% Some 14% Few 14%
	<i>Partially present</i> Some 35%		
<i>Transparency</i>	<i>Buildings visible</i> Most 56% Some 21% Few 21%	<i>Buildings partly visible</i> Most 28% Some 42% Few 7%	<i>Not visible</i> Some 7% Few 21%
<i>Size</i>	<i>Average 3-9m setback</i> Most 95%	<i>Small <3m setback</i> Most 7%	
<i>Canopy trees</i>	<i>Many</i> 28%	<i>Some</i> 42%	<i>Variable</i> 7%
	<i>Limited</i> 21%		
<i>Tree types</i>	<i>Conifers</i> Some 7% Few 14%	<i>Deciduous</i> Most 81% Some 7%	<i>Native</i> Most 7% Some 21% Few 49%
	<i>Other evergreen</i> Most 7% Some 56% Few 7%		
<i>Other vegetation</i>	<i>Many</i> 28%	<i>Some</i> 49%	<i>Limited</i> 14%
	<i>Variable</i> 7%		
<i>Condition</i>	<i>Neglected</i> Few 7%	<i>Maintained</i> Most 75% Some 14%	<i>Manicured</i> Most 14% Some 35% Few 14%
<i>Features present</i>	<i>Other</i> 21% (Pedestals and a Victorian reproduction lamp)		
Side gardens:	<i>None</i> Most 88%	<i>Both sides</i> Some 7% Few 7%	<i>One side</i> Most 7% Some 7% Few 21%
Side driveways:	<i>Present</i> Most 49% Some 21% Few 21%	<i>Not present</i> Most 28% Some 21% Few 7%	

Comments:

BUILDING STOCK

Construction:	<i>Victorian. 1870-1900</i> Most 7 % Some 21% Few 14%	<i>Edwardian 1900-1915</i> Some 14% Few 21%	<i>Inter-War 1915-1945</i> Most 7% Some 28% Few 14%
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	<i>Postwar 1945-1970</i> Most 14% Some 21% Few 7%	<i>Late C20th 1970-1990</i> Most 35% Some 35% Few 7%	<i>Recent 1990s</i> Most 7% Some 21%
Intactness:	<i>Victorian 1870-1900</i> Good 28% Fair 7%	<i>Edwardian 1900-1915</i> Good 14% Fair 7%	<i>Inter-War 1915-1945</i> Good 7% Fair 21% Poor 7%
	<i>Postwar 1945-1970</i> Good 35% Fair 7%	<i>Late C20th 1970-1990</i> Good 62% Fair 7%	<i>Recent 1990s</i> Good 14%
Height in storeys:	<i>1 Storey</i> Mostly 75% Some 7%	<i>2 Storeys</i> Most 7% Some 42% Few 14%	
Scale:	<i>Large</i> Most 7% Few 7%	<i>Medium</i> Most 88% Few 7%	<i>Small</i> Few 7%
Building Type:	<i>Residential detached</i> Most 88% Some 7% Few 7%	<i>Residential semi-detached</i> Few 7%	<i>Institutional</i> Most 7% Some 7% Few 21%
Front setbacks:	<i><3m front setbacks</i> Most 7%	<i>3-9m front setbacks</i> Most 95% Some 14%	
Side setbacks: Size	<i>Large</i> Most 7%	<i>Medium</i> Most 7% Some 75%	<i>Small</i> Most 35% Some 62%
<i>Consistency</i>	<i>Same</i> Most 7%	<i>Different</i> Most 88%	
Walling materials	<i>Stone</i> Some 7%	<i>Timber</i> Most 14% Some 49%	<i>Brick</i> Most 49% Some 281 Few 7%
	<i>Other, cladding</i> Some 14%	<i>Other</i> Most 7% (concrete block)	
Roofing material	<i>Slate</i> Some 14%	<i>Metal</i> Most 28% Some 35% Few 7%	<i>Terracotta tiles</i> Few 21%
	<i>Concrete tiles</i> Most 42% Some 42% Few 7%		
On-site car parking: <i>Overall presence in street</i>	<i>High</i> 28%	<i>Medium</i> 35%	<i>Low</i> 28%
Garage: Carport type:	<i>Single</i> Most 35% Some 35%	<i>Double</i> Most 21% Some 42% Few 7%	
Garage location:	<i>Front of dwelling</i> Most 7% Some 14% Few 14%	Beside dwelling Most 14% Some 49%	<i>Rear of dwelling</i> Most 25% Some 21%
Character contribution:	<i>High</i> 7%	<i>Medium</i> 81%	<i>Low</i> 7%

Heritage contribution:	Medium 28%	Low 70%	
Architectural consistency:	High 7%	Medium 28%	Low 62%

Comments

Character area contains some brick villas, timber bungalows, timber villas, a large college building, "Mock" Georgian and Edwardian and double storey Reproduction styles.

ASSESSMENT

The distinguishing feature of the mostly local, flat residential streets in this character area is the dominance of 20th century development amongst established, older properties. The orientation of most of these streets permits views to Lake Wendouree. Some streets maintain a disjointed nature due to the dichotomy of old and new treatments within the streetscape. An exaggerated example of this confused character occurs in Alfred Street (between Sturt Street and Wendouree Parade), where the west and east sides of the street are completely different in appearance and structure. On the east, 1980's –'90's developments dominate, with concrete kerbs and gutters, wide nature strips (no footpaths), overhead powerlines, mixed and mostly irregular planted juvenile and semi-juvenile exotics (within nature strip), and mixed, mostly immature garden treatments. On the west, there are mixed traditional buildings, with traditional bluestone gutters and gravel shoulders, regular planted, mature-over mature elm trees (within gravel shoulder), footpath, no nature strip, and the presence of mature private gardens. This relationship is uncomfortable and has resulted in a disjointed street appearance. The two sides of the street read separately, rather than as an integrated streetscape. Many of the other streets have some degree of inconsistency in one form or another. Street treatments vary emphasising the transitional nature of the building stock.

Drainage treatments vary between streets, but also within each street, although mixed modern, integrated kerb and gutters (including roll over kerbs) dominate. These modern gutters are not intrusive, given the dominance of late 20th century developments. Generally, consistent treatments help to compensate for the very mixed building stock within the streets. Crossovers (concrete) are at grade and the provision of on site parking reduces the requirement for parking within the street reserve. Signage and traffic controls are kept to a minimum and are generally not required in the local traffic only roads. Most traffic is concentrated in the two collector roads – Mair Street and Pleasant Street North. These are popular routes to and from Lake Wendouree.

Footpath presence, continuity and materials are mixed, with their absence and discontinuity outweighing their presence. This impacts on the presence and characteristics of the nature strips. Where footpaths are discontinuous, the width of the nature strips varies. In some of the narrower streets such as Buckingham Street and White Avenue, nature strips and footpaths are not present. In each case, the road reserve doubles as pedestrian and vehicular access. These streets are in close proximity to Loretto College so would be used by school children. Residents have successfully treated the verge between carriageways and fences with informal plantings and unusual materials such as quartz pebbles replace nature strips. These materials are residential in character and extend the domestic feel of the streetscapes.

Street trees are not always present. In fact, almost half of the streets do not contain street trees. This often relates to the narrow nature of some of Streets such as Grove, Buckingham and Tennis Streets, where space is limited. Combinations of various aged trees exist within the remaining streets. Although the exotic trees vary within and between streets, both in location, scale, species and form, the overall informal approach is appealing. In some streets such as Service, Elliot and Dawson Streets, street trees almost appear as extensions to the private gardens. A combination of factors including informal spacings and locations of street trees, no fences, wide nature strips and the appropriate inclusion of complementary private canopy trees create this image. Street underplantings are positive attributes of some of the streets. These plantings, especially in Buckingham Street, reduce the visual division between public and private spaces.

There is an interesting comparison existing between old, mature and established gardens and new, immature gardens. The main difference is the lack of canopy trees in some of the newer developments, as opposed to some of the older gardens that have excellent mature canopy trees. Most gardens are maintained, but some examples of poorly pruned/disfigured private trees detract from the appeal of the streets. Grove Street contains an interesting collection of original, retained gardens. Many new developments are sympathetic in that low and no front fences exist. This is critical in the integration of the houses with the existing streetscape. Fences are generally mixed, but mostly low and masonry in style, although some examples of timber picket fences are also popular.

Perhaps the most prominent feature of the streets is the changing nature of the buildings. Where the streets once contained Victorian, Edwardian and Inter-war housing, late 20th century developments now dominate some of the streets. The building stock is mostly detached brick, single storey houses with mostly concrete roofing tiles. Although there is low architectural consistency between streets, front setbacks are mostly consistent (with the exception of several new unsympathetic developments). Double storey developments are present. For instance, The Court contains predominantly new, double storey buildings with pitched roofs. This is a relatively new street and is locally unusual in that the street is constructed of interlocking pavers and all of the properties have no front fences. It appears excessively wide for its use. Second storey extensions to some of the existing older residences are also evident. Some interesting attic style houses exist within Tennis Street. Most of the older Victorian, Edwardian, Inter-war and Post-war buildings are still in a good level of intactness, with some evidence of restoration work.

The street reserves in this character area vary in width. Generally the wider (often collector) roads have the poorest visual quality, with an exposed appearance and in varied condition. The medium width reserves and carriageways often read well. Service Street is a good example, where an integration of old and new developments has been achieved. The combination of bitumen footpaths and crossovers and concrete roll-over kerbs works well (the bitumen prevents the dominance of concrete in the street space as seen in Parker Street). The wide nature strips are manicured, with the consistent use of street trees and underplantings in good vigour. The private gardens contain a good combination of shrubs and canopy trees that semi-screen the buildings. The presence of low or no front fences is appropriate. Some of the older residences have been restored. Terminating views to Lake Wendouree and feature beds within Sturt Street are present. The narrower streets are often of mixed condition and appearance, with overhead powerlines within the narrow verge between the kerb and fences, constricting treatments in the street space. Buckingham Street is an excellent example of a treatment of such a narrow street (no powerlines present).

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Buckingham Street	✓						High
				✓			Landscape treatment of street.
Mair Street (btw Pleasant St Nth & Wendouree Parade)					✓		Dispersed heritage buildings.
Morrison Street				✓			Private mature Araucaria tree on corner of Sturt.
						✓	Loretto College & view to Lake Wendouree.
Ripon Avenue						✓	Australian Catholic University.
Service Street			✓				Street trees and road reserve construction.

SIGNIFICANCE RANKING :Neighbourhood interest
STRATEGIES

OBJECTIVES

That the Area develop under existing planning requirements.

That street planting be upgraded by infill specimen planting with consistent species, and replacement planting of existing themes.

That street construction be upgraded by adopting a consistent approach to form and materials within each street, generally in accordance with the Ballarat Streetscape Policy 1991.

IMPLEMENTATION

Prepare a street tree planting strategy for the Area.

Adopt a strategy for the consistent repair, construction and maintenance of each street, generally in accordance with the Ballarat Streetscape Policy 1991.

8.17 CHARACTER AREA 16

STREETS

Carlton Street, Crocker Street, Gillies Street (between Carlton & Sturt Street), Hamilton Avenue.

SUMMARY

This character area contains a small pocket of mostly local, residential streets. Ballarat Botanic Gardens to the west and north border the streets. Loretto College and Wendouree Parade border the site to the east and Sturt Street lies to the south. The mostly flat, regular grided streets enable very mixed views including panoramic, varied, local and internal. Traffic controls such as traffic lights, roundabouts and traffic islands are present and are mostly related to the intersections with Sturt Street. Wide carriageways exist, with turf nature strips and integrated concrete kerbs and gutters. Crossovers are mostly present, but very mixed in form and appearance. Footpaths are also mixed in materials, but are generally present. The presence and location of overhead services varies. Mostly exotic street trees of fairly consistent scale and form, with unusual mostly regular, symmetrical spacings. Some informal resident planting of streets. Varied fence heights, but mostly masonry. Many large (>750sm) lot sizes. Many private exotic canopy trees and other vegetation in manicured/maintained condition. Some garden arbours present. Mixed, detached housing is predominant. It generally consists of Inter-war dwellings that are in a good level of intactness. Buildings are mainly brick, with consistent front setbacks, and with many being of high character and heritage contribution. There is a high level of architectural consistency.



Figure 94. *Hamilton Street*

URBAN CONTEXT

Land form:	<i>Flat <1:30</i> 75%	<i>Gentle slopes 1:30-1:15</i> 25%	
Dominant land use:	<i>Residential</i> Most 100%	<i>Mixed (specify)</i> Some 25%	
POS:	<i>Passive</i> 25% (Botanic gardens)		
Subdivision pattern:	<i>Distorted grid</i> 100%		
Lot sizes:	<i>>750 sm</i> Most 100%	<i>300-750 sm</i> Some 25% Few 505	
Dominant frontage:	<i>>20m</i> Most 50% Some 25%	<i>16-20m</i> Most 50% Some 25%	
Street types:	<i>Local</i> 75%	<i>Collector</i> 25%	
Views:	<i>Panoramic</i> 25% <i>Internal</i> 25%	<i>Local</i> 25%	<i>Varied</i> 25%
Landmarks:	<i>Yes</i> 75%		

STREET SPACE

Reserve width:	<i>Wide >30m</i> 50%	<i>Medium</i> 50%	
Carriageway:			
<i>Type</i>	<i>Single</i> 100%		
<i>Width</i>	<i>Wide >9m</i> 50%	<i>Medium 5-9m</i> 25%	<i>Narrow <5m</i> 25%
Shoulder:	<i>Gravel and grass</i> Most 50%		
Nature strip:			
<i>Width</i>	<i>Average 1.2-3m</i> 75%		
<i>Treatment</i>	<i>Trees and turf</i> Most 25%	<i>Turf only</i> Most 50%	
Kerbs:	<i>Integrated concrete kerb and gutter</i> Most 50%	<i>Concrete upstand</i> Most 50%	
Gutters:	<i>Concrete spoon drain</i> Most 25%		
Drains:	<i>Concrete spoon drain</i> Most 25%		
Crossovers:			
<i>Frequency</i>	<i>Average</i> 75%	<i>Limited</i> 25%	
<i>Form</i>	<i>Bitumen (at grade)</i> Few 25% <i>Other (specify)</i> Some 25% <i>Sheet metal</i>	<i>Concrete (at grade)</i> Most 25%	<i>Concrete bridge (flat)</i> Most 25%
Footpaths:			

<i>Presence</i>	<i>Both sides of street</i> 75%	<i>One side of street</i> West 25%	
<i>Location</i>	<i>Traditional</i> Most 100%		
<i>Continuity</i>	<i>Continuous</i> Most 100%		
<i>Width</i>	<i>Standard 1.2m</i> Most 75%	<i>Wide >1.2m</i> Some 25%	<i>Narrow <1.2m</i> Some 25%
<i>Materials</i>	<i>Bitumen</i> Most 50%	<i>Concrete</i> Most 25%	
Street verandahs:			
<i>Presence</i>	<i>Not present</i> 100%		
Signage			
<i>Presence</i>	<i>Present</i> 25%	<i>Minimal</i> 75%	
Traffic controls:	<i>None</i> 25%	<i>Roundabout</i> 25%	<i>Traffic island</i> 75%
	<i>Lights</i> 25%		
Overhead services	<i>Both sides of street</i> 25%	<i>One side of street</i> North 25% West 25%	<i>Underground</i> 25%
	<i>Median strip</i>		
<i>Visibility</i>	<i>Highly visible</i> 25%	<i>Not visible</i> 75%	
Street furniture:	<i>Seats (trad. Styles)</i> 25%		

STREET PLANTING

None:	25%		
Location:	<i>Both sides of street</i> 75%	<i>Shoulders</i> 50%	
Spacing:	<i>Regular/Symmetry.</i> 75%		
Tree type:	<i>Evergreen</i> Few 25%	<i>Deciduous</i> Most 50%	
Scale form:	<i>Consistent</i> 75%		
Age:	<i>Juvenile</i> Few 25%	<i>Semi-mature</i> Most 25% Some 25%	<i>Early maturity</i> Some 25% Few 25%
	<i>Mature</i> Most 50%		
Dominant species:	<i>Fraxinus, Quercus</i> <i>avenue</i>		
Secondary species:	<i>Fraxinus, Quercus</i>		
Major other species	<i>Mixed</i>		
Intactness	<i>Intact</i> 50%	<i>Many missing</i> 25%	
Tree disfiguration	<i>Some</i> 25%	<i>None</i> 25%	
Condition	<i>Very good</i> 50%	<i>Fair</i> 50%	
Significant trees	<i>Specimen</i> 25%	<i>Avenue</i> Most 50%	
Underplantings	<i>Some</i> 25%	<i>None</i> 50%	

Comments: Residential underplantings.

PRIVATE GARDEN CHARACTER

Front fence:			
Height	<i>High >1.8m</i> Most 25% Few 25%	<i>Medium >1.2-1.8m</i> Most 25% Some 50% Few 25%	<i>Low up to 1.2m</i> Most 25% Some 50%
Style	<i>Masonry stone</i> Many 50% Some 50%	<i>Timber picket</i> Some 25%	<i>Iron picket</i> Some 50%
	<i>Solid timber</i> Most 25% Some 25%	<i>Hedge</i> Most 25% Some 25%	<i>Other</i> Some 25%
	<i>Wire</i> Most 25%		
Front gardens:			
Presence	<i>Visible</i> Some 50% Few 25%	<i>Partly Visible</i> Most 100%	<i>Not visible</i> Some 25% Few 25%
Transparency	<i>Buildings visible</i> Most 50% Few 25%	<i>Buildings partly visible</i> Most 100%	<i>Not visible</i> Some 25% Few 25%
Size	<i>Large >9m</i> Most 25% Some 25% Few 25%	<i>Average 3-9m setback</i> Most 50%	<i>Small <3m setback</i> Some 25%
	<i>Extensive</i> Most 25%	<i>Mixed</i> Most 25%	
Canopy trees	<i>Many</i> 50%	<i>Variable</i> 25%	
Tree types	<i>Conifers</i> Few 50%	<i>Deciduous</i> Most 100%	<i>Native</i> Some 25%
	<i>Other evergreen</i> Some 50%		
Other vegetation	<i>Many</i> 100%		
Condition	<i>Neglected</i> Some 25%	<i>Maintained</i> Many 75% Some 25%	<i>Manicured</i> Most 25% Some 50%
Features present	<i>Other</i> 25% (Arbors)		
Side gardens:	<i>None</i> Most 50% Few 25%	<i>Both sides</i> Most 25% Few 25%	<i>One side</i> Some 25%
Side driveways:	<i>Present</i> Most 25% Some 25% Few 25%	<i>Not present</i> Most 25% Few 25%	

Comments:

BUILDING STOCK

Construction:	<i>Edwardian 1900-1915</i> Some 25%	<i>Inter-War 1915-1945</i> Most 50% Some 50%	<i>Postwar 1945-1970</i> Few 25%
	<i>Late C20th 1970-1990</i> Few 50%	<i>Recent 1990s</i> Most 25%	
Intactness:	<i>Edwardian 1900-1915</i> Good 25%	<i>Inter-War 1915-1945</i> Good 75% Fair 25%	<i>Postwar 1945-1970</i> Good 25%

	Late C20th 1970-1990 Good 40%	Recent 1990s Good 40%	
Height in storeys:	1 Storey Mostly 50% Some 25% Few 25%	2 Storeys Most 50% Some 50% Few 25%	
Scale:	Large Few 25%	Medium Most 75% Few 25%	
Building Type:	Residential detached Most 75%	Institutional Most 25%	
Front setbacks:	3-9m front setbacks Most 75% Some 25%	Front setbacks > 9m Most 25% Some 25% Few 25%	
Side setbacks: Size	Large Some 25% Few 25%	Medium Most 100%	Small Most 50% Some 25% Few 25%
Consistency	Same Most 25%	Different Most 50% Few 25%	
Walling materials	Timber Most 25%	Brick Most 75% Some 25%	
Roofing material	Slate Some 50% Few 25%	Metal Most 25% Some 25%	Terracotta tiles Most 25% Some 25%
	Concrete tiles Most 25% Some 50%		
On-site car parking: Overall presence in street	Medium 50%	Low 25%	
Garage: Carport type:	Single Most 75%	Double Few 25%	Triple Few 25%
Garage location:	Beside dwelling Most 25% Some 25% Few 25%	Rear of dwelling Most 50%	
Character contribution:	High 50%	Medium 25%	Low 25%
Heritage contribution:	High 50%	Medium 25%	Low 25%
Architectural consistency:	High 50%	Medium 25%	Low 25%

ASSESSMENT

This character area presents a dominance of large lot sizes (>750sm) with particularly excellent examples of mostly brick, large, intact Edwardian and Inter-war residential houses. In particular, Crocker and Hamilton Street contain outstanding examples of large Inter-war houses, including bungalows and clinker brick, English Domestic Revival buildings. Some of these have prominent chimneys. The tapered chimney seen on some of the houses is an unusual detail and may be the trademark of a local builder. These outstanding buildings are of high heritage and character contribution due to their overall presence in the street and good levels of detail and intactness. While roofing materials vary, terracotta tiles suit the period of housing. The streets are relatively intact, although several unsympathetic units and over-scaled double storey 1980's houses are

present. The generally consistent front setbacks are important in maintaining a sense of unity between properties.

The architecture of these streets is complemented by mostly appropriate, maintained (sometimes manicured), front and side gardens. Many private, mature, exotic canopy trees are appropriately scaled and formed to partially screen the buildings. This is an important attribute of the streets, providing a high quality landscape setting for many residential dwellings. This is particularly important in Carlton Street, with residential properties facing the canopied Botanic Gardens opposite. The private gardens generally contain many other low shrubs, ground covers and perennials. The use of traditional, exotic plants enhances the urban character value of the properties. Views to these gardens are maintained by the presence of low fences. The predominance of low, original masonry fences and various height hedges within this character area suit the predominantly brick houses. In particular, Crocker Street contains a consistent scale of original front fences, garden styles and buildings. There are several inappropriate exposed rear fence treatments. These form a negative component of streets such as Hamilton and Crocker Streets. Carlton Street contains several garden arbours, which are a visually interesting and consistent garden feature.

The mostly mature/semi-mature street trees extend the canopied appearance of the streets. The generally consistent scale, form, and regular symmetrical spacings of these trees establish a level of formality appropriate to the size and standard of housing. Regular, symmetrical, street trees are not a common occurrence within the study area. These trees frame the views to Lake Wendouree and the Botanic Gardens and provide a sense of enclosure to the streets. There is also a strong planting theme developing in this area, with ashes and oaks being in the majority. Carlton Street and Crocker Street have particularly good street trees both in form and condition. Informal residential street plantings in Hamilton Street are most appealing. Tall, hedged fences hide many of the residential properties abutting Gillies Street. Given the high traffic volumes and exposed nature of this street, this is an appropriate approach.

Road reserve drainage treatments are fairly consistent in that either integrated concrete kerb and gutters or concrete spoon drains have been constructed. Interestingly, the streets that are most appealing in appearance, namely Crocker and Carlton Streets have retained the traditional gravel shoulders within the road reserve. This has allowed trees to be planted within these shoulders, away from the line of the overhead powerlines. These shoulders also retain a more relaxed, rural appearance and are appropriate given the quieter nature of these streets (in comparison to the busier Gillies Street and Hamilton Avenue). Footpaths and crossovers are mostly present. In general, existing bitumen footpaths and crossovers (at grade) read better than concrete. These contrast well with the mostly concrete gutter details and are a more subtle solution. Bridge crossovers are mixed in presence from street to street, but do not have a negative impact.

Due to the close proximity of Wendouree Parade and Sturt Street and the presence of Gillies Street, a number of traffic controls (including roundabouts, traffic lights and islands) have been introduced. These are important measures in controlling the traffic volumes and speeds within this character area. The roundabout at the end of Hamilton Avenue is a good example of how such elements can be used for more than one purpose. The Olympic Rings monument located within this roundabout is an important feature that relates to Lake Wendouree.

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Carlton Street	✓						High
		✓		✓	✓		Residential housing opposite Ballarat Botanic Gardens. Dispersed heritage buildings.
						✓	Ballarat Botanic Gardens.
Crocker Street	✓						High
		✓	✓				Mostly consistent architectural style.
				✓	✓		Excellent Inter-war housing styles. High heritage contribution.
Hamilton Avenue			✓		✓		Highly consistent Inter-war houses. High heritage contribution.
						✓	Olympic monument on axis.

SIGNIFICANCE RANKING: Special significance

STRATEGIES

OBJECTIVES

To retain and enhance high quality Edwardian and inter-war residential urban character that is of special significance to the City of Ballarat.

To retain the existing rhythm and scale of development along the street frontage.

To encourage development which is complementary in form, scale, height, siting, materials and colour with existing Edwardian and inter-war development. To encourage retention of existing canopy trees in front gardens and the establishment of exotic canopy trees in new gardens to complement existing garden character.

To retain views from the street space to landmark features of Lake Wendouree, Victoria Park, Ballarat Botanic Gardens and the Olympic Rings monument.

To maintain existing forms of street construction in Carlton Street and Crocker Street.

To retain existing avenues of large street trees and to promote their care and management.

To upgrade the street space and street tree planting of Gillies Street.

To retain the existing visual connection between the street space and private land.

GUIDELINES FOR CARLTON STREET, CROCKER STREET AND HAMILTON AVENUE

Subdivision

Lot frontage widths to be consistent with dominant lot frontage widths in street.

Buildings and works

Height of the building frontage to be consistent with the dominant building height in the street.

Where this is one storey, a two storey section may be acceptable at the rear of the building if it is not visually intrusive to the street.

Roofs visible to the street to be pitched and at an angle to match existing roof pitches.
Frontage setbacks to be consistent with the dominant frontage setback in the street.
Side setbacks within 10 metres of the building frontage to be consistent with dominant side setbacks in the street.
Garage frontage setback to be at least 3 metres greater than the house frontage setback.
House facade to be an asymmetric design.
Construction materials to be sympathetic with existing materials and colour tones in street.
Front fences to be no higher than 1.2 metres.
On corner sites the frontage fence to return along the corner sideage for at least 6 metres beyond the building frontage setback.
Design details to be sympathetic with but not direct reproductions of existing building details in the street, particularly window shape, eaves and verandahs.

Landscaping

Canopy trees within the frontage setback not to be removed or lopped without a permit, except where required for clearance of electric lines.
New gardens to be planted with one or more semi-mature canopy trees of exotic character.

Street space construction

Street space construction to be consistent within each street.
The construction, repair and maintenance of the street space to match the dominant form, materials and detailing of the existing street space construction:

- bitumen carriageway
- gravel shoulders (Carlton Street and Crocker Streets only).
- traditional insitu concrete kerb and gutter
- nature strip
- bitumen footpaths
- concrete bridge crossovers (except Hamilton Avenue)
- bitumen crossover (except Hamilton Street where at grade concrete crossovers are dominant).

Street trees

Retain existing street planting styles of formal avenues of large exotic trees of consistent scale and form and planted at regular symmetric spacing.
Retain dominant species of oak *Quercus palustris* and ash *Fraxinus sp.*
Replace any missing specimens or inconsistent species with species that match the existing planting theme. Replacement plantings to be spaced and in sequence with existing street planting pattern.

GUIDELINES FOR GILLIES STREET

Upgrade street construction with a consistent treatment of elements throughout.
Establish street tree plantings that are complementary to the Character Area and that are consistent with an integrated planting theme for the whole of Gillies Street.

IMPLEMENTATION

Planning Scheme amendment

Prepare a Schedule to the Design and Development Overlay of the Ballarat Planning Scheme to apply to Carlton Street, Crocker Street and Hamilton Avenue dealing with:

- subdivision
- buildings and works
- landscaping.

Design and Development Overlay Schedule to include in Decision Guidelines the following requirement:

-Before deciding on any application that involves complex design issues or is of concern to the broader Ballarat community, the responsible authority consider the comments of an independent review panel as to whether the proposed development meets the design objectives.
The Design and Development Overlay Schedule to include an exemption from third party appeals under Section 82 (1) of the Act if the permit is for buildings and works, or landscaping that are in accordance with the requirements of the Schedule.

Street space strategy

Council to adopt the Street Space guidelines as its strategy for the repair, maintenance and replacement of street construction works in the Area generally in accordance with the Ballarat Streetscape Policy 1991.

Street tree strategy

Council to adopt the Street Tree guidelines as its strategy for the care, maintenance and replacement of the planting in the Area.

Management plan

Prepare detailed management plan for the construction and planting of Gillies Street.

8.18 CHARACTER AREA 17

STREETS

Sturt Street (between Gillies Street & Pleasant Street North), Sturt Street (between Pleasant Street North & Drummond Street North), Sturt Street (between Drummond Street North and Dawson Street North).

SUMMARY

Sturt Street is a major arterial road central to the study area, with high traffic volumes, directing tourists, visitors and locals in and out of Ballarat's central business district. Mostly flat, east-west orientated street with very mixed lot sizes containing a wide range of land uses including residential, commercial and civic. Views are very mixed, but often varied and internal, with views maintained to several significant features and landmarks such as Victoria Park and St Patrick's Cathedral. Sturt Street characteristically contains a very wide road reserve and carriageway, with varying (sometimes multiple) use of median strips. Mixed presence, width and treatment of nature strips with consistent bitumen footpaths on both sides of the street. Drainage treatments are mixed within the street, but are mostly a combination of integrated concrete kerb and gutter, and bluestone pitcher spoon drains. Crossovers are average-limited, with concrete bridges. Overhead services are generally on both sides of the street, with varied levels of visibility. Signage and on-street parking is extensive in some sections. Traffic controls are present, including traffic lights at some of the major intersections. Combinations of traditional 19th century and late 20th century street verandahs exist. Street furniture and ornamentation is a significant and distinguishing feature of this character area.

Mostly mature street trees vary in location from the outer edge of the road reserve to the central median strip. These are generally in good to very good condition, with little indication of disfiguration. Many of the formally planted trees are historically significant. Formal ornamental shrub beds are planted within the central median strip. Fences are predominantly brick and are mixed in height. However, they are not always present with many commercial buildings in the east constructed along the frontage boundary. Gardens are also mixed, with many of the valuable, larger, established gardens and canopy trees located to the west, or within church grounds. These gardens are usually maintained (some manicured), and contain some individually significant mature private canopy trees. Many commercial properties to the east have no front gardens.

Building stock is very mixed along the length of the street, depending on residential, commercial and civic land uses. Most buildings are Post-war, mixed Edwardian and Victorian or Late 20th century. There are mixed levels of intactness, height, scale and setbacks. Some excellent large Victorian, Edwardian and Inter-war residential and institutional buildings with a high level of heritage and character contribution are located in the west of the street. Mixed, mostly Post war and late 20th century commercial buildings are located midway along the street. There is a very mixed presence of mostly Victorian, Edwardian, Inter-war and Post-war retail developments to the eastern end of the street. Buildings are mostly masonry, with garages being single, double or triple.

URBAN CONTEXT

Land form:	<i>Flat <1:30</i> 66%	<i>Gentle slopes 1:30-1:15</i> 33%	
Dominant land use:	<i>Residential</i> Most 33% Few 33%	<i>Commercial</i> Most 66%	<i>Civic</i> Some 66% Few 33%
POS:	<i>Active</i> 33% (<i>Victoria park</i>)		
Subdivision pattern:	<i>Regular grid</i> 66%	<i>Distorted grid</i> 33%	
Lot sizes:	<i>>750 sm</i> Most 33% Some 33%	<i>300-750 sm</i> Most 33% Some 33% Few 33%	<i><300m</i> Some 33% Few 66%
Dominant frontage:	<i>>20m</i> Some 33%	<i>16-20m</i> Some 66%	<i>10-16m</i> Some 66% Few 33%
	<i>6-10m</i> Some 66%	<i><6m</i> Most 33% Some 33%	
Street types:	<i>Arterial</i> 100%		
Views:	<i>Varied</i> 66%	<i>Internal</i> 33%	
Landmarks:	<i>Yes</i> 100%		

STREET SPACE

Reserve width:	<i>Wide >30m</i> 100%		
Carriageway:			
Type	<i>More than double</i> 100%		
Width	<i>Wide >9m</i> 100%		
Nature strip:			
Width	<i>Wide >3m</i> 33%	<i>Average 1.2-3m</i> 33%	<i>None</i> 33%
Treatment	<i>Trees and turf/garden beds</i> 33%	<i>Varies</i> 33% Short sections have no nature strip.	
Median strip:			
Width	<i>Wide >3m</i> 33%	<i>Varies</i> 33%	
Treatment	<i>Trees & turf</i> 33%	<i>Trees and turf/garden beds 33%</i>	
Kerbs:	<i>Integrated concrete kerb and gutter</i> Most 33% Some 66%	<i>Concrete upstand</i> Some 66%	
Gutters:	<i>Bluestone pitcher spoon drain</i> Most 33% Some 66%		
Crossovers:			
Frequency	<i>Average</i> 33%	<i>Limited</i> 66%	
Form	<i>Concrete bridge (flat)</i> 100%		
Footpaths:			
Presence	<i>Both sides of street</i> 100%		

<i>Location</i>	<i>Traditional</i> 100%		
<i>Continuity</i>	<i>Continuous</i> Most 100%		
<i>Width</i>	<i>Standard 1.2m</i> Most 33%	<i>Wide >1.2m</i> Most 66%	
<i>Materials</i>	<i>Bitumen</i> Most 100%		
Street verandahs:			
<i>Presence</i>	<i>Not present</i> 33%	<i>Numerous</i> 33%	<i>Present</i> 33%
<i>Type</i>	<i>C19th /early C20th</i> Some 33% Few 33%	<i>Mid/late C20th</i> Most 66%	
Signage			
<i>Presence</i>	<i>Extensive</i> 66%	<i>Present</i> 33%	
<i>Type</i>	<i>Public</i> 33%	<i>Mixed</i> 66 %	
On street parking:	<i>Minimal</i> 33%	<i>Extensive</i> 66%	
Traffic controls:	<i>Narrowings</i> 33%	<i>Lights</i> 100%	
Overhead services	<i>Both sides of street</i> 100%		
<i>Visibility</i>	<i>Highly visible</i> 33%	<i>Visible</i> 33%	<i>Not visible</i> 33%
Street furniture:	<i>Seats (trad. Styles)</i> 33%	<i>Seats, modern style</i> 66%	<i>Tree guards</i> 33%
	<i>Litter bins</i> 100%	<i>Plant boxes</i> 100%	<i>Bollards</i> 100%
	<i>Post box historic</i> 33%	<i>Post box modern</i> 66%	<i>Other</i> 100% Bike racks, water supply post, horse tying posts, parking meters, bus stops, old distance marker, water feature/sculpture.
Street ornamentation	<i>Street lamp</i> 33%	<i>Statutory</i> 33%	<i>Memorials</i> 33%

STREET PLANTING

None:			
Location:	<i>Both sides of street</i> 33%	<i>Median/traffic island</i> 66%	
Spacing:	<i>Regular/Symmetry.</i> 66%	<i>Regular/Assymetrical</i> 33%	
Tree type:	<i>Evergreen</i> Most 33% Few 33%	<i>Deciduous</i> Most 100%	
Scale form:	<i>Consistent</i> 66%	<i>Varied</i> 33%	
Age:	<i>Juvenile</i> Few 100%	<i>Semi-mature</i> Few 100%	<i>Early maturity</i> Some 33% Few 66%
	<i>Mature</i> Most 100%	<i>Over mature</i> Few 66%	
Dominant species:	Ulmus, Populus, mixed exotics		
Intactness	<i>Intact</i> 33%	<i>Some missing</i> 66%	
Tree disfiguration	<i>Extensive</i> 100%	<i>Some</i>	<i>Minimal</i>
Condition	<i>Very good</i> 33%	<i>Good</i> 33%	

Significant trees	Some 33%	<i>Group of Trees</i> Most 33% Some 33%	
Underplantings	<i>None</i> 33%		

Comments:

PRIVATE GARDEN CHARACTER

Front fence:			
Height	<i>None</i> Some 33% Few 66%	<i>Built</i> Most 33%	
	<i>High >1.8m</i> Few 100%	<i>Medium >1.2-1.8m</i> Some 33% Few 66%	<i>Low up to 1.2m</i> Most 33% Few 66%
Style	<i>Masonry stone</i> Many 33% Some 33% Few 33%	<i>Timber picket</i> Few 100%	<i>Iron picket</i> Some 66% Few 33%
	<i>Solid timber</i> Few 66%	<i>Hedge</i> Few 100%	<i>Other</i> Some 33% Few 66%
Front gardens:			
Presence	<i>None</i> 66%		
	<i>Visible</i> Most 33% Few 66%	<i>Not visible</i> Few 100%	
Transparency	<i>Buildings visible</i> Most 100%	<i>Buildings partly visible</i> Few 100%	<i>Buildings not visible</i> Few 33%
Size	<i>Large >9m</i> Most 33% Few 33%	<i>Average 3-9m setback</i> Some 33% Few 66%	<i>Small <3m setback</i> Most 66%
Canopy trees	<i>Many</i> 33%	<i>Limited</i> 33%	
Tree types	<i>Conifers</i> Few 100%	<i>Deciduous</i> Most 33% Some 33% Few 33%	<i>Native</i> Some 66%
	<i>Other evergreen</i> Few 100%		
Other vegetation	<i>Many</i> 33%	<i>Variable</i> 33%	<i>Limited</i> 33%
Condition	<i>Neglected</i> Few 33%	<i>Maintained</i> Many 66% Some 33%	<i>Manicured</i> Most 33% Few 33%
Features present	<i>Other</i> 33% (iron picket fences at church)		
Side gardens:	<i>None</i> Most 100%		<i>One side</i> Some 66%
Side driveways:	<i>Present</i> Most 66%	<i>Not present</i> Most 66%	

BUILDING STOCK

Construction:	<i>Early Victorian pre-1870</i> Some 33% Few 33%	<i>Victorian 1870-1900</i> Some 66%	<i>Edwardian 1900-1915</i> Some 66%
	<i>Inter-War 1915-1945</i> Some 66%	<i>Postwar 1945-1970</i> Most 33% Some 33% Few 33%	<i>Late C20th 1970-1990</i> Most 33% Some 33% Few 33%

	<i>Recent 1990s</i> Few 100%		
Intactness:	<i>Early Victorian pre-1870</i> Good 100%	<i>Victorian 1870-1990</i> Good 66% Fair 33%	<i>Edwardian 1900-1915</i> Good 66% Fair 33%
	<i>Inter-War 1915-1945</i> Good 33% Fair 66%	<i>Postwar 1945-1970</i> Good 33% Fair 66%	<i>Late C20th 1970-1990</i> Good 100%
	<i>Recent 1990s</i> Good 100%		
Height in storeys:	<i>1 Storey</i> Mostly 66% Some 33%	<i>2 Storeys</i> Some 100%	<i>3 Storeys</i> Few 33%
Scale:	<i>Large</i> Some 66% Few 33%	<i>Medium</i> Most 100%	
Building Type:	<i>Residential detached</i> Most 33% Few 33%	<i>Commercial</i> Most 33%	<i>Institutional</i> Some 33% Few 33%
Front setbacks:	<i>No front setbacks</i> Most 33% Some 33%	<i>< 3m front setbacks</i> Few 33%	<i>Front setbacks 3-9m</i> Some 33% Few 66%
	<i>9m front setbacks</i> Most 33% Some 66%		
Side setbacks: Size	<i>Large</i> Few 33%	<i>Medium</i> Most 66%	<i>Small</i> Most 33% Some 66%
<i>Consistency</i>	<i>Same</i> Most 33% Some 33% Few 33%	<i>Different</i> Most 33% Some 33% Few 33%	
Walling materials	<i>Stone</i> Few 66% Some 33%	<i>Timber</i> Few 66%	<i>Brick</i> Most 66%
Roofing material	<i>Slate</i> Some 66% Few 33%	<i>Metal</i> Most 66% Some 33%	<i>Terracotta tiles</i> Most 33% Few 33%
	<i>Concrete tiles</i> Few 33%		
On-site car parking: Overall presence in street	Low 33%		
Garage:Carport type:	<i>Single</i> Most 33%	<i>Double</i> Few 33%	<i>Triple</i> Few 25%
Garage location:	<i>Rear of dwelling</i> Most 33%		
Character contribution:	High 33%	Medium 66%	
Heritage contribution:	High 33%	Medium 33%	Low 33%
Architectural consistency:	Medium 33%	Low 66%	

ASSESSMENT

Sturt Street, as one of the major gateways to the city of Ballarat retains a very unique identity. Its high appeal is strongly supported by some excellent and mostly consistent landscape treatments and ornamentation within the road reserve, especially within the central median strip. These treatments and established themes help maintain the high level of formality that is required to ensure a positive first impression of Ballarat, especially important for visitors and tourists. The backdrop of high quality building stock is equally important, with many excellent examples of large Victorian, Edwardian and Inter-war buildings present. Many of the large institutional properties and an array of individually significant buildings such as St. Patrick's Cathedral, maintain an historic and 'grand' setting within Sturt Street. However, there are indications that the quality of the building stock has eroded over the years, with issues such as unsympathetic alterations, declining levels of intactness, imposing commercial signage and inappropriate new developments and land uses introducing negative elements to the street. Changing land uses and developments over the years have somewhat fragmented the coherence of Sturt Street. This is especially noticeable between Pleasant Street and Drummond Street.

For the purposes of assessment, Sturt Street has been divided into three sections.

Sturt Street between Gillies Street and Pleasant Street

This section of Sturt Street maintains especially high standards and appeal. It contains a mixture of mostly residential and institutional uses to the north and south within mostly large lots. Views to Victoria Park, Lake Wendouree (via side streets to the north), City Oval and the 'Avenue of Honour' all add to the landscape appeal of the area.

This section of Sturt Street has the widest road reserve, but is successfully treated, with three median strips breaking up the space into a busy main road abutted on both sides by service roads. The presence of a service road on either side of the street maintains safe access and a quieter 'local' street feel. They provide access to many of the schools and residential properties in this locality. The service roads retain a traditional appearance typical of Ballarat, with bluestone pitcher spoon drains, traditional gravel/grass shoulders, turf nature strips, bitumen footpaths and concrete bridge crossovers. These treatments are important in maintaining the historic context of many of the properties in this area. Formally planted, mature, exotic street trees are located within the road shoulders and outer median strips that enclose the service streets. They visually buffer the service roads from the main carriageway and provide a more intimate setting. The closed canopy effect of the service streets is visually pleasing. Tree replacements are evident. However, it is important that the formal single species shoulder treatment and alternating species median strip treatment is maintained as a critical component of the character of this section of the street. In situ concrete kerbs are consistently used within the main carriageway are considered appropriate for the traffic volumes. The formally located rose beds within the central median strip provide colour and an inviting approach to those entering Ballarat. This treatment is consistent with that seen along the eastern entrance to Ballarat (Western Highway route). Several details such as ARC pedestrian fencing barriers and conflicting modern and traditional furniture styles (eg. Shelters) are detrimental to this area.

The properties along this section of Sturt Street are often impressive in appearance. Loretto, Clarendon and Ballarat Colleges, with their extensive grounds, have a positive impact on the street, with excellent established gardens and a collection of historic buildings and large mature canopy trees. Many traditional and highly appropriate front fences exist, particularly the Inter-war styled masonry fences and those associated with the school grounds. The private, front gardens are notably well maintained and particularly extensive, with most having setbacks greater than 9 metres. The mostly exotic gardens contain many large, mature canopy trees and some interesting examples of ornate lych-type gates.

The range of building styles, particularly Victorian, Edwardian and Inter-war are mostly in excellent intactness and condition. The western end has a superb group of large, often attic-style Inter-war houses with interesting brickwork. Many of these properties have deep building setbacks.

A high consistency is maintained between lots, through common features such as large front setbacks, scale, brick walling materials and mostly terracotta roofing tiles. Many interesting building details are notable, such as complex roof plans, interesting porches and attics. Several 1980's buildings exist and are sympathetic. Other recent developments appear out of character, including a rendered brick house and several 1960's additions to Ballarat and Clarendon Colleges.



Figure 95. *Sturt Street (between Gillies Street and Pleasant Street North)*

Sturt Street between Pleasant and Drummond Street

This section of Sturt Street mostly contains commercial properties, with only several residential properties existing in the western end. The change in appearance and amenity values to the area west of Pleasant Street is dramatic. For instance, the road reserve has only a single median strip consisting of trees, ornamental flowerbeds and formal street trees, with no service roads present. Traditional bluestone gutters with concrete upstands have been retained on the outer edges of the road, with modern concrete kerb and gutter details being used either side of the central median strip. Bitumen footpaths are located on either side of the road to service commercial uses, whilst informal gravel pedestrian paths are located on either side of the central median strip. The position of street trees is also different, with trees being located within the central median strip only. Although there is little consistency in the species planted, the mixed exotic, mature trees (including planes, ashes and oaks) are planted in appropriate formal, symmetrical rows. The number of rows varies, but generally consists of one row either side of the median strip. A third central row of *Prunus cerasifera* 'Nigra' appears between Ripon and Talbot Street. This is of a small scale that is inconsistent with existing large species plantings and introduces an inharmonious colour into the planting scheme. It also clutters the interval of central open space between the two rows of large exotic trees. In several locations, ornamentation increases the visual appeal of the street and offers points of interest for pedestrians (for instance, central water feature and foxglove bed between Windermere and Drummond Street). A large specimen of red flowering gum *Eucalyptus ficifolia* terminates the central turfed axis of the median strip between Talbot and Windermere Street. The street trees are mostly intact and are generally in good-very good condition, with little disfiguration evident. This is mostly due to the location of overhead powerlines on both sides of the road reserve. The landscape treatment of this central median strip is important in maintaining the appeal of this section of Sturt Street, given that character of the properties on either side of the street is only fair.

The predominance of post-war developments in this section of Sturt Street include an uncomfortable blend of shops, offices, service stations and fast food outlets. Where buildings are setback and low profile on corner sites, the street loses its building line definition. Inconsistent street furniture styles have also been used (eg. modern and traditional shelters). Street trees are absent along road edges, leaving most of the building stock highly visible. On-street parking is high, with parking meters present. Some of the commercial signage is particularly unsympathetic to the historic precedence of other sections of Sturt Street.

Little historic building stock remains apart from several Italianate shops, St Peter's Church (bluestone), and the Edwardian buildings near the corner of Drummond Street. Many of the older commercial buildings (which are mainly inter-war shops) are substantially altered. Only a few original verandahs remain. The confusion and uncomfortable nature of this stretch of Sturt Street is further exacerbated by the generally inconsistent setbacks, scales and materials of buildings and the extensive presence of commercial and public signage.

Several Victorian, Edwardian and Inter-war residential properties exist at the western end of this section, but are overshadowed by the dominant sprawl of commercial developments. Many of the commercial properties with street verandahs have no front setbacks and therefore lack front gardens. Those commercial properties that have reasonable setbacks have little landscaping. The CFA building is one of several exceptions, with an appropriate and maintained front garden present.

Sturt Street between Drummond Street and Dawson Street

This section of Sturt Street is mostly commercial, with several former residences converted for this use. Two outstanding bluestone churches on the corner of Dawson Street are important landmarks. The road reserve layout and drainage treatments are similar to the previous section (between Pleasant Street and Drummond Street). However, the treatment of the central median strip and the overall appearance of the building stock are more appealing. The period charm of the median strip is enhanced with many examples of heritage street ornamentation. This section of Sturt Street is located in the central business district of Ballarat, and presents a slightly busier and more urban character. This results in increased safety issues for pedestrians.

There are many excellent mature, exotic canopy trees within the central median strip (including ashes, oaks, maples, planes and chestnuts), with general consistency in the plantings. Compared to the central section, the median strip is distinctively more formal in appearance (for example, the avenue of oaks and chestnuts between Raglan Street and Lyons Street maintains a higher level of consistency). Again, several red flowering gums *Eucalyptus ficifolia* have been used as central terminating specimen trees near road intersections. These formal plantings complement the high number of statues and memorials. The number of memorials and statues increases towards the eastern end of this section. Several modern sculptures/memorials in this stretch are generally appropriate and do not conflict with the traditional forms. These memorials are complemented by the presence of formal flowerbeds and interesting historic furniture and details (such as the traditional horse tying post at Lyons Street). In fact many traditional furniture styles have been used and are highly appropriate. The context of these historic elements is maintained by the dominant presence of the bluestone churches at either side of Dawson Street.

The traditional gardens associated with the two churches are extensive and well maintained. Several other premises (mostly commercial) in this stretch have established (but limited) front gardens with canopy trees.

The building stock is mostly mixed and in a fair level of intactness. There are generally no setbacks to the buildings, with street verandahs being numerous, but mostly mid/late 20th Century. The dominant elements from Drummond Street to Lyons Street are the Italianate shops. Most of these are intact at the first floor level. There is a considerable amount of retail building stock dating from the Inter-war period onwards. These buildings are often very altered and are of

little architectural note or style. Some interesting Edwardian buildings exist between Errard Street and Raglan Street, including a former fire station. However, there are still many poor buildings present. Contrasts between the scale of the buildings also exist, with both double and single storey buildings present. Generally, the predominance of double storey buildings is concentrated to the east, where the street character is more overtly urban.

Commercial signage is extensive, as is on street parking. With the absence of street trees at the edge of the road reserve, overhead services are highly visible. Wide bitumen footpaths are present.

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Sturt Street (between Gillies Street & Pleasant Street)	✓						Very High
		✓				✓	Intactness, size and style of houses and properties. Late 19 th and early 20 th Century buildings and related gardens. High heritage contribution.
			✓				Scale, set back, materials, quality and high maintenance standards of buildings and properties.
				✓			Landscape treatment of a busy arterial road & gateway to the city.
						✓	Loretto, St Patrick's, Ballarat and Clarendon Colleges. Victoria Park and City Oval.
Sturt Street (between Pleasant Street & Drummond Street)		✓	✓				Central median strip plantings.
						✓	Dispersed heritage buildings.
Sturt Street (between Drummond and Dawson Street)	✓						High.
		✓	✓	✓			Street ornamentation, historic monuments and formal central median strip plantings.
						✓	Old Churches, historic commercial premises (some restored) and historic median plantings, street ornamentation and monuments. Dispersed heritage buildings.
						✓	St Patrick's and St Andrew's bluestone churches.

SIGNIFICANCE RANKING: Special significance STRATEGIES

OBJECTIVES

To retain and enhance the gracious formal boulevard urban character of Sturt Street as a feature of special significance to the City of Ballarat.

To encourage development which is complementary in form, scale, height, siting materials and colour with the existing historic urban character.

To encourage a greater integration of form between the three major sections of different character.

To upgrade the visual amenity of Sturt Street between Drummond Street North and Pleasant Street.

To encourage strong building forms on corner sites in commercial areas to strengthen the continuity of the building line and define intersection spaces.

West of Pleasant Street:

To encourage retention of existing canopy trees in front gardens and the establishment of exotic canopy trees in new gardens to complement existing garden character.

- To retain views to Victory Arch, Victoria Park and Lake Wendouree.
- To maintain the existing form of street construction of the service road.
- To retain the visual connection between the street space and private land.

To retain the existing garden be planting style of the central median as an entry feature to the older sections of the City, and to correspond with a similar feature on the eastern entry to Ballarat.

To retain the existing row plantings of large mature exotic trees and to promote their care and management.

To retain the central median strip as a unifying element and focal feature of the boulevard character.

To retain historic street furniture, ornamentation, statues and memorials, and ensure that the design, size, materials, colour and location of new additions complements the traditional elements.

To retain the historic bluestone pitcher gutters as a distinctive element of the traditional street construction.

To encourage a consistent form and use of materials in street construction.

GUIDELINES

Subdivision

West of Pleasant Street

Lot frontage widths to be greater than 20 metres.

Buildings and works

West of Pleasant Street

Height restriction of two storeys, except for school and convent sites where higher buildings may be permitted if they complement the existing building complex.

Roofs visible to the street to be pitched and at an angle to match existing roof pitches.

Frontage setbacks to be consistent with existing frontage setbacks in the street.

Side setbacks within 10 metres of the building frontage to be consistent with existing side setbacks nearby.

Garage frontage setback to be at least 3 metres greater than the house frontage setback.

House facade to be an asymmetric design.

Construction materials to be sympathetic with existing materials and colour tones in street.

Front fences to be no higher than 1.2 metres, except where higher fences exist on both sides of the frontage, or where an existing high fence is being replaced.

On corner sites the frontage fence to return along the corner sideage for at least 6 metres beyond the building frontage setback.

Design details to be sympathetic with but not direct reproductions of existing building details in the street, particularly window shape, eaves and verandahs.

East of Pleasant Street

Building height to be consistent with the height of surrounding buildings. Flat roofed buildings not to be less than two storeys high.

Roofs visible to the street to be pitched at an angle consistent with existing pitched roofs.

Parapet height to complement the parapet height of surrounding buildings.
 Design of upper level windows, parapet and verandahs to be sympathetic with those of surrounding buildings.
 Verandah height and width to be consistent with the predominant height and width of existing verandahs.
 Construction materials to be sympathetic with existing materials and colour tones.
 On corner sites, buildings to be constructed to the street boundaries with facades that address both streets and a return verandah on both frontages.
 Applications for permit to include elevation drawings of new development and relation to Sturt Street elevations of adjacent buildings.

Landscaping

West of Pleasant Street

Canopy trees within the frontage setback are not to be removed or lopped without a permit except where required for clearance of electric lines.

New gardens to be planted with one or more semi-mature canopy trees of exotic character.

Street space construction

Retain the central median strip.

Retain service road median strip (west of Pleasant Street only).

Street construction, repair and maintenance to retain the existing detailing as unifying elements:

- traditional style insitu concrete kerb and gutter to median strips,
- bluestone pitcher spoon drain near the perimeter of the road reserve,
- concrete bridge (flat) crossovers,
- bitumen footpaths along perimeter of road reserve,
- bitumen carriageway,
- gravel shoulders (west of Pleasant Street only),

gravel footpaths around median perimeter (east of Pleasant Street only).

This represents a minor departure from the Ballarat Streetscape Policy 1991 which recommends arched concrete bridges. From an urban character point of view consistency is desirable – hence the dominant flat form has been nominated. However a wholesale replacement with arched forms would be acceptable.

Street trees

Retain the existing planting themes as unifying elements and major focal features of Sturt Street:

- Large canopy trees of deciduous exotic species.
- Species mix and sequencing within each block to be consistent with existing mix and sequence. (Generally there is a progression from multiple species at the western end of Sturt Street to single species at the eastern end).
- Specimens planted in rows at regular spacings.

West of Pleasant Street:

- Retain the double avenue plantings along the service roads located on each side of the street.
- Avenue rows to retain existing locations with one row in the service median and the other in the gravel shoulder.
- Retain existing central median planting with its formal but simply shaped beds of exotic ornamental species to correspond with a similar median planting at the eastern entry to Ballarat.

East of Pleasant Street:

- Retain the two rows of canopy trees, one along each side of the median strip.
- Retain the end of block planting in the centre of the median strip using a single specimen native evergreen of a size and shape that is consistent with the exotic row species.
- Retain the open character of the centre of the median strip free from plantings other than turf or low ornamental bedding species.

Between Pleasant Street and Drummond Street:

- Extend the row of large exotic deciduous trees west of Pleasant Street along the shoulder location on either side of Sturt Street. This will entail the loss of some parking spaces to provide planting bays. The extension of the rows of trees will enhance visual amenity by 'softening' the new and often inharmonious development along this section of Sturt Street. The plantings will also help to integrate the street character by creating a transitional link between median and edge planting arrangements. Species should be consistent with existing species mixes.
- The existing central median planting of *Prunus cerasifera* 'Nigra' should not be replanted once it has reached the end of its effective ornamental life.

Replace any missing specimens or inconsistent species in the rows of large exotic trees with species that match the existing planting theme. Replacement plantings to be spaced and in sequence with the existing planting patterns.

Street furniture, ornaments and fixtures

Retain and maintain historic street furniture, ornaments and structures.

New items of street furniture, ornaments or structures to be of a design, scale, materials, and colours that complement the existing furniture, ornaments and structures, and to be consistent with the formal, gracious, and historic character of the Sturt Street boulevard.

New items of street furniture to be consistent in style for each element (ie. all new shelters to be of the same design and colour rather than multiple styles).

Replace inharmonious non-historic items of furniture, ornaments or structures with new items (eg. ARC pedestrian fencing barriers).

IMPLEMENTATION

Planning Scheme amendment

Prepare a Schedule to the Design and Development Overlay of the Ballarat Planning Scheme dealing with:

- subdivision
- buildings and works
- landscaping.

Design and Development Overlay Schedule to include in Decision Guidelines the following requirement:

- Before deciding on any application that involves complex design issues or is of concern to the broader Ballarat community, the responsible authority consider the comments of an independent review panel as to whether the proposed development meets the design objectives.

Street space and street tree strategy

Council to approach Vic Roads to establish a coordinated street space strategy for Sturt Street based on the guidelines for Street space construction, Street trees and Street furniture, ornaments and fixtures.

Management plan

A detailed management plan to be prepared for Sturt Street based on the guidelines and the heritage study.

8.19 CHARACTER AREA 18

STREETS

Alfred Street, Russell Street

SUMMARY

Victoria Park borders the southern and western perimeters of this character area. To the north lies Sturt Street and to the east, St Patrick's College. The land is relatively flat. The north-east side of Russell Street consists of a collection of generously sized residential lots (mostly >750sm). The remainder of the land within this area consists of Victoria Park and several large (>750sm) institutional / civic properties. These properties, namely St Patrick's College and Army and Air force land provide a high proportion of visible private open space. Overhead services are visible, but on one side of the street only. The street space consists of a medium width reserve (18-30m), and carriageway. The streets are devoid of traffic controls, kerbs and street furniture. There is minimal street signage. On-street parking and footpaths are limited and discontinuous. A bitumen footpath (traditional location and standard 1.2m width) is constructed adjacent to the residential properties east of Russell Street. A shared pathway within Victoria Park replaces a footpath on the west of Russell Street. Alfred Street has no footpaths. Road construction consists of average width (1.2-3m) turf nature strips that are well maintained, and gravel and grass shoulders. Drains in both streets are a combination of bluestone pitcher drains (to the north of Russell and east of Alfred) and open earth/unformed drains (to the south of Russell and west of Alfred). Concrete bridges (flat) are the predominant crossover treatment.

Mostly consistent, regular, asymmetric plantings of oak trees (single species) are located on both sides of the streets within the road shoulders. The age of these plantings varies. Private gardens generally relate to the collection of residential properties to the north east of Russell Street. The fences are predominantly low, masonry walls, with most houses being visible from the street. The front gardens (av. 3-9m deep) are well established and vegetated, having many mature deciduous trees. These gardens generally contain mature exotic vegetation. Within most properties, driveways take precedence over side gardens. There is a consistently high standard of maintenance, with some gardens kept to a manicured appearance. The remaining institutional and civic properties fronting Russell Street consist of predominantly transparent (chain wire) fences, informal scattered tree and shrub plantings, and large areas of private open space (active and passive). Alfred Street is a civic/institutional access road having mostly 'sideages' and consequently no front gardens. An excellent group of large (mainly 2 storey), detached, 'English Domestic Revival Style' houses exist along Russell Street. The materials are mostly cream and clinker brick, with many steeply pitched, terracotta tiled roofs and attics evident. A 1970's single storey unit development exists at the south east end of the street, as do a few post-war civic buildings.

URBAN CONTEXT

Land form:	<i>Flat < 1:30</i> 100%		
Dominant land use:	<i>Residential</i> Most 50%	<i>Civic</i> Most 50%	
POS:	<i>Passive</i> 50% (Victoria park)		
Subdivision pattern:	<i>Distorted grid</i> 100%		
Lot sizes:	<i>>750 sm</i> 100%	<i>300-750 sm</i> Few 50%	
Dominant frontage:	<i>>20m</i> Most 50%	<i>16-20m</i> Some 50%	<i>10-16m</i> Some 50%
Street types:	<i>Local</i> 100%		
Views:	<i>Varied</i> 50%	<i>Internal</i> 50%	

Landmarks:	Yes 50%		
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STREET SPACE

Reserve width:	Medium 18-30m 50%	Average 12-18m 50%	
Carriageway:			
Type	Single 50%	Double 50%	
Width	Medium 5-9m 100%		
Shoulder:	Grass Most 50%	Gravel and grass Most 50%	
Nature strip:			
Width	Average 1.2-3m 100%		
Treatment	Turf only Most 100%		
Kerbs:	Concrete upstand Some 50%	Bluestone pitcher Most 50% Some 50%	
Gutters:	Bluestone pitcher spoon drain Some 100%	Other 100% unformed, concrete spoon drain.	
Crossovers:			
Frequency	Average 50%	Limited 50%	
Form	Concrete bridge (flat) 100%		
Footpaths:			
Presence	One side of street East 50%	None 50%	
Location	Traditional 50%		
Continuity	Discontinuous 50%		
Width	Standard 1.2m Most 50%		
Materials	Bitumen Most 50%		
Street verandahs:			
Presence	Not present 100%		
Signage			
Presence	Minimal 100%		
Type	Public 100%		
On street parking:	Minimal 100%		
Traffic controls:	None 50%	Traffic island 50%	
Overhead services	One side of street East 50% West 50%		
Visibility	Highly visible 50%	Visible 50%	

STREET PLANTING

None:	50%		
Location:	<i>Both sides of street</i> 100%	<i>Shoulders</i> 50%	
Spacing:	<i>Regular/Assymetrical</i> 100%		
Tree type:	<i>Deciduous</i> Most 100%		
Scale form:	<i>Consistent</i> 50%	<i>Varied</i> 50%	
Age:	<i>Juvenile</i> Some 50%	<i>Mature</i> Most 50% Some 50%	
Dominant species:	Quercus sp.		
Secondary species:	Prunus, Platanus		
Intactness	<i>Some missing</i> 100%		
Tree disfiguration	<i>Some</i> 50%	<i>None</i> 50%	
Condition	<i>Very good</i> 100%		
Significant trees	<i>Other</i> Most 50% Some 50% Quercus,		
Underplantings	<i>None</i> 100%		

Comments: Outstanding examples of Quercus sp. used as street trees. Generally in good to very good condition.
PRIVATE GARDEN CHARACTER

Front fence:			
Height	<i>Medium >1.2-1.8m</i> Few 50%	<i>Low up to 1.2m</i> Most 50%	
Style	<i>Masonry stone</i> Most 50%	<i>Other</i> Most 50%	
Front gardens:			
Presence	<i>Visible</i> Most 50%	<i>Not visible</i> Few 50%	
Transparency	<i>Buildings visible</i> Most 50%	<i>Buildings partly visible</i> Some 50%	
Size	<i>Average 3-9m setback</i> Most 50%		
Canopy trees	<i>Many</i> 50%		
Tree types	<i>Deciduous</i> Most 50%		
Other vegetation	<i>Many</i> 50%		
Condition	<i>Maintained</i> Many 50%	<i>Manicured</i> Some 50%	
Side gardens:	<i>Most</i> 50%		
Side driveways:	<i>Present</i> Most 50%		

BUILDING STOCK

Construction:	<i>Inter-War 1915-1945</i> Most 50%	<i>Postwar 1945-1970</i> Few 50%	<i>Late C20th 1970-1990</i> Few 50%
Intactness:	<i>Interwar 1915-1945</i> Good 50%	<i>Postwar 1945-1970</i> Good 50%	<i>Late C20th 1970-1990</i> Fair 50%

Height in storeys:	1 Storey Few 50%	2 Storeys Most 50%	
Scale:	Medium Most 50%		
Building Type:	Residential detached Most 50%	Institutional Few 50%	
Front setbacks:	3-9m front setbacks Most 50%	9m front setbacks Most 33% Some 66%	
Side setbacks: Size	Medium Most 50%	Small Most 50%	
Consistency	Same Most 50%		
Walling materials	Brick Most 50%		
Roofing material	Terracotta tiles Most 50%	Concrete tiles Few 50%	
On-site car parking: Overall presence in street	Low 50%		
Garage:Carport type:	Single Most 50%		
Garage location:	Beside dwelling Some 50%	Rear of dwelling Some 50%	
Character contribution:	High 50%		
Heritage contribution:	High 50%		
Architectural consistency:	High 50%		

ASSESSMENT

Victoria Park plays an important role in the overall character of this area. Russell and Alfred Streets respond to the regional park by creating important visual links. Both Alfred Street and Russell Street have views that terminate with Victoria Park. The simplicity and consistency of the street elements/treatment and good maintenance, also help to draw attention to Victoria Park.

Most of the street trees are mature, with a few in Alfred Street being juvenile. Despite some tree disfiguration in Russell Street, the overall condition of the oak trees is very good. The plantings are fairly intact, although some trees are missing. A few exotic trees other than oaks (planes and plums) were noted. The formal, mature oak avenue of Russell Street forms an extension to the extensive oak grove within Victoria Park. Although still young, the oak trees within Alfred Street will continue this theme.



Figure 96. Alfred Street

The general sense of space and high amenity is maintained by several factors, including large lots, low and transparent fences, mature canopy trees (public and private) and well established and maintained front gardens. Other factors include large visible tracts of institutional/civic private open space and substantial building setbacks.

The traditional drainage treatments, especially the open earth drains and lawn shoulders/nature strips maintain a rural appearance. A lack of street clutter (eg furniture and signage) and the generally quiet nature of the streets strengthen the rural character.

Contrasts in traffic volumes exist between Sturt Street (arterial road) and the two local, noticeably quieter streets in this character area. Irregular activities associated with the park, army, airforce and school sites temporarily change the nature of the streets (eg increased on street parking and traffic).

The large, Inter-war residential properties along Russell Street are of a high standard and complement the parkland opposite. The scale and set backs of these buildings suit the location and are complemented by appropriate matching low brick fences and vegetation.

There are several factors detracting from the overall value of this character area.

‘Odd’ species planted amongst the oak street trees;

A row of large, mature cypress trees overhang Alfred Street from St Patrick’s College. These prevent the regular plantings of oak trees along Alfred Street;

Several instances of poor fenceline maintenance within Alfred Street;

A set of 1970’s single storey units along Russell Street (oddity).

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Alfred Street			↙				Large lot sizes with mostly open space.
Russell Street	↙						Very High
		↙					High quality residential properties facing Victoria Park.
			↙	↙	↙		Highly consistent row of Inter-war English Domestic Revival Attic-style Houses, Oak street tree plantings and traditional drainage treatments. High heritage contribution.
						↙	Victoria Park.

SIGNIFICANCE RANKING: Special significance
STRATEGIES

OBJECTIVES

To retain and enhance the high quality Inter-war residential development and parkland urban character that is of special significance to the City of Ballarat.

To retain the existing rhythm and scale of residential development along the Russell Street frontage.

To encourage development which is complementary in form, scale, height, siting, materials and colour with existing Inter-war development.

To encourage retention of existing canopy trees in front gardens and the establishment of exotic canopy trees in new gardens to complement existing garden character.

To retain views to Victoria Park.

To maintain existing forms of street construction.

To retain existing formal avenues of large oaks related to planting themes in Victoria Park, and to promote their care and management.

To retain the existing visual connection between the street space and private land.

To retain the parkland setting and visual access to areas of open space.

GUIDELINES

Subdivision

Residential lot frontage widths to be more than 20 metres wide.

Buildings and works

Residential building height to be no more than 2 storeys.

Non-residential building height to be complementary to existing development and character of the street.

Roofs visible to the street to be pitched and at an angle to match existing roof pitches.

Frontage setbacks to be consistent with the dominant frontage setback in the street.

Side setbacks within 10 metres of the building frontage to be consistent with dominant side setbacks in the street.

Garage frontage setback to be at least 3 metres greater than the house frontage setback.

House facade to be a multi-faceted design that complements the multi-faceted design of existing houses.

Construction materials to be sympathetic with existing materials and colour tones in street.

Front fences to be no higher than 1.2 metres and to be of materials that relate to the construction materials of the house.

On residential corner sites the frontage fence to return along the corner sideage for at least 6 metres beyond the building frontage setback.

Fences to non-residential sites and open space to be transparent (ie.wire).

Design details to be sympathetic with but not direct reproductions of existing building details in the street, particularly window shape, eaves, verandahs and attics.

Landscaping

Canopy trees within the frontage setback not to be removed or lopped without a permit, except where required for clearance of electric lines.

New gardens to be planted with one or more semi-mature canopy trees of exotic character.

Street space construction

Street space construction to be consistent within each street.

The construction, repair and maintenance of the street space to match the dominant form, materials and detailing of the existing street space construction:

- bitumen carriageway
- gravel shoulders
- bluestone pitcher spoon drain on north side of Russell Street and east side of Alfred Street
 - nature strip
 - bitumen footpath (adjacent to residential development only)
- concrete bridge crossovers.

Street trees

Retain existing street planting style of formal avenues of single species, large, exotic, deciduous trees at regular spacing.

Retain existing species of oak *Quercus* to relate to plantings in Victoria Park.

Replace any missing specimens or inconsistent species with species that match the existing planting theme. Replacement plantings to be spaced and in sequence with existing street planting pattern.

IMPLEMENTATION

Planning Scheme amendment

Prepare a Schedule to the Design and Development Overlay of the Ballarat Planning Scheme dealing with:

- subdivision
- buildings and works
- landscaping.

Design and Development Overlay Schedule to include in Decision Guidelines the following requirement:

- Before deciding on any application that involves complex design issues or is of concern to the broader Ballarat community, the responsible authority consider the comments of an independent review panel as to whether the proposed development meets the design objectives.

The Design and Development Overlay Schedule to include an exemption from third party appeals under Section 82 (1) of the Act if the permit is for buildings and works, or landscaping that are in accordance with the requirements of the Schedule.

Street space strategy

Council to adopt the Street Space guidelines as its strategy for the repair, maintenance and replacement of street construction works in the Area in accordance with the Ballarat Streetscape Policy 1991.

Street tree strategy

Council to adopt the Street Tree guidelines as its strategy for the care, maintenance and replacement of the planting in the Area.

8.20 CHARACTER AREA 19

STREETS

Ajax Street, Duke Street, Durnham Street, Eyre Street (between Pleasant Street North & Russell Street), Junction Street, Murray Street, Wanliss Street.

SUMMARY

A collection of flat, mixed use, relatively narrow streets with predominantly internal views. To the north lies Sturt Street and to the east, Pleasant Street North. Eyre Street forms part of the character area to the south and St Patrick's College forms part of the western boundary. Streets are mostly residential, with a high proportion containing school related land uses associated with Ballarat and Clarendon Colleges. A medium sized local active sports ground is located at the end of Duke Street. With the exception of Durham and Ajax Streets, streets are characterised by an ad-hoc combination of traditional (bluestone) and modern (concrete) drainage treatments. Crossovers tend to be limited in number, but those present are very mixed in form. Bitumen footpaths are generally present, but are of mixed widths. There is minimal on street parking. Speed humps are present in some streets. Overhead services are often highly visible. Street furniture is present (mostly on Eyre Street) but very mixed in style. Gravel shoulders are mostly present, but of mixed widths. Street trees are very mixed in presence, species, location, condition, scale and form. Most street trees are at early maturity and in fair condition. Some natives have been used. Front gardens generally maintained, but average in appearance, and varied in form and presence. Front fences are very mixed in height and style. Building stock is very mixed with single storey, medium scaled. Inter-war houses dominant. Most are timber buildings with gabled metal roofs. Housing tends to be consistent in scale, setbacks and form. A large number of Pre-World War 2 buildings have been altered. There are several unsympathetic new developments with prominent garages.



Figure 97. Junction Street
URBAN CONTEXT

Land form:	<i>Flat <1:30</i> 84%	<i>Gentle slopes 1:30-1:15</i> 14%	
Dominant land use:	<i>Residential</i> Most 84%	<i>Civic</i> Most 14% Few 28%	
POS:	<i>Active</i> 14%		
Subdivision pattern:	<i>Distorted grid</i> 100%		
Lot sizes:	<i>>750 sm</i> Most 42% Some 56%	<i>300-750 sm</i> Most 56% Some 28%	<i><300sm</i> Few 14%
Dominant frontage:	<i>>20m</i> Most 14% Some 14% Few 14%	<i>16-20m</i> Some 84%	<i>10-16m</i> Some 70%
Street types:	<i>Court</i> 14% <i>Laneway/ROW</i> 14%	<i>Local</i> 56%	<i>Collector</i> 14%
Views:	<i>Varied</i> 28%	<i>Internal</i> 70%	
Landmarks:	<i>Yes</i> 28%		

Comments

School ground and associated oval.

STREET SPACE

Reserve width:	<i>Wide >30m</i> 28%	<i>Average 12-18m</i> 56%	<i>Narrow <12m</i> 14%
Carriageway:			
<i>Type</i>	<i>Single</i> 100%		
<i>Width</i>	<i>Wide >9m</i> 14%	<i>Medium 5-9m</i> 84%	
Shoulder:	<i>Gravel</i> 42%	<i>Gravel and grass</i> Most 28% Some 14%	
Nature strip:			
<i>Width</i>	<i>Average 1.2-3m</i> 56%	<i>Narrow <1.2m</i> 14%	
<i>Treatment</i>	<i>Trees and turf</i> Most 14% Some 28%	<i>Turf only</i> Most 56% Some 14%	
Kerbs:	<i>Integrated concrete kerb and gutter</i> Most 28% Some 42% Few 7%	<i>Concrete upstand</i> Most 42% Some 14%	
Gutters:	<i>Bluestone pitcher inverted channel</i> Most 14% Some 14%	<i>Bluestone pitcher spoon drain</i> Most 28% Some 28%	
Drains:	<i>Bluestone pitcher spoon drain</i> Some 14%		
Crossovers:			
<i>Frequency</i>	<i>Average</i> 42%	<i>Limited</i> 56%	
<i>Form</i>	<i>Bitumen (at grade)</i> Most 28% <i>Concrete bridge (flat)</i> Most 7% Some 7%	<i>Concrete (at grade)</i> Some 28% Few 14%	<i>Concrete bridge (arched)</i> Most 28%

Footpaths:			
<i>Presence</i>	<i>Both sides of street</i> 84%	<i>One side of street</i> North 14%	
<i>Location</i>	<i>Traditional</i> 100%		
<i>Continuity</i>	<i>Continuous</i> 100%		
<i>Width</i>	<i>Standard 1.2m</i> Most 28% Some 28%	<i>Wide >1.2m</i> Most 28% Some 28% Few 14%	
<i>Materials</i>	<i>Bitumen</i> Most 100%	<i>Gravel</i> Most 28%	
Street verandahs:			
<i>Presence</i>	<i>Not present</i> 100%		
Signage			
<i>Presence</i>	<i>Present</i> 28%	<i>Minimal</i> 70%	
<i>Type</i>	<i>Public</i> 100%		
On street parking:	<i>Minimal</i> 84%	<i>Present</i> 14%	
Traffic controls:	<i>None</i> 42%	<i>Speed humps</i> 21%	<i>Roundabout</i> 14%
Overhead services	<i>Both sides of street</i> 56%	<i>One side of street</i> South 14% East 14% West 14%	
<i>Visibility</i>	<i>Highly visible</i> 70%	<i>Visible</i> 14%	<i>Not visible</i> 14%
Street furniture:	<i>Treeguards</i> 14%	<i>Bollards</i> 28%	<i>C.I. railing trad</i> 42%
	<i>Shelters</i> 14%	<i>Other</i> 14% Arc fencing	
Street ornamentation:			

STREET PLANTING

None:	28%		
Location:	<i>Both sides of street</i> 70%	<i>Shoulders</i> 42%	
Spacing:	<i>Regular/Assymetrical</i> 56%	<i>Irregular/informal</i> 14%	
Tree type:	<i>Deciduous</i> 42%	<i>Mixed</i> Most 14%	
Scale form:	<i>Consistent</i> 28%	<i>Varied</i> 42%	
Age:	<i>Juvenile</i> Most 14% Some 28%	<i>Semi-mature</i> Most 28% Some 28%	<i>Early maturity</i> Some 28%
	<i>Mature</i> Most 14% Some 28%	<i>Over mature</i> Most 14% Some 28%	
Dominant species:	Pyrus sp, Quercus sp.		
Intactness	<i>Many missing</i> 28%	<i>Some missing</i> 42%	
Tree disfiguration	<i>Extensive</i> 42%	<i>Some</i> 42%	<i>Minimal</i> 14%
Condition	<i>Very good</i> 14%	<i>Good</i> 14%	<i>Poor</i> 14%
	<i>Fair</i> 28%		

Significant trees	<i>Other</i> Most 28% Some 14%		
Underplantings	<i>Some</i> 28%	<i>None</i> 28%	

Comments: Underplantings of residential daisies and hebe.

PRIVATE GARDEN CHARACTER

Front fence:			
<i>Height</i>	<i>None</i> Some 14% Few 28%		
	<i>High >1.8m</i> Few 14%	<i>Medium >1.2-1.8m</i> Most 14% Some 42% Few 14%	<i>Low up to 1.2m</i> Most 42% Few 14%
	<i>Mixed</i> Most 14%		
<i>Style</i>	<i>Masonry stone</i> Most 14% Few 14%	<i>Timber picket</i> Some 14% Few 14%	<i>Iron picket</i> Few 14%
	<i>Solid timber</i> Some 14% Few 14%	<i>Hedge</i> Few 14%	<i>Other</i> Most 14%
	<i>Wire</i> Some 14%		
Front gardens:			
<i>Presence</i>	<i>None</i> Most 42%	<i>Visible</i> Most 100%	<i>Not visible</i> Few 42% Some 14%
	<i>Partially visible</i> 28%		
<i>Transparency</i>	<i>Buildings visible</i> Most 100%	<i>Buildings partly visible</i> Some 28% Few 56%	<i>Buildings not visible</i> Few 14%
<i>Size</i>	<i>Average 3-9m setback</i> Most 100%		
<i>Canopy trees</i>	<i>Many</i> 14%	<i>Some</i> 42%	<i>Limited</i> 14%
<i>Tree types</i>	<i>Deciduous</i> Most 42% Some 14% Few 14%	<i>Native</i> Most 14% Some 28% Few 14%	<i>Other evergreen</i> Some 14% Few 14%
<i>Other vegetation</i>	<i>Many</i> 14%	<i>Some</i> 42%	<i>Variable</i> 28%
	<i>Limited</i> 14%		
<i>Condition</i>	<i>Neglected</i> Few 28%	<i>Maintained</i> Most 100%	<i>Manicured</i> Few 42%
Side gardens:	<i>None</i> Most 84%	<i>One Side</i> Most 14% Few 28%	
Side driveways:	<i>Present</i> Most 56% Some 28%	<i>Not present</i> Some 14% Few 28%	<i>Mixed</i> Most 14%

BUILDING STOCK

Construction:	<i>Victorian 1870 - 1900</i> Few 56%	<i>Edwardian 1900-1915</i> Some 42% Few 28%	<i>Inter-War 1915-1945</i> Most 100%
	<i>Post-War 1945-1970</i> Some 56% Few 14%	<i>Late C20th 1970-1990</i> some 56% Few 14%	<i>Recent 1990s</i> Few 42%
Intactness:	<i>Victorian 1870-1990</i> Good 28% Fair 28%	<i>Edwardian 1900-1915</i> Good 28% Fair 42%	<i>Inter-War 1915-1945</i> Good 42% Fair 42%
	<i>Post-War 1945-1970</i> Good 42% Fair 14%	<i>Late C20th 1970-1990</i> Good 42% Fair 14%	<i>Recent 1990s</i> Good 14% Fair 14%
Height in storeys:	<i>1 Storey</i> Most 14% Few 14%	<i>2 Storeys</i> Most 14% Few 14%	
Scale:	<i>Medium</i> Most 70% Few 14%		
Building Type:	<i>Residential detached</i> Most 84%	<i>Residential semi-detached</i> Few 28%	<i>Institutional</i> Most 14% Few 28%
Front setbacks:	<i><3m setbacks</i> Most 14%	<i>3-9m setbacks</i> Most 100%	
Side setbacks: <i>Size</i>	<i>Medium</i> Some 84% Few 14%	<i>Small</i> Most 28% Some 56%	
<i>Consistency</i>	<i>Same</i> Some 14% Few 14%	<i>Side setbacks different</i> Most 84% Few 14%	
Walling materials	<i>Timber</i> Most 70%	<i>Brick</i> Most 14% Some 56% Few 14%	
Roofing material	<i>Metal</i> Most 70% Some 14%	<i>Terracotta tiles</i> Most 28% Some 42% Few 28%	<i>Concrete Tiles</i> Some 28% Few 28%
	<i>Other</i> Few 14%		
On-site car parking: <i>Overall presence in street</i>	<i>High</i> 14%	<i>Medium</i> 14%	<i>Low</i> 56%
Garage:Carport type:	<i>Single</i> Most 70% Some 14%	<i>Double</i> Few 42% Some 14%	
Garage location:	<i>Front of dwelling</i> Few 42%	<i>Beside dwelling</i> Some 14% Few 28%	<i>Rear of dwelling</i> Most 70% Some 14%
Character contribution:	High 14%	Medium 56%	Low 14%
Heritage contribution:	High 7%	Medium 21%	Low 21%
Architectural consistency:	Medium 42%	Low 56%	

ASSESSMENT

The major distinguishing element of this character area is the dominant combination of mixed residential and school related land uses within the majority of the streets. A high proportion of

streets perform as local residential streets and school access routes. The mix of residential and institutional land uses strongly influences the overall appearance of the streetscapes.

The visual impact and contrast between large lot sizes (>750sm) associated with the school and recreational uses, and the mostly medium sized (300-750sm) residential lots is disruptive. This is accentuated by the fact that most views within these streets are internal.

The configuration and treatment of road reserves has an ad-hoc appearance within and between streets. The treatments are somewhat dictated by the variable width of the road reserves in this character area. The inconsistent drainage treatments within and between each street have a negative impact. The combination of old bluestone and new concrete treatments do not integrate and appear unresolved. This is particularly noticeable in Eyre Street, a busy collector road. The confusion of the street space is increased by other factors such as mixed furniture styles. Traditional gravel shoulders are often present but vary in width between streets. Although limited, crossovers are also very mixed both in style and presence. Speed humps are present in Wanliss and Murray Streets where there is school generated traffic in local residential streets. These streets are rather hard-edged in appearance with the absence of nature strips, gravel shoulders and street trees. Footpaths and nature strips are present, but vary in width, with some nature strips being replaced with asphalt. The highly visible powerlines detract from the quality of the streetscapes.

With the exception of Durham Street, the overall appearance of the street trees in this character area is fair-poor, with little sense of continuity. The street trees are mostly undistinguished in appearance, being very mixed in presence and most other traits. Trees that are present are located in both nature strips and gravel shoulders (sometimes within the one street). Some streets such as Wanliss and Murray have no street trees. Eyre and Junction Streets have mixed native and exotic species whilst Duke Street has mostly natives. Ajax and Durham Streets contain single exotic species. Most new trees are planted within the existing gravel shoulders. Ajax and Junction Streets have been recently planted with ornamental pear trees (although mature melaleucas still exist in part of Junction Street). The pear trees are an appropriately sized and formed species for use within the narrower streets in this character area. The street trees in Eyre Street (collector road), although mostly mature, are disjointed with gaps in plantings and with many of the mature trees in poor condition. Durham Street is unusual in that it contains mostly mature oak street trees. These trees, although mixed in condition and intactness, frame street views and have established a pleasant, enclosed appearance to the street.

Gardens generally contribute positively to the streets. Some gardens contain good combinations of exotic and native shrubs. Some canopy trees are present. Most of the gardens are maintained, with side driveways predominantly present. Gardens are limited in several streets due to the presence of school grounds. Fencing relating to the school grounds is typically higher than that of private gardens, but it is often transparent. A number of back and side fences are present in Wanliss and Murray Streets. This reduces the presence and visibility of front gardens as a street element. An appropriate resolution to the presence of rear fences within the street space is evident in Duke Street, where hedging has been incorporated to screen otherwise exposed rear timber paling fences. In fact, some good examples of hedging exist. These suit the streets and are especially valuable in softening streets such as Ajax Street, where nature strips are absent. Front fences are mostly low, but are very mixed in style and materials. Generally the higher, solid timber and brick fences within residential areas are detrimental to the coherence, of the street and obscure views to the front gardens.

The building stock is generally very mixed within this character area, with examples of Victorian, Edwardian, Inter-war, Post-war, Late 20th century and Recent (1990's) buildings present. The dominant building type is Inter-war. Most of the buildings are in a good level of intactness, with some restoration work evident. This is in conflict with some of the substantially altered Pre-World War 2 buildings. The residential buildings are a mix of medium and small scaled mostly detached timber dwellings with metal, pitched roofs. There is a general consistency in the setbacks of these

buildings. In particular, Durham Street contains a high consistency of scale and setback of building stock. Most of the buildings are Inter-war and Edwardian, but several new developments have maintained these consistencies. In some of the other streets, new developments have been less sympathetic, with examples of prominent garages evident. The small-medium scale residential buildings contrast with some of the large-scaled institutional buildings with mixed scales and setbacks.

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Durham Street			▼		▼		Highly consistent scale and set-back of houses. High heritage contribution.

SIGNIFICANCE RANKING: Neighbourhood interest

STRATEGIES

OBJECTIVES

That the Area develop under existing planning requirements.

That street planting be upgraded by infill specimen planting with consistent species, and replacement planting of existing themes.

That street construction be upgraded by adopting a consistent approach to form and materials within each street in accordance with the Ballarat Streetscape Policy 1991.

IMPLEMENTATION

Prepare a street tree planting strategy for the Area.

Adopt a strategy for the consistent repair, construction and maintenance of each street in accordance with the Ballarat Streetscape Policy 1991

8.21 CHARACTER AREA 20

STREETS

Ascot Street South (between Sturt & Dana Street), Church Street, Pleasant Street South (between Sturt & Dana Street), Ripon Street South (between Sturt Street & Dana Street), Talbot Street South (between Sturt & Dana Street), Windermere Street South (between Sturt Street & Dana Street).

Laneways:

Anticline Lane, Leviathan Place, Newington Place, Quarry Lane, Syncline Lane.

SUMMARY

A series of short, mostly flat, north-south orientated streets between Sturt Street and Mair Street. Windermere Street South and Pleasant Street South form part of this character area to the east and west. Views are mostly varied. Regular grid streets with mixed residential and commercial land uses are typical. Lot sizes are mostly 300-750sm. Drainage treatments are predominantly traditional bluestone spoon drains (some concrete upstands), with wide gravel/grass shoulders. Bitumen footpaths (mixed presence) and turf nature strips are present. Generally limited concrete bridge crossovers and side driveways, with rear laneway access. Laneways have a mixture of gravel and bitumen surfaces. There is some signage, on street parking, street furniture and traffic controls. Overhead services are visible. Regular, asymmetric, exotic street trees (high proportion of planes) are located on both sides of the streets. Mainly mixed species mature/over mature deciduous trees (single species sometimes dominate). Some disfiguration and gaps in plantings are evident. The condition of tree varies. Front fences mostly low, but very mixed in style and materials. Front gardens are generally maintained, with some excellent examples of traditional cottage gardens and mature canopy trees noted. Mostly Victorian, Edwardian and Inter-war building stock. General consistency of building scale and setbacks. Side set backs tend to be medium-small. Most buildings are in a good level of intactness, with restoration work evident. There is a mix of timber and brick buildings, with mostly pitched roofs. Roofing materials are variable.



Figure 98. Talbot Street South (between Sturt Street and Dana Street)
URBAN CONTEXT

Land form:	Flat <1:30 68%	Gentle slopes 1:30-1:15 Flat 34%	
Dominant land use:	Residential 100%	Commercial Few 68%	Civic Few 50%
POS:	Active 28% (bowls club and oval)		
Subdivision pattern:	Regular grid 100%		
Lot sizes:	>750 sm Some 34% Few 50%	300-750 sm Most 85% Some 17%	<300sm Few 84%
Dominant frontage:	>20m Few 50% 6-10m Some 85%	16-20m Some 100%	10-16m Some 85%
Street types:	Local 85%	Local 17%	
Views:	Varied 85%		

STREET SPACE

Reserve width:	Wide >30m 34%	Medium 50%	Average 12-18m 17%
Carriageway:			
Type	Single 100%		
Width	Wide >9m 17%	Medium 5-9m 85%	
Shoulder:	Gravel Most 34%	Gravel and grass Most 68%	
Nature strip:			
Width	Average 1.2-3m 85%	Varies 17%	
Treatment	Trees and turf Some 85%	Turf only Most 85% Some 17%	
Kerbs:	Integrated concrete kerb and gutter Some 17%	Concrete upstand Most 68% Some 34%	None Some 17%
Gutters:	Bluestone pitcher spoon drain Most 50% Some 17%		
Drains:	Bluestone pitcher spoon drain Most 17%		
Crossovers:			
Frequency	Average 17%	Limited 85%	
Form	Concrete (at grade) Some 17%	Concrete bridge (arched) Most 17%	
	Concrete bridge (flat) Most 68% Some 17%	Timber Most 17%	
Footpaths:			
Presence	Both sides of street 85%	One side of street South 17%	
Location	Traditional 100%		
Continuity	Continuous 85%	Discontinuous 17%	

<i>Width</i>	<i>Standard 1.2m</i> Most 85% Some 17%	<i>Wide >1.2m</i> Some 17%	<i>Narrow <1.2m</i> Few 17%
<i>Materials</i>	<i>Bitumen</i> Most 85% Some 17%	<i>Concrete</i> Some 17% Few 17%	<i>Gravel</i> Few 17%
Street verandahs:			
<i>Presence</i>	<i>Not present</i> 68%	<i>Minimal</i> 34%	
<i>Type</i>	<i>C19th /early C20th</i> Most 17% Some 17%	<i>Mid/late C20th</i> Some 17%	
Signage			
<i>Presence</i>	<i>Present</i> 34%	<i>Minimal</i> 68%	
<i>Type</i>	<i>Public</i> 68%	<i>Mixed</i> 34%	
On street parking:	<i>Minimal</i> 50%	<i>Present</i> 50%	
Traffic controls:	<i>None</i> 50%	<i>Speed humps</i> 17%	<i>Roundabout</i> 17%
	<i>Narrowings</i> 17%	<i>Traffic island</i> 17%	<i>Lights</i> 17%
Overhead services	<i>Both sides of street</i> 42%	<i>One side of street</i> East 34% West 17%	<i>Underground</i>
<i>Visibility</i>	<i>Visible</i> 85%	<i>Not visible</i> 17%	
Street furniture:	<i>Seats (trad. Styles)</i> 17%	<i>Litter bins</i> 34%	<i>Bollards</i> 68%
	<i>C.I. railing</i> 68%	<i>Horse troughs</i> 17%	<i>Post box historic</i> 17%
	<i>Telephone modern</i> 34%	<i>Other</i> 34% Telecom service, original fire hydrants.	

STREET PLANTING

Location:	<i>Both sides of street</i> %	<i>One side of street</i> South 28%	<i>Shoulders</i> 28%
Spacing:	<i>Regular/Assymetrical</i> 85%	<i>Irregular/informal</i> 7%	
Tree type:	<i>Deciduous</i> Most 100%		
Scale form:	<i>Consistent</i> 34%	<i>Varied</i> 68%	
Age:	<i>Juvenile</i> Some 17% Few 17%	<i>Semi mature</i> Some 50% Few 34%	<i>Early mature</i> Some 21% Few 17%
	<i>Mature age</i> Most 17% Some 34%	<i>Over mature</i> Most 17% Some 34%	
Dominant species:	<i>Quercus sp, Platanus sp.</i> <i>Ulmus sp.</i>		
Secondary species:	<i>Fraxinus sp. mixed</i> <i>exotics</i>		
Intactness	<i>Intact</i> 34%	<i>Some missing</i> 68%	
Tree disfiguration	<i>Extensive</i> 17%	<i>Some</i> 85%	
Condition	<i>Very good</i> 17%	<i>Good</i> 50%	<i>Fair</i> 17%

	<i>Mixed</i> 17%		
Significant trees	<i>Avenue</i> Most 17%	<i>Group of trees</i> 17%	<i>Other</i> 34% Quercus sp., Cedrus. Important mature trees in streetscape.
Underplanting	<i>None</i> 68%	<i>Some</i> 34%	

PRIVATE GARDEN CHARACTER

Front fence:			
Height	<i>None</i> Few 50%		
	<i>High >1.8m</i> Few 50%	<i>Medium >1.2-1.8m</i> Some 34% Few 34%	<i>Low up to 1.2m</i> Most 50% Some 17%
	<i>Mixed</i> Most 34%	<i>Built</i> Few 34%	
Style	<i>Masonry stone</i> Some 50%	<i>Timber picket</i> Some 50%	<i>Iron picket</i> Few 50%
	<i>Solid timber</i> Few 34%	<i>Hedge</i> Few 34%	<i>Other</i> Most 17% Few 34%
	<i>Wire</i> Some 34% Few 17%	<i>Mixed</i> Most 34%	
Front gardens:			
Presence	<i>None</i> Few 56%	<i>Visible</i> Most 100%	<i>Not visible</i> Few 85%
	<i>Partially visible</i> 17%		
Transparency	<i>Buildings visible</i> Most 100%	<i>Buildings partly visible</i> Few 100%	<i>Buildings not visible</i> Few 34%
Size	<i>Large >9m setback</i> 28%	<i>Average 3-9m setback</i> 85%	<i>Small <3m setback</i> Few 85%
	<i>Mixed</i> Most 17%		
Canopy trees	<i>Some</i> 34%	<i>Limited</i> 17%	<i>Variable</i> 17%
Tree types	<i>Conifers</i> Most 42% Some 17% Few 17%	<i>Deciduous</i> Most 50%	<i>Native</i> Few 50%
	<i>Other evergreen</i> Some 17% Few 34%	<i>Mixed</i> Most 34%	
Other vegetation	<i>Some</i> 68%	<i>Variable</i> 34%	
Condition	<i>Neglected</i> Few 68%	<i>Maintained</i> Most 100%	<i>Manicured</i> Few 100%
Features present	<i>Other</i> 17% (2 or 3 unusually large front gardens)		
Side gardens:	<i>None</i> Most 100%	<i>One Side</i> Few 50%	
Side driveways:	<i>Present</i> Most 17% Some 50% Few 17%	<i>Not present</i> Most 34% Some 50%	

BUILDING STOCK

Construction:	<i>Early Victorian pre-1870</i> Few 17%	<i>Victorian 1870-1900</i> Some 85% Few 17%	<i>Edwardian 1900-1915</i> Most 17% Some 85%
	<i>Inter-War 1915-1945</i> Some 85% Few 17%	<i>Post-War 1945-1970</i> Few 85%	<i>Late C20th 1970-1990</i> Few 85%
	<i>Recent 1990s</i> Some 17% Few 68%		
Intactness:	<i>Early Victorian pre-1870</i> Good 17%	<i>Victorian 1870-1900</i> Good 34% Few 50%	<i>Edwardian 1900-1915</i> Good 34% Few 50%
	<i>Inter-War 1915-1945</i> Good 68% Fair 17%	<i>Post-War 1945-1970</i> Good 85%	<i>Late C20th 1970-1990</i> Fair 68%
	<i>Recent 1990s</i> Good 68%		
Height in storeys:	<i>1 Storey</i> Most 100%	<i>2 Storeys</i> Few 34%	<i>3 Storeys</i> Few 17%
Scale:	<i>Large</i> Few 17%	<i>Medium</i> Most 100%	<i>Small</i> Few 34%
Building Type:	<i>Residential detached</i> Most 84%	<i>Residential semi-detached</i> Some 17% Few 50%	<i>Commercial</i> Few 68%
	<i>Institutional</i> Few 68%		
Front setbacks:	<i>No setbacks</i> Few 50%	<i><3m setbacks</i> Few 68%	<i>3-9m setbacks</i> Most 85%
	<i>>9m setbacks</i> Few 34%		
Side setbacks: Size	<i>Large</i> Few 17%	<i>Medium</i> Most 85% Some 17%	<i>Small</i> Some 85% Few 17%
<i>Consistency</i>	<i>Same</i> Some 85% Few 17%	<i>Side setbacks different</i> Most 28% Some 56%	
Walling materials	<i>Timber</i> Most 70% Some 14%	<i>Brick</i> Some 85% Few 17%	
Roofing material	<i>Slate</i> Some 17%	<i>Terracotta tiles</i> Some 17% Few 68%	<i>Concrete Tiles</i> Some 50% Few 17%
	<i>Other</i> Few 34% (fake tiles)		
On-site car parking: <i>Overall presence in street</i>	Medium 17%	Low 85%	
Garage: Carport type:	<i>Single</i> Most 85%	<i>Double</i> Few 85%	<i>Triple</i> Most 17%
Garage location:	<i>Beside dwelling</i> Few 68% Some 17%	<i>Rear of dwelling</i> Most 100%	
Character contribution:	High 34%	Medium 68%	
Heritage contribution:	High 34%	Medium 50%	Low 17%
Architectural consistency:	Medium 42%	Low 56%	

Comments

Some polychromatic, units and Reproductions Victorian & Georgian houses.

ASSESSMENT

Streets within this character area are distinguished by a combination of fairly consistent elements (many of these are traditional). These include the length, orientation and traditional treatments of the road reserves: and mature, formal exotic street trees; mixed residential and commercial land uses; similar scales and setbacks of Victorian/Edwardian and Inter-war buildings; limited presence of crossovers and side driveways; and the series of rear laneways. There is also a general uniformity in the size and proportions of the lots within this character area, which has contributed to a consistency in the building stock. Most streets contain moderate levels of on-street parking and traffic. The positive integration/combination of streetscape elements has retained the relatively high appeal of this character area. Apart from Church Street and Talbot Street South, long, extended views to the south exist, with the streets continuing into character area 22.

A typical, but particularly good example of the complementary treatments used in this character area is seen in Talbot Street South. This street is mostly residential, although several commercial premises are generally well integrated with the rest of the street. For instance, one historic residential building is being occupied by a medical practice. The traditional bluestone drains and the gravel/grass shoulders, with a distinctive well formed pin oak avenue retain a formal, but pleasant local street appearance. This is in contrast to many of the exposed, 'urbanised' streets located to the east of this character area. The presence of street trees within the gravel shoulders helps to break up and shade the line of parked vehicles within the street. They are also important in screening views to overhead services within the nature strips. Characteristically, vehicular crossovers are absent from the street. Consequently, the nature strips appear continuous, with the exception of a series of sympathetic, narrow concrete pedestrian bridges. The front gardens are neat, with consistent, mostly exotic planting treatments. Some other streets have particularly excellent examples of front gardens (eg. Pleasant Street South). Although front fences are mixed in style, they are unified by generally consistent heights. The historic building stock includes several excellent 19th century Italianate polychrome brick houses and several closely spaced Victorian and Edwardian dwellings. The outstanding appeal and consistency of the road reserve treatments increase their interest and image.

Although somewhat narrower and quieter, the predominantly residential, east-west orientated Church Street retains similar treatments to the remainder of the streets in this character area, with houses closely spaced. Traffic controls have been introduced near the Pleasant Street South entrance of this street to regulate traffic volumes and speeds. The controls include 'local traffic only' signs and road narrowings with low feature shrubs.

Inconsistencies in treatments tend to stand out as negative attributes. This includes such details as high solid fences, recent 'Mock' developments, and inconsistent street tree selection and planting. Some streets contain examples of disfigured and senescent street trees. Generally, the better streets have a more uniform treatment (eg. plane trees in Windermere Street South and pin oaks in Talbot Street South). Rear laneways have been altered. The urbanisation of some of the rear, traditionally gravel, informal laneways is detrimental to the image of this character area. The bitumen surfaced laneways conflict with the mostly traditional treated streetscapes.

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Talbot Street South (between Sturt and Dana Street)	✓						
			✓		✓		Consistent houses, street tree plantings and road treatment. High heritage contribution.
Windermere Street South (between Sturt and Dana Street)	✓						
			✓		✓		Scale and set-back of houses, street tree plantings, traditional drainage treatments and gravel shoulders. Dispersed heritage buildings.

SIGNIFICANCE RANKING: Special significance
STRATEGIES

OBJECTIVES

To retain and enhance high quality and small scale pre-World War 2 residential urban character that is of special significance to the City of Ballarat.

To retain the existing rhythm and scale of development along the street frontage.

To encourage development which is complementary in form, scale, height, siting, materials and colour with existing pre-war development.

To encourage retention of existing canopy trees in front gardens and the establishment of exotic canopy trees in new gardens to complement existing garden character.

To maintain existing forms of street construction.

To retain existing avenues of large exotic street trees and to promote their care and management.

To retain the existing visual connection between the street space and private land.

GUIDELINES

Subdivision

Lot frontage widths to be consistent with dominant lot frontage widths in street.

Buildings and works

Height of the building frontage to be no more than one storey. Two storey sections may be acceptable at the rear of the building if they are not visually intrusive to the street.

Roofs visible to the street to be pitched and at an angle to match existing roof pitches.

Frontage setbacks to be consistent with the dominant frontage setback in the street.

Side setbacks within 10 metres of the building frontage to be consistent with dominant side setbacks in the street.

Garage to be located at rear of house with access from back lane. Where there is existing street access to the lot, a garage may be permitted at the side of a house provided the garage frontage setback is at least 3 metres greater than the house frontage setback.

Construction materials to be sympathetic with existing materials and colour tones in street.

Front fences to be no higher than 1.2 metres and of a colour that harmonises with existing colours in the street.

On corner sites the frontage fence to return along the corner sideage for at least 6 metres beyond the building frontage setback.

Design details to be sympathetic with but not direct reproductions of existing building details in the street, particularly window shape, eaves and verandahs.

Landscaping

Canopy trees within the frontage setback not to be removed or lopped without a permit, except where required for clearance of electric lines.

New gardens to be planted with one or more semi-mature canopy trees of exotic character.

Street space construction

Retain the presence of back lanes.

The construction, repair and maintenance of the street space to match the existing form, materials and detailing of street space construction:

- bitumen carriageway
 - gravel shoulders
 - bluestone pitcher spoon drains
 - nature strip
 - bitumen footpaths
 - concrete bridge (flat) crossovers
- single lane crossovers.

This represents a minor departure from the Ballarat Streetscape Policy 1991 which recommends arched concrete bridges. From an urban character point of view consistency is desirable – hence the dominant flat form has been nominated. However, a consistent replacement with arched forms would be acceptable.

Street trees

Retain existing street planting styles of large exotic trees located in the shoulders, with consistent scale and form, and planted at regular spacing.

Retain existing mix of species with dominance of planes *Platanus* in Windemere Street South, and pin oaks *Quercus palustris* in Talbot Street South.

Replace any missing specimens or inconsistent species with species that match the existing planting theme. Replacement plantings to be spaced and in sequence with existing street planting pattern.

High priority for monitoring long-term maintenance and replacement programs, as many specimens are over-mature.

IMPLEMENTATION

Planning Scheme amendment

Prepare a Schedule to the Design and Development Overlay of the Ballarat Planning Scheme dealing with:

- subdivision
- buildings and works
- landscaping.

Design and Development Overlay Schedule to include in Decision Guidelines the following requirement:

- Before deciding on any application that involves complex design issues or is of concern to the broader Ballarat community the responsible authority consider the comments of an independent review panel as to whether the proposed development meets the design objectives.

The Design and Development Overlay Schedule to include an exemption from third party appeals under Section 82 (1) of the Act if the permit is for buildings and works, or landscaping that are in accordance with the requirements of the Schedule.

Street space strategy

Council to adopt the Street Space guidelines as its strategy for the repair, maintenance and replacement of street construction works in the Area.

Street tree strategy

Council to adopt the Street Tree guidelines as its strategy for the care, maintenance and replacement of the planting in the Area.

8.22 CHARACTER AREA 21

STREETS

Dawson Street South (between Sturt & Dana Street), Drummond Street South (between Sturt & Dana Street), Errard Street South (between Sturt & Dana Street), Lyons Street South (between Sturt & Dana Street), Raglan Street South (between Sturt & Dana Street).

SUMMARY

This character area is bordered by (but not inclusive of) Sturt Street to the north and Dana Street to the south. Dawson Street South and Drummond Street South are part of this character area, forming the eastern and western boundaries. The relatively busy, north-south orientated streets are mostly flat, with a mix of residential, commercial and civic land uses. The short street sections within this character area are isolated by the busy intersections of Dana Street and Sturt Street at either end. Views vary, with the streets forming part of the large, regular grid layout that also embraces character areas 20, 22 & 23. There are extended views south along the remainder of the long, straight streets. The lot sizes are generally mixed, with some of the church grounds being >750sm. On street parking is prevalent, with parking meters present. Drainage treatments vary, but are mostly concrete (integrated kerb and gutter including roll-over form). Shoulders vary in presence and materials, with gravel, bitumen and scoria used. Street furniture styles are mixed. Nature strips tend to be turf only, with crossovers having an average-limited presence. Crossovers are a mixture of bitumen at grade and concrete bridges (flat). Signage is present (commercial and public), and overhead powerlines are generally visible. Street trees are mostly present on both sides of the street, within the road shoulders. They are typically mature/early mature deciduous, regular, symmetrically planted exotic trees. Some trees are missing and some disfiguration is evident. Underplanting is evident. Front gardens are usually maintained, with some canopy trees. Fences tend to be mixed in style and height, with some particularly good examples of traditional fences. Building stock is mixed, but mostly consists of good quality Victorian and Edwardian buildings, that are relatively intact. Some buildings and gardens are of excellent individual note.



Figure 99. Dawson Street South (between Dana and Sturt Street)
URBAN CONTEXT

Land form:	<i>Flat <1:30</i> 60%	<i>Gentle slopes 1:30-1:15</i> 40%	
Dominant land use:	<i>Residential</i> Most 60% Few 20%	<i>Commercial</i> Some 20% Few 40%	
Subdivision pattern:	<i>Regular grid</i> 100%		
Lot sizes:	<i>>750 sm</i> Some 100%	<i>300-750 sm</i> Some 100%	<i><300sm</i> Few 100%
Dominant frontage:	<i>>20m</i> Some 20% Few 60%	<i>16-20m</i> Some 80% Few 20%	<i>10-16m</i> Some 80% Few 20%
	<i>6-10m</i> Some 80%		
Street types:	<i>Collector</i> 40%	<i>Local</i> 60%	
Views:	<i>Varied</i> 100%		

STREET SPACE

Reserve width:	<i>Wide >30m</i> 60%	<i>Medium</i> 40%	
Carriageway:			
Type	<i>Single</i> 100%		
Width	<i>Medium 5-9m</i> 100%		
Shoulder:	<i>Gravel</i> Most 20%	<i>Gravel and grass</i> Most 40%	
Nature strip:			
Width	<i>Wide >3m</i> 40%	<i>Average 1.2-3m</i> 40%	
Treatment	<i>Trees and turf</i> Most 20%	<i>Turf only</i> Most 60%	
Kerbs:	<i>Integrated concrete kerb and gutter</i> Most 40% Some 60%	<i>Concrete upstand</i> Most 20% Some 40%	
Gutters:	<i>Bluestone pitcher spoon drain</i> Most 20% Some 20%		
Drains:	<i>Bluestone pitcher channel drain</i> Some 20%		
Crossovers:			
Frequency	<i>Average</i> 60%	<i>Limited</i> 40%	
Form	<i>Bitumen (at grade)</i> Most 40% Some 20%	<i>Concrete bridge (flat)</i> Most 20% Some 20%	
Footpaths:			
Presence	<i>Both sides of street</i> 100%		
Location	<i>Traditional</i> 100%		
Continuity	<i>Continuous</i> 100%		
Width	<i>Standard 1.2m</i> Most 80%	<i>Wide >1.2m</i> Most 20%	
Materials	<i>Bitumen</i> Most 100%	<i>Concrete</i> Few 20%	

	<i>Other</i> 20%		
Street verandahs:			
<i>Presence</i>	<i>Not present</i> 40%	<i>Minimal</i> 60%	
<i>Type</i>	<i>C19th /early C20th</i> Most 40% Some 20%	<i>Mid late C20th</i> Most 20%	
Signage			
<i>Presence</i>	<i>Present</i> 60%	<i>Minimal</i> 40%	
<i>Type</i>	<i>Public</i> 40%	<i>Mixed</i> 20%	<i>Historic</i> 20%
On street parking:	<i>Minimal</i> 20%	<i>Present</i> 80%	
Traffic controls:	<i>None</i> 80%	<i>Seats modern style</i> 20%	<i>Treeguards</i> 20%
	<i>Litter bins</i> 20%		
Overhead services	<i>One side of street</i> North 20% East 80%		
<i>Visibility</i>	<i>Highly visible</i> 20%	<i>Visible</i> 80%	
Street furniture:	<i>Seats traditional style</i> 20%	<i>Treeguards</i> 20%	<i>Litter bins</i> 40%
	<i>Plant boxes</i> 22% 20%	<i>Bollards</i> 80%	<i>Shelters</i> 20%
	<i>Post box historic</i> 20%	<i>Post box modern</i> 40%	<i>Telephone modern</i> 20%
	<i>Other</i> 40% Original fire hydrant, Telecom service		

STREET PLANTING

Location:	<i>Both sides of street</i> 100%	<i>Shoulders</i> 100%	
Spacing:	<i>Regular/Assymetrical</i> 100%		
Tree type:	<i>Deciduous</i> Most 100%	<i>Mixed</i> Some 20%	
Scale form:	<i>Consistent</i> 60%	<i>Varied</i> 40%	
Age:	<i>Juvenile</i> Few 40%	<i>Semi-mature</i> Few 60%	<i>Early maturity</i> Some 40% Few 40%
	<i>Mature</i> Most 60%		
Dominant species:	Platanus sp, Fraxinus, Prunus sp, mixed exotics		
Secondary species:	Fraxinus sp, mixed exotics.		
Major other species			
Intactness	<i>Some missing</i> 80%		
Tree disfiguration	<i>Extensive</i> 20%	<i>Some</i> 60%	<i>Minimal</i> 20%
Condition	<i>Good</i> 40%	<i>Fair</i> 60%	
Underplanting	<i>None</i> 40%	<i>Some</i> 60%	

Comments: Underplanting of Dietes, Gazinia.

PRIVATE GARDEN CHARACTER

Front fence:			
<i>Height</i>	<i>None</i> Some 40% Few 20%		
	<i>High >1.8m</i> Few 20%	<i>Medium >1.2-1.8m</i> Some 20% Few 20%	<i>Low up to 1.2m</i> Most 20% Some 40%
	<i>Built</i> Some 60%	<i>Mixed</i> Most 60%	
<i>Style</i>	<i>Masonry stone</i> Some 60% Few 20%	<i>Timber picket</i> Some 60% Few 20%	<i>Iron picket</i> Most 20% Some 40% Few 20%
	<i>Solid timber</i> Few 40%	<i>Hedge</i> Few 40%	<i>Other</i> Most 20% Few 20%
	<i>Wire</i> Some 40%	<i>Mixed</i> Most 20%	
Front gardens:			
<i>Presence</i>	<i>None</i> Most 20% Few 60%	<i>Visible</i> Most 80% Few 20%	<i>Not visible</i> Few 60%
<i>Transparency</i>	<i>Buildings visible</i> Most 100%	<i>Buildings partly visible</i> Some 20% Few 40%	
<i>Size</i>	<i>Large >9m setback</i> 40%	<i>Average 3-9m setback</i> Most 80% Some 20%	<i>Small <3m setback</i> Most 20% Few 80%
<i>Canopy trees</i>	<i>Some</i> 60%	<i>Limited</i> 20%	
<i>Tree types</i>	<i>Conifers</i> Some 20%	<i>Deciduous</i> Most 60%	<i>Native</i> Some 20% Few 20%
	<i>Other evergreen</i> Some 40%	<i>Mixed</i> Most 20% Some 20%	
<i>Other vegetation</i>	<i>Some</i> 60%	<i>Variable</i> 40%	
<i>Condition</i>	<i>Neglected</i> Few 80%	<i>Maintained</i> Most 100%	<i>Manicured</i> Some 20% Few 40%
<i>Features present</i>	<i>Other</i> 20% (sun dial)		
Side gardens:	<i>None</i> Most 100%	<i>One Side</i> Few 100%	<i>Both sides</i> Few 20%
Side driveways:	<i>Present</i> Few 20% Most 60%	<i>Not present</i> Most 20% Few 60%	<i>Shared</i> Some 20%

BUILDING STOCK

Construction:	<i>Early Victorian pre-1870</i> Few 20%	<i>Victorian 1870-1900</i> Most 80% Some 20%	<i>Edwardian 1900-1915</i> Most 40% Some 60%
	<i>Inter-War 1915-1945</i> Some 100%	<i>Post-War 1945-1970</i> Few 100%	<i>Late C20th 1970-1990</i> Few 80%
	<i>Recent 1990s</i> Few 60%		

Intactness:	<i>Early Victorian pre-1870</i> Good 20%	<i>Victorian 1870-1900</i> Good 80% Fair 20%	<i>Edwardian 1900-1915</i> Good 80% Fair 20%
	<i>Inter-War 1915-1945</i> Good 60% Fair 40%	<i>Post-War 1945-1970</i> Good 60% Fair 40%	<i>Late C20th 1970-1990</i> Good 40% Fair 20%
	<i>Recent 1990s</i> Good 60%		
Height in storeys:	<i>1 Storey</i> Most 80% Some 20%	<i>2 Storeys</i> Some 60%	
Scale:	<i>Large</i> Medium 20% Few 40%	<i>Medium</i> Most 80% Some 20%	<i>Small</i> Few 40%
Building Type:	<i>Residential detached</i> Most 80% Few 20%	<i>Residential semi-detached</i> Some 40% Few 40%	<i>Residential attached</i> Some 20%
	<i>Commercial</i> Most 20% Few 40%	<i>Institutional</i> Most 20% Some 20% Few 20%	
Front setbacks:	<i>No setbacks</i> Some 20% Few 60%	<i><3m setbacks</i> Most 20% Some 40% Few 40%	<i>3-9m setbacks</i> Most 60% Some 20% Few 20%
	<i>>9m setbacks</i> Few 60%		
Side setbacks: <i>Size</i>	<i>Large</i> Few 20%	<i>Medium</i> Most 20% Some 60%	<i>Small</i> Most 20% Some 80%
<i>Consistency</i>	<i>Same</i> Some 40%	<i>Side setbacks different</i> Most 80% Some 20%	
Walling materials	<i>Stone</i> Some 20% Few 20%	<i>Timber</i> Most 60% Some 20%	<i>Brick</i> Some 80%
Roofing material	<i>Slate</i> Some 40%	<i>Metal</i> Most 100%	<i>Concrete Tiles</i> Some 20% Few 20%
On-site car parking: <i>Overall presence in street</i>	High 20%	Medium 20%	Low 60%
Garage:Carport type:	<i>Single</i> Most 80%	<i>Double</i> Few 40%	<i>Triple</i> Few 20%
Garage location:	<i>Beside dwelling</i> Few 20%	<i>Rear of dwelling</i> Most 80%	
Character contribution:	High 20%	Medium 80%	
Heritage contribution:	High 20%	Medium 80%	
Architectural consistency:	High 20%	Medium 80%	

Comments

Buildings include church structures, many altered brick villas, small cottage and some excellent examples of brick Victorian and Edwardian houses.

ASSESSMENT

The dominant presence of mixed commercial, residential and institutional street sections with high levels of traffic and on street parking is the distinguishing feature of this character area. In particular, Drummond Street South is a very busy collector road, directing traffic across the city

centre. Although this character area is only one block deep, the streets extend beyond Sturt Street and Dana Street. The series of north-south orientated streets appear isolated by the busy intersections at Sturt Street and Dana Street and their character is strongly influenced by the high levels and visibility of on-street car parking. This reflects their commercial usage and the close proximity of the Sturt Street and city centre retailing activities.

The road reserves vary from street to street, with some shoulders being replaced by marked bitumen parking bays. This visually increases the width of the carriageway. A more appropriate treatment has been the use of a combination of bitumen and scoria within the shoulder verge. This caters for on-street parking, but visually identifies the edge of the carriageway. This type of treatment exists in Raglan Street South and Errard Street South. Modern concrete drainage treatments predominate (integrated concrete kerbs and gutters), and are appropriate given the high vehicular usage of this area. Parking meters are present in Dawson Street South, which is the closest to the city centre. Other furniture items such as rubbish bins, post boxes and planter boxes are present within some streets. Street verandahs are present, but limited. Signage is also visible within the streets, including commercial advertising and public street signage relating to parking restrictions and traffic control at intersections. These are mostly modern in appearance. Footpath and crossover treatments are similar in that bitumen has mostly been used as a surface material.

The mostly exotic, deciduous, mature/semi-mature street trees vary in appearance, species, condition and form between streets. The presence of appropriate street trees is an important element in visually screening and integrating the plethora of mixed building stock within many of the streets. The dominant tree used in this character area *Platanus orientalis* (plane) suits the scale of the streets and the double storey, commercial building stock. The smaller scale *Prunus cerasifera* 'Nigra' planted within Dawson Street South is an inappropriate species, given the scale of the street, the formal presence of the church buildings and the dominance of overhead powerlines. Streets with a generally consistent planting of one species (eg. Drummond Street and Errard Street South) read better than those with mixed species (eg. Raglan Street South). The limited incidence of tree disfiguration and missing street trees form a negative impact on the streetscape. Some underplantings are evident, but these are inconsistent.

Front gardens are important in softening the rather urbanised streets. These are generally maintained, with some mature, mostly deciduous canopy trees. Several particularly good traditional gardens and front fences exist, relating to church grounds and historic residential properties. Some side gardens are present. Front fences are very mixed in height, presence and style. In contrast, many of the commercial premises have limited/no gardens (depending on setbacks), and on-site parking is present.

Victorian/Edwardian building stock predominates and is generally in a good level of intactness. Several excellent historic churches such as St Patrick's Cathedral are important landmarks and features within the streets. Front setbacks are variable. This is due to a number of factors, including mixed lot sizes and land uses. In some streets, the awkward combination of mixed land uses and building styles, setbacks and scales reduces the amenity of the streetscape. For instance, Dawson Street South contains some excellent significant 19th century and early 20th century buildings, including St Patrick's Cathedral and associated buildings. These visually dominate the streetscape but are let down by a range of other large commercial buildings (including a nightclub and Golden City Hotel) and an undistinguished mix of generally smaller scale commercial and residential buildings of little architectural note.

Individually interesting historic buildings of architectural note exist, including a double storey Inter-war classic revival building in Raglan Street South and several excellent Victorian brick houses (eg. 'Quamby' in Errard Street South with unusual leadlight verandah frieze).

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Dawson Street South (between Sturt & Dana Street)					✓	✓	Dispersed heritage buildings eg. St Patrick's Cathedral.
Errard Street South (between Sturt & Dana Street)				✓			A few excellent Victorian houses eg. No 114 ('Quamby').
Raglan Street South (between Sturt and Dana St)	✓						High
				✓	✓		High number of brick buildings, some of individual importance. High heritage contribution.
			✓				Mostly consistent street tree plantings.

SIGNIFICANCE RANKING: *Neighbourhood interest* STRATEGIES**OBJECTIVES**

That the Area develop under existing planning requirements.

That street planting be upgraded by infill specimen planting with consistent species, and replacement planting of existing themes.

That street construction be upgraded by adopting a consistent approach to form and materials within each street in accordance with the Ballarat Streetscape Policy 1991.

IMPLEMENTATION

Prepare a street tree planting strategy for the Area.

Adopt a strategy for the consistent repair, construction and maintenance of each street in accordance with the Ballarat Streetscape Policy 1991.

8.23 CHARACTER AREA 22

STREETS

Ascot Street South (between Dana & Latrobe Street), Dana Street (between Pleasant & Windermere Street South), Essex Street, Eyre Street (between Pleasant & Windermere Street South), Kent Street, Latrobe Street (between Pleasant & Windermere Street South), Pleasant Street South (between Dana & Latrobe Street), Ripon Street South (between Dana & Latrobe Street), Sebastopol Street (between Pleasant & Windermere Street South), South Street (between Pleasant & Windermere Street South), Surrey Street, Talbot Street South (between Eyre & Latrobe Street), Urquhart Street (between Pleasant & Windermere Street South), Windermere Street South (between Dana & Urquhart Street), Windermere Street (between Urquhart & Latrobe Street).

Laneways:

Anticline Lane, Buccaneer Place, Don Place, Freeholds Place, Isabella Place, Milkmaids Place, Privateer Place, Quarry Lane, Syncline Lane, Warrior Place, Washington Place, Waterman's Place.

SUMMARY

Dana Street forms part of the character area to the north. To the east lies Windermere Street South; to the south, Latrobe Street; and to the west, Pleasant Street South. The area consists of a series of long, regular grided, relatively flat, local streets. The streets are mostly residential, with narrow, gravel rear laneways. Some commercial properties are present. Several mixed land uses exist, including old primary schools, churches and pubs. A large aged care facility is also present. Streets are relatively busy. Road reserves are wide with a single carriageway. Traffic controls are sometimes present. There are gravel and grass shoulders, with nature strips generally being turf only. Crossovers are limited in number and are mostly concrete bridges.

Footpaths are generally present and constructed of mixed materials. Minimal on street parking. Mostly traditional bluestone drains. Some shared driveways and street verandahs. Street trees are predominantly mixed exotic, mature street trees planted on both sides of the street within road shoulders. Some disfiguration is evident and most streets are missing some trees. Front fences vary both in style and height, but mainly tend to be low. Front gardens are generally very mixed in appearance and the presence of canopy trees. Some side gardens are present. Building stock is also mixed, but is most typically a combination of Victorian, Edwardian and Inter-war housing. More recent styles are present, but do not dominate. Dwellings are generally detached, single storey brick and timber residences with pitched metal roofs. Some double storey and unit developments are present.

URBAN CONTEXT

Land form:	<i>Flat <1:30</i> 62%	<i>Gentle slopes 1:30-1:15</i> 35%	
Dominant land use:	<i>Residential</i> Most 100%	<i>Commercial</i> Few 56%	
POS:	<i>Passive</i> 7%	<i>Active</i> 21% (Soccer ground, western oval)	
Subdivision pattern:	<i>Regular grid</i> 100%		
Lot sizes:	<i>>750 sm</i> Some 42% Few 62%	<i>300-750 sm</i> Most 88% Some 14%	<i><300sm</i> Few 88%
Dominant frontage:	<i>>20m</i> Some 75 Few 42%	<i>16-20m</i> Some 95%	<i>10-16m</i> Most 7% Some 81%
	<i>6-10m</i> Some 62% Few 27%		
Street types:	<i>Local</i> 72%	<i>Collector</i> 28%	
Views:	<i>Varied</i> 75%	<i>Internal</i> 28%	
Landmarks:			

STREET SPACE

Reserve width:	<i>Wide >30m</i> 56%	<i>Medium</i> 35%	<i>Average 12-18m</i> 14%
Carriageway:			
Type	<i>Single</i> 100%		
Width	<i>Wide >9m</i> 7%	<i>Medium 5-9m</i> 95%	
Shoulder:	<i>Gravel</i> 21%	<i>Gravel and grass</i> Most 70% Some 7%	
Nature strip:			
Width	<i>Average 1.2-3m</i> 83%	<i>Varies</i> 7%	
Treatment	<i>Trees and turf</i> Some 21%	<i>Turf only</i> Most 62% Some 21%	
Kerbs:	<i>Integrated concrete kerb and gutter</i> Most 14% Some 21% Few 7%	<i>Concrete upstand</i> Most 14% Some 42% Few 7%	<i>None</i> Most 28% Some 14% Few 7%
Gutters:	<i>Bluestone pitcher inverted channel</i> Most 7%	<i>Bluestone pitcher spoon drain</i> Most 28% Some 7%	<i>Bluestone pitcher channel drain</i> Most 7%
Drains:	<i>Bluestone pitcher spoon drain</i> Most 14%	<i>Concrete Channel drain</i> Most 7%	
Crossovers:			
Frequency	<i>Average</i> 28%	<i>Limited</i> 75%	
Form	<i>Concrete (at grade)</i> Most 7% Some 7%	<i>Concrete bridge (arched)</i> Most 7%	
	<i>Concrete bridge (flat)</i> Most 49% Few 7%	<i>Timber</i> Few 28%	<i>Other (specify)</i> Few 7% Gravel
Footpaths:			

Presence	<i>Both sides of street</i> 100%		
Location	<i>Traditional</i> 100%		
Continuity	<i>Continuous</i> Most 100%		
Width	<i>Standard 1.2m</i> Most 95% Some 7%	<i>Wide >1.2m</i> Some 7% Few 7%	
Materials	<i>Bitumen</i> Most 42% Some 7%	<i>Concrete</i> Most 35% Some 14% Few 7%	
Street verandahs:			
Presence	<i>Not present</i> 21%	<i>Minimal</i> 81%	
Type	<i>C19th /early C20th</i> Most 49%	<i>Mid/late C20th</i> Few 7%	
Signage			
Presence	<i>Present</i> 28%	<i>Minimal</i> 70%	
Type	<i>Public</i> 62%	<i>Mixed</i> 42%	
On street parking:	<i>Minimal</i> 70%	<i>Present</i> 28%	
Traffic controls:	<i>None</i> 70%	<i>Speed humps</i> 7%	<i>Roundabout</i> 28%
	<i>Narrowings</i> 14%	<i>Traffic island</i> 14%	
Overhead services	<i>Both sides of street</i> 28%	<i>One side of street</i> North 14% South 21% East 14%	
Visibility	<i>Highly visible</i> 21%	<i>Visible</i> 70%	<i>Not visible</i> 14%
Street furniture:	<i>Seats traditional style</i> 14%	<i>Litterbins</i> 21%	<i>Bollards</i> 28%
	<i>C.I. railing trad</i> 14%	<i>Post box historic</i> 21%	<i>Other</i> 14% Street lights

STREET PLANTING

None:			
Location:	<i>Both sides of street</i> 95%	<i>Shoulders</i> 75%	
Spacing:	<i>Regular/Symmetry.</i> 14%	<i>Regular/Assymetrical</i> 88%	
Tree type:	<i>Evergreen</i> 7%	<i>Deciduous</i> 100%	
Scale form:	<i>Consistent</i> 14%	<i>Varied</i> 56%	
Age:	<i>Juvenile</i> Some 95% Few 28%	<i>Semi-mature</i> Some 49% Few 21%	<i>Early maturity</i> Most 7% Some 49% Few 21%
	<i>Mature</i> Most 35% Some 42%	<i>Over mature</i> Few 21%	

Dominant species:	Quercus sp, Fraxinus sp, Prunus sp, Prunus sp.		
Secondary species:	Fraxinus, Quercus, Eucalyptus sp.		
Major other species	Natives		
Intactness	<i>Intact</i> 7%	<i>Some missing</i> 75%	<i>Many missing</i> 7%
Tree disfiguration	<i>Some</i> 75%	<i>Minimal</i> 28%	<i>None</i> 7%
Condition	<i>Very good</i> 28%	<i>Good</i> 49%	<i>Fair</i> 21%
Significant trees	<i>Other</i> Some 35% Mature trees, Cedrus at Skipton street.		
Underplantings	<i>Some</i> 28%	<i>None</i> 70%	

Comments: Mix of elm *Ulmus* and ash *Fraxinus*. Some resident underplanting. Unusual variety of oak *Quercus* planted in front of elderly development which is very appealing (Dana Street)
PRIVATE GARDEN CHARACTER

Front fence:			
Height	<i>None</i> Few 62%		
	<i>High >1.8m</i> Few 42%	<i>Medium >1.2-1.8m</i> Some 42% Few 21%	<i>Low up to 1.2m</i> Most 49% Some 14%
	<i>Built</i> Few 21%	<i>Mixed</i> Most 42%	
Style	<i>Masonry stone</i> Some 42%	<i>Timber picket</i> Some 42%	<i>Iron picket</i> Few 35%
	<i>Solid timber</i> Few 35%	<i>Hedge</i> Few 10%	<i>Other</i> Most 7% Some 7% Few 7%
	<i>Wire</i> Some 7%	<i>Mixed</i> Most 49% Few 7%	
Front gardens:			
Presence	<i>None</i> Few 62%	<i>Visible</i> Most 81% Few 7%	<i>Not visible</i> Few 81%
	<i>Partially visible</i> Few 14%		
Transparency	<i>Buildings visible</i> Most 100%	<i>Buildings partly visible</i> Few 95%	
Size	<i>Large >9m setback</i> Few 28%	<i>Average 3-9m setback</i> Most 95% Some 7%	<i>Small <3m setback</i> Some 7% Few 62%
Canopy trees	<i>Some</i> 49%	<i>Limited</i> 21%	<i>Variable</i> 14%
Tree types	<i>Conifers</i> Some 7% Few 28%	<i>Deciduous</i> Most 49%	<i>Native</i> Few 49%
	<i>Other evergreen</i> Some 7% Few 42%	<i>Mixed</i> Most 62% Some 7%	
Other vegetation	<i>Some</i> 56%	<i>Variable</i> 35%	<i>Limited</i> 14%
Condition	<i>Neglected</i> Few 75%	<i>Maintained</i> Most 100%	<i>Manicured</i> Few 62%

Side gardens:	<i>None</i> Most 100%	<i>One Side</i> Few 81%	<i>Both sides</i> Few 7%
Side driveways:	<i>Present</i> Most 28% Some 21%	<i>Not present</i> Most 7% Some 28% Few 21%	

BUILDING STOCK

Construction:	<i>Victorian 1870-1900</i> Most 7% Some 56% Few 35%	<i>Edwardian 1900-1915</i> Most 7% Some 81% Few 14%	<i>Inter-War 1915-1945</i> Most 21% Some 81% Few 14%
	<i>Post-War 1945-1970</i> Most 7% Some 35% Few 70%	<i>Late C20th 1970-1990</i> Some 14% Few 88%	<i>Recent 1990s</i> Few 75%
Intactness:	<i>Victorian 1870-1900</i> Good 21% Fair 75%	<i>Edwardian 1900-1915</i> Good 21% Fair 75%	<i>Inter-war 1915-1945</i> Good 35% Fair 62%
	<i>Post-War 1945-1970</i> Good 95%	<i>Late C20th 1970-1990</i> Good 88% Fair 7%	<i>Recent 1990s</i> Good 70%
Height in storeys:	<i>1 Storey</i> Most 100%	<i>2 Storeys</i> Few 49% Some 7%	<i>3 Storeys</i> Few 7%
Scale:	<i>Large</i> Few 42%	<i>Medium</i> Most 95%	
Building Type:	<i>Residential detached</i> Most 100%	<i>Residential semi-detached</i> Some 21%	<i>Residential attached</i> Some 7% Few 28%
	<i>Commercial</i> Few 42%	<i>Institutional</i> Few 62%	
Front setbacks:	<i>No setbacks</i> Few 42%	<i><3m setbacks</i> Some 7% Few 62%	<i>3-9m setbacks</i> Most 95% Some 7%
	<i>>9m setbacks</i> Few 14%		
Side setbacks: Size	<i>Large</i> Few 49%	<i>Medium</i> Most 14% Some 88%	<i>Small</i> Most 14% Some 88%
Consistency	<i>Same</i> Some 42% Few 28%	<i>Side setbacks different</i> Most 75% Some 35%	
Walling materials	<i>Stone</i> Few 7%	<i>Timber</i> Most 81% Some 7%	<i>Brick</i> Most 14% Some 62% Few 14%
Roofing material	<i>Slate</i> Few 7%	<i>Metal</i> Most 95% Some 14%	<i>Terracotta tiles</i> Most 14% Some 21% Few 42%
	<i>Concrete tiles</i> Some 35% Few 49%	<i>Others</i> Few 42%	
On-site car parking: Overall presence in street	<i>Medium</i> 7%	<i>Low</i> 95%	
Garage: Carport type:	<i>Single</i> Most 80%	<i>Double</i> Few 40%	<i>Triple</i> Few 20%

Garage location:	<i>Front of dwelling</i> Few 14%	<i>Beside dwelling</i> Some 21% Few 75%	<i>Rear of dwelling</i> Most 100%
Character contribution:	High 7%	Medium 95%	
Heritage contribution:	High 7%	Medium 88%	Low 14%
Architectural consistency:	High 7%	Medium 49%	Low 14%

ASSESSMENT

The unique collection of informal, mostly gravel, narrow rear laneways between regular grided, wider and mostly traditionally treated residential main streets distinguishes this character area. Many of the rear laneways have an informal rural character due in part to the retention of the original gravel surfaces. Lanes such as Anticline Lane have a gravel/grass surface. The relaxed, and rural appearance of the laneways contrasts with the more formalised main streets.

The rear laneways are mostly narrow (<5m) and sometimes contain a traditional, shallow bluestone drainage treatment to one side. Many have crossover entry treatments from the major street grid featuring bluestone pitcher paving. They also feature numerous examples of rustic, original corrugated iron fences and rear sheds, as well as mature rear garden trees, climbers and garden escapes (eg. 'Kiss me quick' in Milkmaid Place). The relaxed maintenance standards and informal appearance of these rear laneways are important factors in preserving their rural and historic appeal.

Crossovers and on site parking tends to be limited within the streets due to the presence of rear access via these laneways. Some shared driveways exist and create an unusual element of interest in the streets. The increase in numbers of multiple unit developments will place additional pressures on the laneways to be bitumen surfaced.

The historic nature of the laneways is complemented by the presence of bluestone pitcher spoon drains and traditional gravel shoulders within the main streets. Streets such as Essex Street and Sebastopol Street (western end) contain conflicting modern drainage treatments. Boundary roads such as Pleasant Street and Latrobe Street are busy collector roads, where modern treatments are more appropriate. An unusual open drain is located between some properties and crosses several of the streets forming an element of local interest.

Although the majority of streets are local, traffic volumes are moderately high. Many of the long, grided streets provide routes to other destinations. This has led to the presence of a number of traffic controls, including speed humps, roundabouts and traffic islands. Other methods of traffic control include the frequent presence of stop/give way signs at intersections. This has had an interesting effect on the way in which streets are perceived. Although long, many of the streets are interpreted on a 'block by block' basis due to the interruption of movement at the intersections, which reinforces subtle differences in character between blocks. For instance, in Ripon Street South there are different tree species and combinations of street trees between blocks (elms, pin oaks, poplars, chestnuts and conifers). This approach is unusual, but not negative, as the consistent layout and treatment of many of the road reserves provides a sense of unity and integration to the street space (eg. grass only nature strips and the presence of footpaths on either side of the road). The long, uninterrupted views down the streets also help to strengthen the image of the street as a single feature by drawing attention to the street space (rather than the private gardens and associated buildings).

Many of the private elements in the street are hidden behind the line of the street trees. Street trees are mixed, mostly exotic street trees that provide interest to the otherwise long and monotonous streetspace. They tend to be traditionally planted within the gravel/grass shoulders. There are several negative attributes involving street trees, including disfiguration, gaps in

plantings, and indications of senescence. Although mixed street trees are acceptable in most of the longer streets, the shorter streets such as Essex, Surrey and Kent Streets should maintain a single species approach. Latrobe Street contains different species planted on either side of the street. This approach tends to fragment rather than integrate the two sides of the street and is not generally appropriate. Several historically significant street trees exist and should be protected (eg. Cedar *Cedrus* in Urquhart Street).



Figure 100. *Anticline Lane*

Street furniture is mostly traditional in style, however several modern additions detract from the predominantly traditional themes.

The mixed style and appearance of front gardens is a distracting element of the streets. Mixed styles of fencing are characteristic, however, higher solid fences are generally inappropriate. The presence of private canopy trees varies. This affects the visibility of housing and the overall image and coherence of the streetscape. While many of the streets contain gardens of average appearance, consistent treatments of fence heights and garden maintenance would improve the streetscapes. Dana Street includes some excellent gardens, with many traditional fences and planting styles that complement the period homes.

The building stock is generally mixed and undistinguished. Many of the streets contain a dominance of single storey, detached residential properties in timber and brick with pitched metal roofs. This is consistent along the length of many of the longer streets. Many streets contain a predominant mixture of Victorian, Edwardian and Inter-war buildings that are generally in a fair level of intactness. A few examples of Post-war, Late 20th century and recent developments exist within the majority of the streets, replacing some of the older buildings. Streets with very little new

development, that have a consistent scale and setbacks, and with good maintenance/restoration of buildings and gardens generally have a higher amenity appeal (eg. Dana Street and parts of Windermere Street South).

The aged care facility in Ascot Street South is sympathetic to the streetscape in scale, materials and setbacks, as are some other developments such as the new units opposite Kent Street in Ripon Street South. Several corner stores and other non-residential heritage buildings such as churches add interest to the streets.

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Dana Street (between Pleasant St Sth & Windermere St Sth).	✓						High
			✓	✓			Appropriate/traditional garden plantings with many low traditional front fences. Overall consistency in street elements.
Pleasant Street South (between Dana & Latrobe St)						✓	Bunch of Grapes hotel is minor landmark.
Urquhart Street (between Pleasant St Sth & Windermere Street Sth).		✓					Mature, historic <i>Cedrus</i> sp. street trees at west end.
Windermere Street South (between Dana & Urquhart Street).	✓						High
			✓				Highly consistent traditional bluestone gutters, gravel shoulders and street trees.
					✓		Dispersed heritage buildings between Dana & Urquhart Street.
Rear laneways	✓						High
		✓	✓	✓	✓		Collection of traditional, informal, gravel, rear laneways.

SIGNIFICANCE RANKING: **Special significance** STRATEGIES

OBJECTIVES

To retain and enhance the regular grid residential streets with interspersed traditional back lanes as an urban character of special significance to the City of Ballarat.

To encourage development which is complementary in form, scale, height, siting, materials and colour with existing development.

To retain the existing, enclosed and informal qualities of the back lanes as a contrast to the formality of the street character.

To maintain existing forms of street and lane construction and encourage consistent construction forms within each street or lane.

To retain the visual connection between the street space and private land.

To encourage retention of canopy trees visible from the back lanes, and the establishment of canopy trees adjacent to lanes in back gardens.
To promote the care and management of avenues of large exotic trees in the street space.
To maintain the mature *Cedrus deodora* in Urquhart Street as features of local interest.
To retain the historic former shop buildings with street verandahs as features of local interest and contributory heritage values.
To retain existing shared driveways as an unusual feature of local interest.
To retain existing open drains through the residential areas as an unusual feature of traditional development forms and local interest.

GUIDELINES

Buildings and works:

Back lanes

Boundary to lane to be fenced except where sheds or other buildings are located on the boundary line.

Fences along lane boundary to be no less than 1.8 metres high and to be constructed of vertically aligned corrugated iron sheets or vertically aligned timber palings to match existing fence treatments.

New buildings may be constructed to the lane boundary provided:

- They are in corrugated iron, timber or other material that is consistent with existing traditional structures.
- No eaves are constructed on the lane boundary facade.
- No visual outlook (transparent windows to the lane) is constructed at ground floor level.
- Buildings are not more than two storeys high.

Streets

Buildings to be no more than two storeys high.

Roofs visible to the street to complement the style, form and angle of pitch of existing roofs.

Frontage setbacks to be consistent with the dominant frontage setback in the street.

Sideage setbacks within 10 metres of the building frontage to be consistent with the dominant sideage setbacks in the street.

Garage frontage setback must be at least 3 metres greater than the house frontage setback.

Construction materials to be sympathetic with existing materials and colour tones in street.

Front fences to be no higher than 1.2 metres.

Residential development on corner sites to have the front fence return along the corner sideage for at least 6 metres beyond the building frontage setback.

Existing shared driveway arrangements to be retained in layout of development.

General

Retain the open drains in traditional construction forms and materials.

Landscaping:

Back lanes

Canopy trees within 5 metres of the lane boundary are not to be removed or lopped without a permit.

New developments to plant at least one semi mature canopy tree within 5 metres of the lane boundary.

Street space construction

Back lanes

Maintain and repair back lanes with materials and configuration to match existing treatments:

- gravel surface,
- informal central and edge grass strips,
- bluestone pitcher gutter along one side,

- paved bluestone pitcher crossover entrances from streets,
- constructed crossovers where present to be flat concrete bridge type,
- garden escapes plants to be retained.

Streets

Construct, repair and maintain street space to match the form, materials and detailing of the existing street space construction and to be consistent within each street with:

- bitumen carriageway,
- gravel shoulders (except Pleasant Street South and Latrobe Street),
- bluestone pitcher spoon drains (except Sebastapol Street),
- nature strip,
- bitumen footpath.

Sebastapol Street to retain existing bluestone pitcher channel.

Pleasant Street South and Latrobe Street to retain modern roll-over concrete kerb and channel.

Crossovers to match existing dominant crossover form and materials in street.

Street Trees:

Back lanes

No trees.

Streets

Retain the existing planting character of avenues of large exotic tree species.

Retain the existing mix of species within each street block. (The mix changes along the street on a block by block basis creating variety but with a consistent tree size and shape to unify the avenue as a whole).

In Essex Street, Surrey Street and Kent Street the species mix to be simplified to either single species or alternating species to provide more cohesive planting in a short street.

In Latrobe Street species mix to be the same on both sides of street.

Replace missing specimens or inconsistent species with species from the dominant planting theme.

In Surrey Street replant with large exotic deciduous trees to complement the character of nearby streets. Existing *Prunus cerasifers* 'Nigra' is of a scale and colour that is not consistent with the planting character and scale of this area and should be replaced. (This process may be staged over a number of years while new species are being established).

Replacement specimens to be spaced and in sequence with the block planting pattern.

New specimens to be located in gravel shoulder, except in Pleasant Street South and Latrobe Street where new specimens to be located in existing alignment between the kerb and the bluestone pitcher spoon drain. In Surrey Street planting bays to be established in shoulder area. Shoulder location to optimise setbacks and clearance from electric lines.

In Urquhart Street maintain the *Cedrus deodora*.

Street fixtures

Retain and maintain historic street fixtures in good repair.

Replace street fixtures that are inharmonious, with fixtures that complement (but are not reproduction of) the traditional styles, materials and colours in the street. For example replace ARC wire pedestrian barriers at the end of open drains with more substantial fixtures).

IMPLEMENTATION

Planning Scheme amendment

Prepare a Schedule to the Design and Development Overlay of the Ballarat Planning Scheme dealing with:

- subdivision
- buildings and works
- landscaping.

Design and Development Overlay Schedule to include in Decision Guidelines the following requirement:

- Before deciding on any application that involves complex design issues or is of concern to the broader Ballarat community the responsible authority consider the comments of an independent review panel as to whether the proposed development meets the design objectives.

The Design and Development Overlay Schedule to include an exemption from third party appeals under Section 82 (1) of the Act if the permit is for buildings and works, or landscaping that are in accordance with the requirements of the Schedule.

Street space strategy

Council to adopt the Street Space guidelines as its strategy for the repair, maintenance and replacement of back lanes and street construction works in the Area, and for the care and maintenance of street fixtures generally in accordance with the Ballarat Streetscape Policy 1991

Street tree strategy

Council to adopt the Street Tree guidelines as its strategy for the care, maintenance and replacement of the planting in the Area.

Heritage assessment

Assess historic former shop buildings with street verandahs to determine whether they can be protected under the Heritage Overlay of the Planning Scheme.

8.24 CHARACTER AREA 23

STREETS

Dana Street (between Windermere & Dawson Street South), Dawson Street South (between Skipton & Dana Street), Doveton Street South (between Skipton & Eyre Street), Drummond Street South (between Latrobe & Dana Street), Errard Street South (between Skipton & Dana Street), Eyre Street (between Windermere & Armstrong Street South), Latrobe Street (between Windermere Street South & Skipton Street), Lyons Street South (between Skipton & Dana Street), Raglan Street South (between Skipton & Eyre Street), Raglan Street South (between Eyre & Dana Street), Sebastopol Street (between Windermere Street South & Skipton Street), South Street (between Windermere & Skipton Street), Urquhart Street (between Windermere Street South & Doveton Street South).

SUMMARY

Dana Street and Latrobe Street form part of the northern and southern boundaries respectively of this character area. To the west it extends to Windermere Street South, and to the east to Armstrong Street South. Skipton Street terminates many of the long, regular grid-patterned streets to the south-east. The long, mostly flat, residential streets contain varied views. The streets are a mix of local, collector and arterial roads with variable traffic volumes, traffic controls, on street parking and signage. A few historic signs exist. Some long streets are segregated by 'give way' signs at intersections. Street furniture styles are generally mixed. Lot sizes are mostly 300-750sm. Frontages vary, but are predominantly medium –small. Several commercial/civic developments are present including primary schools, specialised shops (milk bars, antiques etc) and bed and breakfast/hotel establishments. Streets are typically single carriageway with wide road reserves, medium width carriageways, average width turf nature strips and mixed drainage treatments. Bluestone pitcher spoon drains and gravel/grass shoulders are typical in the majority of streets. Crossovers are usually present as arched or flat concrete bridges. Footpaths are generally constructed on both sides of the street and are predominantly bitumen. Overhead services vary in location, but are visible. Street trees are mixed, but consist mostly of mature, exotic and deciduous trees planted on both sides of the street. Species sometimes vary between blocks in the one street. Street trees are planted at regular, asymmetric spacings, and generally have a consistent scale and form. Several historic street trees and examples of underplantings were noted. Front fences are very mixed in style, but are predominantly low. Most front gardens are of average size with some canopy trees and are generally maintained. There are a few side gardens. The presence of side driveways is variable. Some shared driveways were noted. The building stock varies, but is mostly a combination of Victorian, Edwardian and Inter-war buildings in a good level of intactness. One storey, medium scaled residential timber and brick buildings with pitched metal roofs predominate. Front setbacks are mostly 3-9m, but side setbacks vary. A few original former shops are present.

URBAN CONTEXT

Land form:	<i>Flat <1:30</i> 68%	<i>Gentle slopes 1:30-1:15</i> 30%	
Dominant land use:	<i>Residential</i> Most 76%	<i>Commercial</i> Few 53%	<i>Civic</i> Few 53%
POS:	<i>Active</i> 15%		
Subdivision pattern:	<i>Regular grid</i> 100%		
Lot sizes:	<i>>750 sm</i> Some 30% Few 45%	<i>300-750 sm</i> Most 100%	<i><300sm</i> Few 100%
Dominant frontage:	<i>>20m</i> Few 58%	<i>16-20m</i> Some 76% Few 15%	<i>10-16m</i> Some 100%
	<i>6-10m</i> Some 68% Few 15%		
Street types:	<i>Collector</i> 45%	<i>Local</i> 53%	
Views:	<i>Varied</i> 83%	<i>Internal</i> 15%	

STREET SPACE

Reserve width:	<i>Wide >30m</i> 76%	<i>Medium</i> 22%	
Carriageway:			
<i>Type</i>	<i>Single</i> 100%		
<i>Width</i>	<i>Wide >9m</i> 7%	<i>Medium 5-9m</i> 91%	
Shoulder:	<i>Gravel</i> Most 7%	<i>Gravel and Grass</i> Most 60% Some 7%	
Nature strip:			
<i>Width</i>	<i>Wide >3m</i> 22%	<i>Average 1.2-3m</i> 76%	
<i>Treatment</i>	<i>Trees and turf</i> Most 15%	<i>Turf only</i> 68%	
Kerbs:	<i>Integrated concrete kerb and gutter</i> Most 22% Some 22%	<i>Concrete upstand</i> Most 14% Some 42% Few 7%	<i>None</i> Most 28% Some 14% Few 7%
Gutters:	<i>Bluestone pitcher spoon drain</i> Most 30% Some 7%		
Crossovers:			
<i>Frequency</i>	<i>Numerous</i> 7%	<i>Average</i> 38%	<i>Limited</i> 53%
<i>Form</i>	<i>Bitumen (at grade)</i> Few 7%	<i>Concrete (at grade)</i> Some 22%	<i>Concrete bridge (arched)</i> Most 15% Some 38%
	<i>Concrete bridge (flat)</i> Most 38%	<i>Timber</i> Some 30% Few 6%	Other (specify) Few 7% Gravel
Footpaths:			
<i>Presence</i>	<i>Both sides of street</i> 53%	<i>One side of street</i> 53%	
<i>Location</i>	<i>Traditional</i> 100%		
<i>Continuity</i>	<i>Continuous</i> Most 100%		
<i>Width</i>	<i>Standard 1.2m</i> Most 91%	<i>Wide >1.2m</i> Most 60% Some 7%	

<i>Materials</i>	<i>Bitumen</i> Most 68% Some 7%	<i>Concrete</i> Most 22% Some 7%	<i>Gravel</i> Most 22%
Street verandahs:			
<i>Presence</i>	<i>Not present</i> 45%	<i>Minimal</i> 53%	
<i>Type</i>	<i>C19th /early C20th</i> Most 60%	<i>Mid/late C20th</i> Few 7%	
Signage			
<i>Presence</i>	<i>Present</i> 45%	<i>Minimal</i> 53%	
<i>Type</i>	<i>Commercial</i> 76%	<i>Public</i> 30%	<i>Historic (not reprod)</i> 7%
	<i>Mixed</i> 49%		
On street parking:	<i>Minimal</i> 45%	<i>Present</i> 53%	
Traffic controls:	<i>None</i> 45%	<i>Speed humps</i> 7%	<i>Roundabout</i> 7%
	<i>Narrowings</i> 7%	<i>Traffic island</i> 22%	<i>Lights</i> 7%
Overhead services	<i>Both sides of street</i> 7%	<i>One side of street</i> North 15% South 22% East 45% West 7%	
<i>Visibility</i>	<i>Highly visible</i> 7%	<i>Visible</i> 91%	
Street furniture:	<i>Litter bins</i> 22%	<i>Bollards</i> 45%	<i>Post box historic</i> 22%
	<i>Other</i> 15% Street lights ,tree edging		

STREET PLANTING

None:			
Location:	<i>Both sides of street</i> 100%	<i>Shoulders</i> 76%	
Spacing:	<i>Regular/Assymetrical</i> 76%	<i>Regular/Symetry</i> 15%	<i>I</i>
Tree type:	<i>Deciduous</i> 91%	<i>Mixed</i> 7%	
Scale form:	<i>Consistent</i> 76%	<i>Varied</i> 22%	
Age:	<i>Juvenile</i> Some 7% Few 60%	<i>Semi-mature</i> Some 38% Few 53%	<i>Early maturity</i> Most 7% Some 38% Few 22%
	<i>Mature</i> Most 38% Some 30% Few 7%		
Dominant species:	Platanus, mixed exotics, Ulmus		
Secondary species:	Natives, Ulmus, Fraxinus		
Intactness	<i>Intact</i> 7%	<i>Some missing</i> 83%	<i>Many missing</i> 7%
Tree disfiguration	<i>Extensive</i> 7%	<i>Some</i> 91%	
Significant trees	<i>Other</i> Most 7% Some 30% Good group of mature plantings.		

Underplantings	Some 45%	None 53%	
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Comments: Between Skipton and Eyre street = mix of elm *Ulmus* and ash *Fraxinus*. Between Eyre and Dana = planes *Platanus* sp. which are important in the streetscape. Underplanting of Dietes, Erigeron, Hebe, Daisies and Gazinia.

PRIVATE GARDEN CHARACTER

Front fence:			
Height	None Some 15% Few 22%		
	High >1.8m Few 22%	Medium >1.2-1.8m Some 30% Few 15%	Low up to 1.2m Most 30% Some 15%
	Built Few 30%	Mixed Most 45%	
Style	Masonry stone Some 45%	Timber picket Some 45%	Iron picket Some 7% Few 22%
	Solid timber Few 22%	Other Most 15% Some 7% Few 7%	
	Wire Some 15% Few 7%	Mixed Most 30% Some 7%	
Front gardens:			
Presence	None Few 76%	Visible Most 100%	Not visible Few 68%
	Partially visible Some 7% Few 68%		
Transparency	Buildings visible Most 100%	Buildings partly visible Some 7% Few 68%	
Size	Large >9m setback Few 28%	Average 3-9m setback Most 91% Some 7%	Small <3m setback Few 83%
Canopy trees	Some 53%	Limited 15%	Variable 15%
Tree types	Conifers Few 38%	Deciduous Most 45%	Native Some 7% Few 38%
	Other evergreen Some 7% Few 38%	Mixed Most 56% Some 7%	
Other vegetation	Some 53%	Variable 22%	
Condition	Neglected Few 62%	Maintained Most 100%	Manicured Few 38%
Side gardens:	None Most 100%	One Side Few 76%	Both sides Some 7% Most 60%
Side driveways:	Present Most 28% Some 21%	Not present Most 7% Some 30% Few 22%	

BUILDING STOCK

Construction:	Victorian 1870-1900 Most 22%	Edwardian 1900-1915 Most 30%	Inter-War 1915-1945 Most 22%
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	Some 60% Few 15%	Some 76%	Some 76%
	Post-War 1945-1970 Some 30% Few 76%	Late C20th 1970-1990 Some 15% Few 60%	Recent 1990s Few 60%
Intactness:	Victorian 1870-1900 Good 60% Fair 38%	Edwardian 1900-1915 Good 60% Fair 38%	Inter-war 1915-1945 Good 60% Fair 38%
	Post-War 1945-1970 Good 83% Fair 7%	Late C20th 1970-1990 Good 60% Fair 7%	Recent 1990s Good 83%
Height in storeys:	1 Storey Most 100%	2 Storeys Few 38% Some 15%	
Scale:	Large Few 53%	Medium Most 91%	
Building Type:	Residential detached Most 100%	Residential semi-detached Some 22% Few 30%	Residential attached Few 38% Some 14%
	Commercial Few 83%	Institutional Some 38% Few 38%	
Front setbacks:	No setbacks Few 45%	<3m setbacks Some 22% Few 53%	3-9m setbacks Most 83% Some 7%
Side setbacks: Size	Large Most 7% Few 91%	Medium Most 15% Some 83%	Small Few 45%
Consistency	Same Some 38% Few 28%	Side setbacks different Most 83% Some 7%	
Walling materials	Timber Most 91% Few 7%	Brick Some 76% Few 15%	
Roofing material	Slate Some 7% Few 22%	Metal Most 100%	Terracotta tiles Few 60% Some 7%
	Concrete tiles Some 15% Few 38%		
On-site car parking: Overall presence in street	Medium 30%	Low 60%	
Garage: Carport type:	Single Most 100%	Double Some 7% Few 68%	
Garage location:	Front of dwelling Most 7%	Beside dwelling Some 7% Few 45%	Rear of dwelling Most 91%
Character contribution:	High 15%	Medium 83%	
Heritage contribution:	High 15%	Medium 83%	
Architectural consistency:	High 7%	Medium 68%	Low 7%

ASSESSMENT

Long, regular grid streets with a predominance of residential properties is the distinguishing feature of this character area. Unlike the regular grid streets to the north of Ballarat (character area 4), the streets are mostly flat and are more formal in appearance. The length of the streets and uniformity in the slopes directs long, uninterrupted views along the street reserves. These views are often framed by the presence of mature street trees that are generally consistent in scale and form. The street trees, although often of mixed species, are more uniform and intact than those in character area 4, and contribute a sense of enclosure to the streetscape.



Figure 101. *Raglan Street South (between Eyre and Sturt Street)*

Sometimes street tree themes/approaches have been adopted between blocks to break up street length. For example in Dawson Street South, elms and ashes are located in one block (between Skipton and Eyre Street), with planes trees are located in the next (between Eyre and Dana Streets). This treatment creates interest along the length of the street, whilst maintaining coherence through the common scale and form of the species. By comparison Eyre Street contains street trees of mixed age, scale and form with an overall effect that is ad-hoc and disruptive. There is a high incidence of single species plane trees being used in some of the north-south orientated street blocks. In some streets such as Latrobe Street, different species have been planted on either side of the road. This is not a positive treatment, as it tends to visually separate, rather than integrate opposite sides of the street. Generally, the appearance of the street trees within the character area deteriorates to the southern end. In many streets there are missing trees. This detracts from the overall effect of the canopy line within the street and exposes overhead powerlines. Generally those streets that retain traditional bluestone drainage treatments have street trees planted within the wide gravel shoulders. These should be retained. Plants such as dietes, sea-side daisies, hebes and gazinias are sometimes planted beneath

street trees. These tend to be insignificant, isolated examples, rather than a whole street approach.

Although the drainage treatments vary between streets, the treatments within streets are generally consistent. Bluestone pitcher spoon drains dominate particularly in the east-west orientated streets. It is especially important that these streets retain their traditional bluestone drains and gravel shoulders to maintain consistency with the eastward extension of these streets into character area 22 where similar treatments exist. The gravel/grass shoulders associated with these streets help to visually reduce the width of the carriageway. This effect is lost in streets such as Drummond Street South where the shoulders have been sealed and roll-over concrete kerbs constructed to accommodate the heavy traffic volumes. Sebastopol Street contains a mix of bluestone drainage treatments, whilst Latrobe Street contains a double drainage treatment (modern at the carriageway edge and traditional within the nature strip verge). Some of the other north-south orientated streets contain mixed modern and traditional treatments. These treatments appear unresolved.

The presence of crossovers within the streets is limited due to a number of shared driveways within streets such as Dawson Street South, Doveton Street South, Raglan Street South and Urquhart Street. These shared driveways are an interesting feature of the streets that is worthy of retention. Many of the crossovers are a combination of flat and arched concrete bridges. Interestingly, there is a high proportion of timber bridges in Sebastopol Street. The consistent presence, continuity and location of the mostly bitumen footpaths are a positive attribute of the streets. Signage has been kept to a minimum, with most being commercial in nature. Traffic controls and on-street parking are present, although they tend to be limited to the busy collector and arterial roads. Drummond Street South has a number of traffic controls including several roundabouts. Overhead services vary in location, but are generally visible. The overhead powerlines in parts of Sebastopol Street have a particularly negative visual impact. They form the dominant feature of the street, with extended timber poles and two lines of wire restricting the presence and form of street trees. Street furniture styles are mixed. Many of the streets contain white painted timber bollards/markers.

Front gardens vary in appearance, are generally better to the northern end of the character area. Gardens are mostly average size and are maintained, with predominantly exotic plantings. Only a few side gardens exist. Dana Street in particular has several outstanding large, established gardens with mature canopy trees. Many of these gardens reflect the building styles, with some interesting variations of timber picket and other traditional fences present. Overall, fences are very mixed in style and height, but low fences dominate. High, solid fences are in the minority and appear as negative attributes in the streetscapes.

The building stock is very mixed with Victorian, Edwardian and Inter-war styles dominant. They are mainly single storey, medium scale, detached houses, in a good level of intactness. Although front setbacks are mostly 3-9m, side setbacks vary. The dominant lot size is 300-750sm, although overall, sizes within this character area are very mixed. Buildings are typically timber, with some being brick. The dominant roof type is pitched metal. The quality of building stock is generally better towards the north, with more buildings being altered or in only fair condition towards the south. Raglan Street South and Dana Street contain particularly good examples of intact historic buildings. Dana Street has a high level of restoration work. Some of the buildings in this street are semi-detached with small front setbacks. Raglan Street South has a notably high number of brick houses, some of individual architectural note (eg. double storey terraces). The quality, materials and scale of these buildings in Raglan Street South strongly contrast with the interesting examples of unusually detailed, very small timber Victorian cottages to the southern end of the street. These contrasts are a typical feature of the local urban character within this area. The retention of some of these interesting, but modest timber houses to the south is under threat with increasing pressures for development and the ongoing erosion of their intactness and decline in condition.

Other interesting buildings of value within this character area include the small number of original shops with traditional street verandahs and the row of 19th century shops at the intersection of South and Skipton Streets. Urquhart Street contains an interesting double storey historic bluestone building that is currently being used as an antique shop. There are also several old historic properties that have been converted into 'bed and breakfast' establishments. Other non-residential uses include primary school buildings and a small number of hotels/pubs. The historic 'Ballarat Bitter' sign on an original brick building in Lyons Street South is a significant feature of the character area.

A few new developments (Late 20th century and Recent 1990's) exist in some of the streets. Some of these appear over-scaled and out of context with the form and scale of the dominant style within the streets. Prominent, front of dwelling garages are unsympathetic to the existing character, with most properties in this character area containing single, rear garages.

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Dana Street (between Windermere St & Lyons St Sth)	✓						High
			✓				Mostly consistent appropriate/ traditional garden plantings and low fences, many traditional.
Dawson Street South (between Skipton & Dana St)						✓	Old B & B on cnr of Eyre Street is minor landmark.
Lyons Street South (between Skipton & Dana St)		✓					'Ballarat Bitter' historic beer advertising sign on existing old hotel.
Raglan Street South (between Eyre & Dana Street)	✓						High
				✓	✓		High number of brick buildings, some individually important. High heritage contribution.
			✓				Street trees.
Raglan Street South (btw Eyre and Skipton St)					✓		Modest 19 th century timber cottages, some with unusual composition and details. Dispersed heritage buildings.
South Street (between Drummond & Skipton Street)		✓					Large feature tree (<i>Cedrus</i> sp.) terminating street @ Skipton Street.
Urquhart Street (btw Drummond St Sth & Doveton St Sth)		✓					Several former corner shops with street verandahs.

SIGNIFICANCE RANKING: Significant STRATEGIES

OBJECTIVES

To retain and enhance the traditional grided residential streetscape as an urban character of significance to the City of Ballarat.

To retain traditional forms of street construction.

To retain and upgrade existing formal avenues of large exotic species street trees.

To retain and enhance the high quality pre-World War 2 residential development and garden character in Dana Street and Raglan Street South (between Skipton Street and Dana Street).
To encourage development in Dana Street and Raglan Street South (between Skipton Street and Dana Street) which is complementary in form, scale, height, siting, materials and colour with existing development

To maintain the mature *Cedrus deodora* in Skipton Street at the terminus of South Street.

To retain existing shared driveways as an unusual feature of local interest

To retain former historic shops with traditional street verandahs, particularly corner shops

GUIDELINES

Buildings and works in Dana Street and Raglan Street South (between Skipton Street and Dana Street)

Height of the building frontage to be single storey consistent with the dominant building height in the street. A two storey section may be acceptable at the rear of the building if it is not visually intrusive to the street.

Roofs visible to the street to be pitched and at an angle to match existing roof pitches.

Frontage setbacks to be consistent with the dominant frontage setback in the street.

Side setbacks within 10 metres of the building frontage to be consistent with dominant side setbacks in the street.

Garage frontage setback to be at least 3 metres greater than the house frontage setback.

Construction materials to be sympathetic with existing materials and colour tones in street.

Front fences to be no higher than 1.2 metres.

On corner sites the frontage fence to return along the corner sideage for at least 6 metres beyond the building frontage setback.

Design details to be sympathetic with but not direct reproductions of existing building details in the street, particularly window shape, eaves and verandahs.

Landscaping in Dana Street and Raglan Street South (between Skipton and Dana Street)

Canopy trees within the frontage setback not to be removed or lopped without a permit, except where required for clearance of electric lines.

New gardens to be planted with one or more semi mature canopy trees of exotic character.

Street space construction

Street space construction to be consistent within each street.

The construction and maintenance of the street space to retain existing traditional forms: -

bitumen carriageway

- gravel shoulders

- bluestone pitcher spoon or channel drains

- nature strip

- bitumen footpaths

- concrete or timber bridge crossovers

Street trees

Retain existing street planting style of formal avenues of large exotic trees of consistent scale and form, located in shoulder space.

Upgrade Eyre Street to a more consistent planting to complement other streets in the Area.

Retain the mature *Cedrus deodora* in Skipton Street (at the end of South Street).

Replace missing specimens or inconsistent species with species that match the existing planting theme. Replacement plantings to be spaced and in sequence with existing street planting pattern.

IMPLEMENTATION

Planning Scheme amendment

Prepare a Schedule to the Design and Development Overlay of the Ballarat Planning Scheme dealing with Dana Street and Raglan Street South (between Skipton Street and Dana Street):

- buildings and works
- landscaping.

Design and Development Overlay Schedule to include in Decision Guidelines the following requirement:

- Before deciding on any application that involves complex design issues or is of concern to the broader Ballarat community the responsible authority consider the comments of an independent review panel as to whether the proposed development meets the design objectives.

The Design and Development Overlay Schedule to include an exemption from third party appeals under Section 82 (1) of the Act if the permit is for buildings and works, or landscaping that are in accordance with the requirements of the Schedule.

Street space strategy

Council to adopt the Street Space guidelines as its strategy for the repair, maintenance and replacement of street construction works in the Area generally in accordance with the Ballarat Streetscape Policy 1991.

Street tree strategy

Council to adopt the Street Tree guidelines as its strategy for the care, maintenance and replacement of the planting in the Area.

Heritage assessments

Assess:

- historic former shop buildings with street verandahs
 - development in Dana Street and Raglan street South (between Skipton and Dana Street)
- to determine whether they can be protected under the Heritage Overlay of the Planning Scheme.

8.25 CHARACTER AREA 24

STREETS

Armstrong Street South (between Grant Street & near Hickham Street), Armstrong Street South (between Dawson Street South & Hickman Street), Dawson Street South (between Sebastopol & South Street) Doveton Street South (between South & Skipton Street), Fawkner Street (between Hill & Sebastopol Street), Grant Street (between Armstrong Street South & Yarrowee River), Hickham Street, Hill Street (between Yarrowee River & Skipton Street), Lyons Street South (between Fawkner & Skipton Street), Moyle Street, Sebastopol Street (between Skipton & Yarrowee River), Skipton Street (between Latrobe Street & Armstrong Street South), South Street (between Skipton Street & Yarrowee River).

SUMMARY

Distorted grid patterned, mostly local, residential streets in the hilly, south east corner of the study area. Skipton Street forms the north-western edge of this character area. The north-east is bordered by Grant Street, whilst Yarrowee River forms the south-eastern edge. Hill Street forms the boundary of the character area to the south-west. Streets within this undulating character area have varied slopes and views. Some of the streets have moderate slopes. A few 'no through roads' exist. Lot sizes are typically 300-750sm lots with mixed frontage lengths. The road reserves are generally wide with medium width single carriageways. Shoulders are mostly gravel and grass. Nature strips tend to be of average width. Some have turf only surfaces, while others have a combination of trees and turf. There are a few median strips and sloped road embankments present. Drainage treatments are mixed, although bluestone pitcher spoon drains are the predominant form. Crossovers vary in presence, style and form. Footpaths are mostly constructed on both sides of the street, but do not always have a continuous presence or consistent style. Signage, traffic controls, street furniture, street verandahs and on street parking are present but limited. Overhead services are predominantly on one side of the street and are visible. Street trees are mostly mature, deciduous, mixed exotic species, but vary in scale and form. Most streets have some trees missing and some disfiguration. A few historic street trees are present. A few streets have no street trees. Most front fences are low (up to 1.2m) and have mixed styles. Front gardens tend to be average in size, maintained, and have scattered, mixed species canopy trees. A few elevated and side gardens are present. Mostly Victorian, Edwardian and Inter-war residential buildings. These are generally one storey, detached timber dwellings with pitched metal roofs and are mostly in a fair level of intactness. Front setbacks are predominantly 3-9m. Side setbacks are usually medium-small scaled, but differ between properties.

Land form:	<i>Flat <1:30</i> 38%	<i>Gentle slopes 1:30-1:15</i> 30%	<i>Moderate slopes 1:15 –1:5</i> 7%
	<i>Steep slopes > 1:5</i> 7%		
Dominant land use:	<i>Residential</i> Most 76% Some 22%	<i>Commercial</i> Some 22% Few 22%	<i>Civic</i> Some 7% Few 22%
POS:	<i>Passive</i> 7% (Yarrowee River flora)	<i>Active</i> 22% (Football club, oval and tennis court)	
Subdivision pattern:	<i>Distorted grid</i> 100%		
Lot sizes:	<i>>750 sm</i> Most 22% Some 40% Few 22%	<i>300-750 sm</i> Most 60% Some 30% Few 7%	<i><300sm</i> Most 7% Few 91%
Dominant frontage:	<i>>20m</i> Few 22%	<i>16-20m</i> Some 76%	<i>10-16m</i> Some 68% Most 15%
	<i>6-10m</i> Most 15% Some 68%		
Street types:	<i>Collector</i> 7%	<i>Local</i> 83%	<i>Arterial</i> 7%
Views:	<i>Varied</i> 83%	<i>Internal</i> 15%	
Landmarks:	<i>Yes</i> 38%		

STREET SPACE

Reserve width:	<i>Wide >30m</i> 60%	<i>Medium</i> 22%	<i>Average 12-18m</i> 7%
	<i>Narrow <12m</i> 7%		
Carriageway:			
<i>Type</i>	<i>Single</i> 76%	<i>Double</i> 22%	
<i>Width</i>	<i>Wide >9m</i> 15%	<i>Medium 5-9m</i> 76%	<i>Narrow <5m</i> 7%
Shoulder:	<i>Gravel</i> Most 7%	<i>Grass</i> Most 7%	<i>Gravel and grass</i> Most 45%
Nature strip:			
<i>Width</i>	<i>Wide >3m</i> 22%	<i>Average 1.2-3m</i> 45%	<i>Varies</i> 30%
<i>Treatment</i>	<i>Trees and turf</i> Most 30% Some 15%	<i>Turf only</i> Most 38% Some 22%	
Median strip:			
<i>Width</i>	<i>Wide >3m</i> Most 15%		
<i>Treatment</i>	<i>Trees & turf</i> Most 15%		
Kerbs:	<i>Integrated concrete kerb and gutter</i> Most 30% Some 15% Few 7%	<i>Concrete upstand</i> Most 7% Some 22% Few 7%	<i>None</i> Most 22% Some 30%
Gutters:	<i>Bluestone pitcher spoon drain</i> Most 53% Some 7%		
Crossovers:			

<i>Frequency</i>	<i>Average</i> 45%	<i>Limited</i> 53%	
<i>Form</i>	<i>Bitumen (at grade)</i> Most 7%	<i>Concrete (at grade)</i> Most 22% Some 22%	<i>Concrete bridge (arched)</i> Most 7%
	<i>Concrete bridge (flat)</i> Most 15% Some 30%	<i>Timber</i> Some 18% Few 22%	<i>Other (specify)</i> Some 15%
Footpaths:			
<i>Presence</i>	<i>Both sides of street</i> 60%	<i>One side of street</i> East 22% South 7%	<i>None</i> 7%
<i>Location</i>	<i>Traditional</i> 91%		
<i>Continuity</i>	<i>Continuous</i> Most 60%	<i>Discontinuous</i> Most 38%	
<i>Width</i>	<i>Standard 1.2m</i> Most 60% Some 15%	<i>Wide >1.2m</i> Most 15% Some 15%	
<i>Materials</i>	<i>Bitumen</i> Most 30% Some 15%	<i>Concrete</i> Most 38% Some 22%	<i>Gravel</i> Some 7%
Street verandahs:			
<i>Presence</i>	<i>Not present</i> 60%	<i>Minimal</i> 31%	
<i>Type</i>	<i>C19th /early C20th</i> Most 22%	<i>Mid/late C20th</i> Most 14%	
Signage			
<i>Presence</i>	<i>Extensive</i> 22%	<i>Present</i> 22%	<i>Minimal</i> 53%
<i>Type</i>	<i>Public</i> 60%	<i>Mixed</i> 38%	
On street parking:	<i>Minimal</i> 100%		
Traffic controls:	<i>None</i> 60%	<i>Speed humps</i> 20%	<i>Roundabout</i> 20%
	<i>Narrowings</i> 20%	<i>Traffic island</i> 20%	
Overhead services	<i>One side of street</i> North 15% South 7% East 68% West 7%		
<i>Visibility</i>	<i>Highly visible</i> 30%	<i>Visible</i> 68%	
Street furniture:	<i>Seat traditional</i> 15%	<i>Litter bins</i> 22%	<i>Bollards</i> 45%
	<i>C.I. railing</i> 15%	<i>Horse troughs</i> 15%	<i>Post Box historic</i> 15%
	<i>Post box modern</i> 7%	<i>Other</i> 7% hand rails	

STREET PLANTING

None:	7%		
Location:	<i>Both sides of street</i> 83%	<i>One side of street</i> East 7%	<i>Shoulders</i> 45%
Spacing:	<i>Regular/Symmetry.</i> 7%	<i>Regular/Assymetrical</i> 76%	<i>Mixed/other (specify)</i> 7%

Tree type:	<i>Evergreen</i> Few 15%	<i>Deciduous</i> 68%	<i>Mixed</i> Most 22%
Scale form:	<i>Consistent</i> 15%	<i>Varied</i> 76%	
Age:	<i>Juvenile</i> Most 7%	<i>Semi-mature</i> Some 7%	<i>Early maturity</i> Few 38%
	<i>Mature</i> Most 22% Some 53% Few 7%	<i>Over mature</i> Few 15%	
Dominant species:	<i>Quercus, Fraxinus, mixed exotics,</i>		
Secondary species:	<i>Ulmus sp. Eucalyptus sp, Allocasurina sp.</i>		
Major other species	<i>Mixed native, Platanus</i>		
Intactness	<i>Intact</i> 7%	<i>Some missing</i> 60%	<i>Many missing</i> 22%
Tree disfiguration	<i>None</i> 53%	<i>Some</i> 60%	<i>Minimal</i> 22%
Condition	<i>Good</i> 53%	<i>Fair</i> 38%	
Significant trees	<i>Group of trees</i> Some 7%	<i>Other</i> Most 7% Some 7% Large group of mature Ulmus	
Underplantings	<i>None</i> 60%	<i>Some</i> 30%	

Comments: Some underplantings of daisies, *Erythrina* and natives.
PRIVATE GARDEN CHARACTER

Front fence:			
Height	<i>None</i> Some 15% Few 45%		
	<i>High >1.8m</i> Few 7%	<i>Medium >1.2-1.8m</i> Some 22% Few 38%	<i>Low up to 1.2m</i> Most 53% Some 7%
	<i>Built</i> Few 15%	<i>Mixed</i> Most 38%	
Style	<i>Masonry stone</i> Most 7% Some 45%	<i>Timber picket</i> Some 45%	<i>Iron picket</i> Some 7% Few 15%
	<i>Solid timber</i> Some 15% Few 7%	<i>Hedge</i> Few 22%	<i>Other</i> Few 7%
	<i>Wire</i> Some 15% Few 7%	<i>Mixed</i> Most 45% Some 7%	
Front gardens:			
Presence	<i>None</i> Some 45% Few 7%	<i>Visible</i> Most 91% Some 7%	<i>Not visible</i> Some 7% Few 60%
Transparency	<i>Buildings visible</i> Most 100%	<i>Buildings partly visible</i> Few 83%	<i>Buildings not visible</i> Few 100%
Size	<i>Large >9m setback</i> Few 7%	<i>Average 3-9m setback</i> Most 68% Some 30%	<i>Small <3m setback</i> Most 7% Some 22% Few 45%

<i>Canopy trees</i>	<i>Some</i> 30%	<i>Limited</i> 22%	<i>Variable</i> 38%
<i>Tree types</i>	<i>Conifers</i> Few 7%	<i>Deciduous</i> Most 30% Some 7%	<i>Native</i> Most 7% Some 7% Few 38%
	<i>Other evergreen</i> Few 30%	<i>Mixed</i> Most 38%	
<i>Other vegetation</i>	<i>Some</i> 38%	<i>Variable</i> 22%	<i>Limited</i> 22%
<i>Condition</i>	<i>Neglected</i> Most 7% Some 7% Few 76%	<i>Maintained</i> Most 83% Some 7% Few 7%	<i>Manicured</i> Few 30%
<i>Features</i>	<i>Other</i> 28% Tennis court, childrens playground		
Side gardens:	<i>None</i> Most 100%	<i>One Side</i> Few 68%	
Side driveways:	<i>Present</i> Most 68% Some 7% Few 7%	<i>Not present</i> Most 15% Some 7% Few 38%	

BUILDING STOCK

Construction:	<i>Victorian 1870-1900</i> Most 15% Some 83%	<i>Edwardian 1900-1915</i> Most 68% Some 22% Few 7%	<i>Inter-War 1915-1945</i> Most 22% Few 83%
	<i>Post-War 1945-1970</i> Some 15% Few 60%	<i>Late C20th 1970-1990</i> Few 20%	<i>Recent 1990s</i> Few 15%
Intactness:	<i>Victorian 1870-1900</i> Good 15% Fair 68%	<i>Edwardian 1900-1915</i> Good 15% Fair 53%	<i>Inter-war 1915-1945</i> Good 45% Fair 45%
	<i>Post-War 1945-1970</i> Good 45% Fair 7%	<i>Late C20th 1970-1990</i> Good 53% Fair 7%	<i>Recent 1990s</i> Good 15%
Height in storeys:	<i>1 Storey</i> Most 100%	<i>2 Storeys</i> Few 7% Some 22%	
Scale:	<i>Large</i> Few 100%	<i>Medium</i> Some 7% Few 22%	
Building Type:	<i>Residential detached</i> Most 76% Some 22%	<i>Residential semi-detached</i> Few 7%	<i>Commercial</i> Some 21% Few 7%
	<i>Industrial</i> Few 7%	<i>Institutional</i> Some 7% Few 22%	
Front setbacks:	<i>No setbacks</i> Some 7% Few 22%	<i><3m setbacks</i> Most 7% Some 22% Few 38%	<i>3-9m setbacks</i> Most 68% Some 30%
Side setbacks: Size	<i>Large</i> Few 45%	<i>Medium</i> Some 91%	<i>Small</i> Most 7% Some 76% Few 7%

<i>Consistency</i>	<i>Same</i> Few 40%	<i>Side setbacks different</i> Most 100%	
Walling materials	<i>Timber</i> Most 100%	<i>Brick</i> Some 60% Few 38%	<i>Other</i> Few 20% (cement slab)
Roofing material	<i>Metal</i> Most 100%	<i>Terracotta tiles</i> Most 7% Some 7% Few 45%	<i>Concrete tiles</i> Few 38%
	<i>Other</i> Few 22% (fake tiles)		
On-site car parking: <i>Overall presence in street</i>	Low 100%		
Garage:Carport type:	<i>Single</i> Most 100%	<i>Double</i> Few 60%	
Garage location:	<i>Beside dwelling</i> Few 60%	<i>Rear of dwelling</i> Most 100%	
Character contribution:	High 7%	Medium 76%	Low 15%
Heritage contribution:	High 7%	Medium 68%	Low 22%
Architectural consistency:	Medium 60%	Low 38%	

ASSESSMENT

Variable terrain and street aspect are the distinguishing features of this character area. The hilly terrain in particular has strongly influenced the development of this area. The distorted grid pattern streets follow the natural grades of the land, varying in slope and alignment. Although many streets are gently sloping, a few have moderate or steep slopes. Some streets have steep embankments, others are dead end and restricted by steep slopes. The variable terrain and orientation of the streets enables a variety of views including some that are panoramic.

There is a strong sense of open space within this character area. This is reinforced by such features as Yarrowee River, its associated fauna and flora reserve, the large open space reserve in Hickman Street, and the small pockets/islands of open space at some of the Skipton Street intersections. The pocket's of open space along Skipton Street are unique features that appear to have an historic context. Some of these 'triangulated' open space areas at intersections (such as those either side of South Street) include individually significant historic feature trees and other historic elements such as original horse troughs that are worthy of protection.

The local residential streets sometimes appear elevated, especially Fawkner Street and the southern end of Lyons Street South. Fawkner Street has particularly good views over the historic 'Sportsworks' buildings to the south. Lyons Street South has elevated properties. Other streets such as Hickman Street are low lying, with the hill embankment and Yarrowee River appearing as strong background elements.



Figure 102. *Fawkner Street (view south)*

The mostly mature, deciduous street trees within this character area are a positive attribute. They tend to be mixed exotic species that vary along the length of the street. Some streets such as Moyle Street and the southern end of Lyons Street South have no street trees. Other streets such as Hickman Street have a mix of exotic and native species. The mix of street tree planting styles and species suits the informal character of the changing street alignment and complements the naturalistic vegetation of the nearby Yarrowee River corridor. Some species of street trees are inappropriate, such as the willow tree in Dawson Street South. The scale and form of street trees varies. This tends to have an adverse impact on the quality and formality of straight, gently sloping streets such as Sebastopol and South Streets. Some trees are disfigured by overhead powerlines, but overall, the condition of the trees is good.

Street construction varies between streets, however, bluestone pitcher spoon drains and gravel and grass shoulders predominate. The streets are characteristically very wide, with medium width, single carriageways. The treatment of the nature strips varies, depending on the drainage treatments. Generally those streets with modern concrete treatments have nature strips with trees and turf. Due to the steepness of the land in part, driveways and crossovers are not always present. Crossovers that are present are very mixed in style and form. Footpaths are generally present, but sometimes discontinuous. They vary in appearance. Street furniture, signage, traffic controls and on street parking are mostly associated with the busier roads and commercial areas in Skipton Street, Hill Street and the top end of Armstrong Street North. Some particularly interesting historic furniture types such as horse troughs exist and increase the appeal of the street. As with character area 23, there are many white painted timber bollards within this character area. Several elements of the road reserves detract from the quality of urban character. These include the plastic road edging in Armstrong Street South and a number of poorly defined intersections (eg the corner of Skipton Street and Armstrong Street South).

Properties where front fences are absent, or low (up to 1.2m) are most appropriate to this character area. Fence styles are characteristically mixed. Front gardens are also variable in appearance, but are generally 3-9m in depth. Only a few side gardens exist. The presence of private canopy trees and front gardens contributes to the visual appeal of the streetscapes and the range of internal views. These gardens sometimes merge with extensively planted (sometimes weed covered) embankments that form part of the streetscape (eg. Hickman Street). The introduction of high solid fences should be discouraged to retain the existing value of the front gardens within the streetscape.

Although the buildings are generally mixed within individual streets, residential properties are predominantly Victorian, Edwardian and Inter-war in style. These buildings are mostly in a fair level of intactness, with some of the timber houses being substantially altered.

The building stock is generally one storey, detached timber dwellings with pitched metal roofs. Although front set backs are mostly 3-9m, side setbacks vary, being mostly medium-small. Some of the properties in Moyle Street have no frontage setbacks. The size and shape of the lots are influenced by the slope of the land. Most garages are single and located at the rear of the property. Prominent, front garages are not present.

A unique (most probably pre 1870 Early Victorian) bluestone cottage exists in Dawson Street South. An unusually intact collection of Inter-war bungalows is situated at the top end (eastern side) of Skipton Street. Other architecturally interesting buildings include a large Victorian church, a row of modest Victorian timber cottages and a Late 20th century (probably architect designed) timber house - all in Armstrong Street South. There are some commercial developments present. A pocket of commercial developments is located at the northern end of Armstrong Street South and continues to the top end (northern side) of Skipton Street and into Grant Street. With the exception of some isolated double storey Victorian shops in Skipton Street, commercial buildings typically date from the Post-war period. Interestingly, new developments (1970-1990's) are in the minority in this character area.

ELEMENTS OF SPECIAL SIGNIFICANCE

SIGNIFICANCE INDICATORS

Street	Amenity value	Uniqueness	Consistency	Outstanding example	Heritage contr.	Landmark	Distinguishing Elements
Armstrong Street (between Grant & Sebastopol Street)		✓			✓		Collection of modest Victorian timber cottages. Dispersed buildings & high heritage contribution to north.
Dawson Street Sth (between Sebastopol & Skipton Street)		✓			✓		Historic bluestone house (Early Victorian) on west side. Dispersed heritage contribution.
Fawkner Street (between Hill & Sebastopol Street)		✓					Street aspect and alignment allows excellent views to distant historic industrial warehouse.
			✓				Mostly consistent scale & setback of buildings.
Hickman Street (between Grant & South St)		✓					Curvilinear road with hill backdrop and large areas of open space.
						✓	Large public open space parcel & Yarrowee River.
Lyons Street South (btw Skipton and Fawkner Street)					✓		Dispersed heritage buildings.
Skipton Street (between Latrobe & Armstrong St)		✓			✓		Number of historic parcels of open space at road intersections including historic elements of interest (eg: old horse trough and historic <i>Cedrus</i> sp). Dispersed heritage buildings.
			✓				Consistent Inter-war bungalows on east side only between Armstrong Street South & Doveton Street South.

SIGNIFICANCE RANKING: Neighbourhood interest

STRATEGIES

OBJECTIVES

That the Area develop under existing planning requirements.

That street planting retain an informal mixed species character in areas where topography and street alignments vary. In more formal straight streets, street trees to be of a consistent scale and form.

That street construction be upgraded and maintained in accordance with the Ballarat Streetscape Policy 1991. That plastic road edging be discontinued. That a strategies be prepared to upgrade poorly defined intersections.

IMPLEMENTATION

Prepare a street tree planting strategy for the Area.

Adopt a strategy for the construction and maintenance of each street in accordance with the guidelines and the framework of the Ballarat Streetscape Policy 1991

9. GENERAL IMPLEMENTATION RECOMMENDATIONS

9.1 Introduction

This section outlines implementation recommendation that generally apply throughout all or much of the study area. Details of recommendation for each of the character areas are found in the character area summaries in Section 8.

9.2 Controls over Demolition

Much of the distinctive character and charm of the older inner urban areas of Ballarat is derived from the positive contribution of a complex and rich tapestry of development forms – particularly those imparting historic value or ambience.

At present most of the existing built urban fabric is not subject to controls over demolition, with the exception of some buildings that have recognised heritage value under the Heritage Overlay of the Ballarat Planning Scheme, or that are included on the Victorian Heritage Register.

Council is currently undertaking a heritage study of Ballarat that in due course will identify heritage places of natural or cultural significance. This will provide the analytical and documentary basis for introducing controls over the demolition, alteration, or development of heritage sites under the Ballarat planning Scheme and /or the Victorian Heritage Register. Such protection is highly desirable to ensure the retention of key components of Ballarat's heritage and – from the viewpoint of this study – their contribution to urban character. As such the completion of the heritage study is considered to be of high priority.

However, there is a dilemma in that even after completion of the heritage assessments, there are likely to be older sections of the urban fabric that will not be of specific heritage significance, but which contribute to the diversity of historic forms that enrich the distinctive urban character of the City. The existing planning provisions available under the Victorian Planning Provisions currently contain no mechanism to provide controls over the demolition of such structures. There is consequently a considerable risk that much of the older background canvas of urban form that has been specifically identified by this study as important components of urban character in areas of special significance, significance or local interest to the City of Ballarat – is vulnerable to loss.

A greater degree of certainty could be provided by introducing controls over the demolition of components of the built fabric that are identified as being important aspects of urban character areas of special significance, significance or local interest to the City of Ballarat. Such an initiative will require an amendment of the Victorian Planning Provisions that have only recently been introduced.

It is therefore recommended that Council approach the Minister for Planning to pursue the feasibility of introducing a provision to the Victorian Planning Provision for demolition controls over identified components of urban character areas assessed as being of importance.

9.3 Amendment to Ballarat Planning Scheme

Of the 24 urban character areas identified by this study a total of 12 areas were assessed as being of special significance, significance or local interest to the City of Ballarat as follows:

Special significance – seven areas (1,11,16,17,18,20,22)

Significance - three areas (4,9,23)

Local interest - two areas (5,14)

To retain the special qualities and contribution that these areas make to the character of Ballarat it is critical that new development in these localities be complementary with the major components of urban character.

It is recommended that Schedules to the Design and Development Overlay of the Ballarat Planning Scheme be prepared to regulate subdivision, building and works in these areas. Under this Overlay a permit would be required for all subdivision, buildings and works unless specifically exempted, and the Schedule would include requirements relating to lot frontage, access, layout, siting, building forms, materials and landscaping (as detailed in the character area summaries).

9.4 Planning Permit Process

To assist in the administration of planning permit applications under the statutory planning process it is recommended that the following procedures be introduced:

Design Advisory Facility

A design advisory facility to enable developers to discuss proposals in the early stages of design and to ensure that they are aware of the particular urban character design issues and requirements pertaining to the site at the outset of the process. Such a facility could be provided either under contract or by Council staff with urban design or architecture qualifications.

Independent Urban Character Review Panel

An independent urban character review panel to ensure detailed consideration and evaluation of urban character design issues.

Role:

To evaluate urban character design components of planning permit applications that involve complex design issues or that are of concern to the broader Ballarat community (as determined by Council officers).

To advise Council whether the application meets the design criteria set out in the guidelines, which criteria are not met, and any changes to the design that the panel believe desirable to enable the application to meet the design criteria.

(NB. The role of the panel would be advisory only)

Appointment:

To be appointed by Council.

*To comprise -at least 2 people professionally qualified in the design fields of
architecture or urban design.*

- representatives from the building and development fields in Ballarat.

- community representatives involved in/ interested in urban design
- a Council representative (staff or Councillor).

A similar composition to (or continuation of) the existing Urban Character Steering committee would be an appropriate basis for the urban character review panel.

Exemption from Third Party Appeals

To encourage developers to meet urban character design guidelines it is proposed that the Design and Development Overlay Schedule include an exemption from third party appeals under Section 82(1) of the Act. This would only apply if the permit is for subdivision, buildings and works, or landscaping that complies with all relevant requirements of the Schedule.

This is intended to act as an incentive for development to incorporate urban character criteria within their proposals, and to act as “compensation” for any additional effort that this may entail.

The exemption from appeal would apply only to the urban design component of the application. All other planning requirements eg. car parking provision etc. would still be subject to the normal appeal provisions provided under the Act (unless also specifically exempt under another clause).

9.5 Street Space Construction

Street space construction and maintenance is generally administered by Council (except in the case of main roads where Vic Roads is responsible) in accordance with the Ballarat Streetscape Policy 1991,

The study guidelines for street space construction and maintenance in many of the character areas are consistent with the provisions of the Ballarat Streetscape Policy 1991 with the exception of three very minor variations.

Area 9: That where historic bluestone drainage treatments are limited and have lost their traditional urban context, modern concrete treatments be constructed to be consistent with the dominant drainage form (Rather than retain all remaining segments of bluestone drainage).

Areas 4 and 5: That where timber crossover bridges are the dominant form in a street they should be retained to contribute to the diversity of traditional forms evident in the character area – except if in a very high intensity pedestrian zone. (Rather than replace all bridge crossover with arched concrete style bridges).

Areas 17 and 20: That where flat concrete crossover bridges are the dominant form they should be retained to maintain consistency – unless the whole street is replaced with the arched concrete form. (Rather than progressive replacement with arched concrete form).

In general the variations reflect an emphasis on maintaining a consistency of form that will strengthen a sense of coherence and integration in the urban character of the street. As such they represent a subtle shift in focus from a consideration of street construction elements per se (as in the Streetscape Study) to a consideration of these elements within their broader urban character context.

In urban character areas rated as being of neighbourhood interest, the guidelines recommend that street construction and maintenance be carried out in accordance with the Ballarat Streetscape Policy 1991.

9.6 Street Tree Strategies

Replace missing specimens or inconsistent species with species to match the existing planting theme.

Monitor the age and condition of street trees at least every 12 months to identify maintenance requirements.

*When trees are approaching senescence implement a replacement program based on:
Existing species, spacing and sequence.*

A staged program providing for progressive replacement over a number of years.

*Investigate strategies for minimising disfigurement by tree pruning practices. These may include:
Aerial bundling of cables.*

Supervision of pruning by a qualified tree surgeon.

Undergrounding of power supplies (with conduits augered under tree boles to minimise root damage).