



BALLARAT WEST PRECINCT STRUCTURE PLAN



Quality Assurance - Report Record

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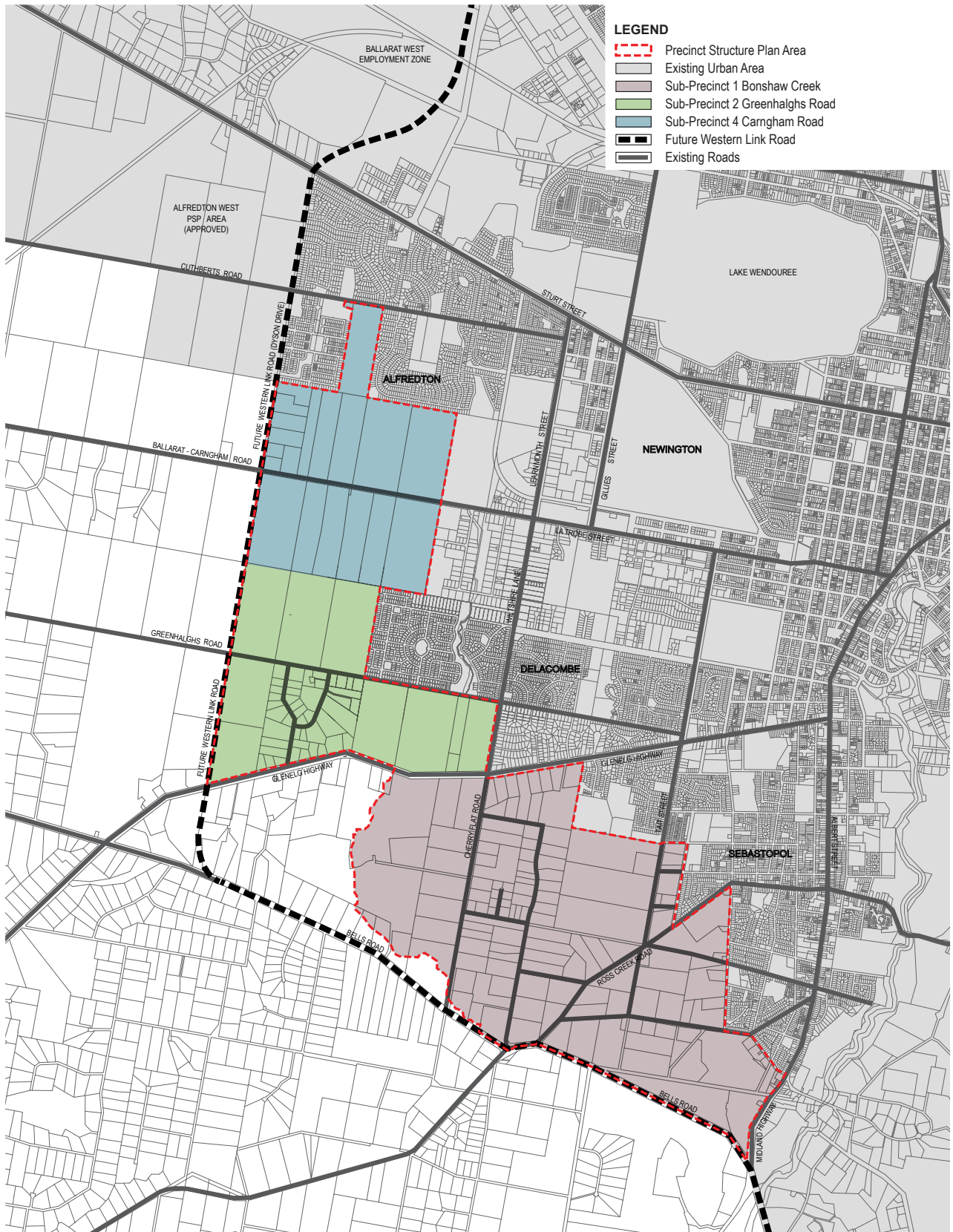
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Plan 1 PSP Area



- LEGEND**
- Precinct Structure Plan Area
 - Existing Urban Area
 - Sub-Precinct 1 Bonshaw Creek
 - Sub-Precinct 2 Greenhalghs Road
 - Sub-Precinct 4 Carngham Road
 - Future Western Link Road
 - Existing Roads

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1 Introduction

The Ballarat West Precinct Structure Plan (Ballarat West PSP) has been prepared by the City of Ballarat (Council) with the assistance of government agencies, service providers and key stakeholders. The document should be read in conjunction with the Ballarat West Native Vegetation Precinct Plan (Ballarat West NVPP) and the Ballarat West Development Contributions Plan (Ballarat West DCP). The role of these documents and their inter-relationship with the Ballarat West PSP are set out below.

The Ballarat West PSP is a comprehensive plan which provides direction for future urban development within the Ballarat West Precinct and is informed by the Ballarat West Growth Area Plan (2009). The Ballarat West PSP describes how land is expected to be developed and identifies the community infrastructure and services required to support development.

The Ballarat West PSP guides the delivery of a quality urban environment in accordance with current best practice and Victorian Government Guidelines. The Ballarat West PSP:

- Enables the transition of non-urban land to urban land;
- Sets out the vision for how land should be developed and the objectives to be achieved;
- Determines the overall layout of future land use and development;
- Outlines projects required to ensure that future residents, visitors and workers within the Precinct can be provided with timely access to services, transport, jobs, shops, open space and recreation facilities to support a quality, affordable lifestyle;
- Details the form and conditions that must be met by future land use and development;
- Provides the basis for the use and development controls that apply in the Schedule to the Urban Growth Zone (UGZ) and identifies which permits may be granted under this Schedule;
- Provides developers, investors and local communities with certainty about future development within the Ballarat West PSP area; and
- Enables the assessment, protection and enhancement of biodiversity and heritage values in the Precinct.

The Ballarat West PSP is informed by:

- The State Planning Policy Framework set out in the Ballarat Planning Scheme and the Precinct Structure Planning Guidelines (Growth Areas Authority 2009);
- The Ballarat West Growth Area Plan (2009); and
- The Local Planning Policy Framework of the Ballarat Planning Scheme, including local policies and strategies.

The Ballarat West DCP has been prepared concurrently with this document. The DCP sets out requirements for development proponents to make a contribution toward the necessary infrastructure to support the implementation of the Ballarat West PSP. The Ballarat West DCP only applies to the Ballarat West PSP area.

1.1 Land to which the Precinct Structure Plan Applies

The Ballarat West PSP applies to approximately 1,290 hectares of land in the Ballarat West Growth Area as shown in Plan 1. The land is zoned Urban Growth Zone (UGZ) Schedule 2. The Ballarat West PSP comprises three Sub-Precincts as shown on Plan 1.

- Sub-Precinct 1: Bonshaw Creek is approximately 707 hectares;
- Sub-Precinct 2: Greenhalghs Road is approximately 296 hectares; and
- Sub-Precinct 4: Carngham Road is approximately 287 hectares.

The Ballarat West Growth Area also includes the Alfredton West Precinct (now renamed Lucas). Lucas was originally identified as Sub-Precinct 3, and does not form part of the Ballarat West PSP. The Alfredton West Precinct was prepared by the developer for the area in conjunction with City of Ballarat and was approved in June 2011.



1.2 The Ballarat West Native Vegetation Precinct Plan

The Ballarat West NVPP has been prepared to enable native vegetation issues to be considered in a co-ordinated way across the Ballarat West PSP area. The Ballarat West NVPP has been prepared in a manner consistent with the requirements of Clause 52.16 of the Ballarat Planning Scheme. It identifies:

- Native vegetation which may be removed without a planning permit;
- Native vegetation which cannot be removed without a planning permit;
- The offset that must be provided to remove affected native vegetation; and
- Conditions that must be met in relation to vegetation that is to be protected.

The Ballarat West NVPP is one of the planning tools used to facilitate development and is a separate incorporated document within the Ballarat Planning Scheme (Clause 81.01).

1.3 Implementation

The Ballarat West PSP is implemented by:

- Development proponents who develop land generally in accordance with this PSP;
- The Victorian Government, the City of Ballarat and developers by funding, delivering and managing a range of infrastructure and services to support the development of the Precinct;
- Non-government service providers and individuals such as volunteers who manage and deliver services; and

- The Ballarat Planning Scheme including:
 - Schedule 2 to the Urban Growth Zone at Clause 37.07;
 - The Ballarat West Development Contributions Plan incorporated in the Scheme at Clause 45.06;
 - The Ballarat West Native Vegetation Precinct Plan incorporated in the Scheme at Clause 52.16;
 - Open space requirements under Clause 52.01 of the Scheme;
 - Applying the Environmental Audit Overlay to land with a high potential for contamination;
 - Applying the Heritage Overlay to identified heritage sites of local significance; and
 - Any other requirements of the Ballarat Planning Scheme.

1.4 Reference Material

A Glossary and other information such as technical studies supporting the preparation of this PSP are listed in Section 6 – Other Information.

1.5 Monitoring and Review

The City of Ballarat will monitor the implementation of the Ballarat West PSP. The effectiveness of the Ballarat West PSP will be evaluated regularly, at least every five years. The Ballarat West PSP may be revised and updated following review, which may trigger a review of the Ballarat West DCP.

The first review of this PSP has been undertaken in 2016.

This is the consultation draft that has resulted from the PSP review in 2016. The changes to this PSP comprise:

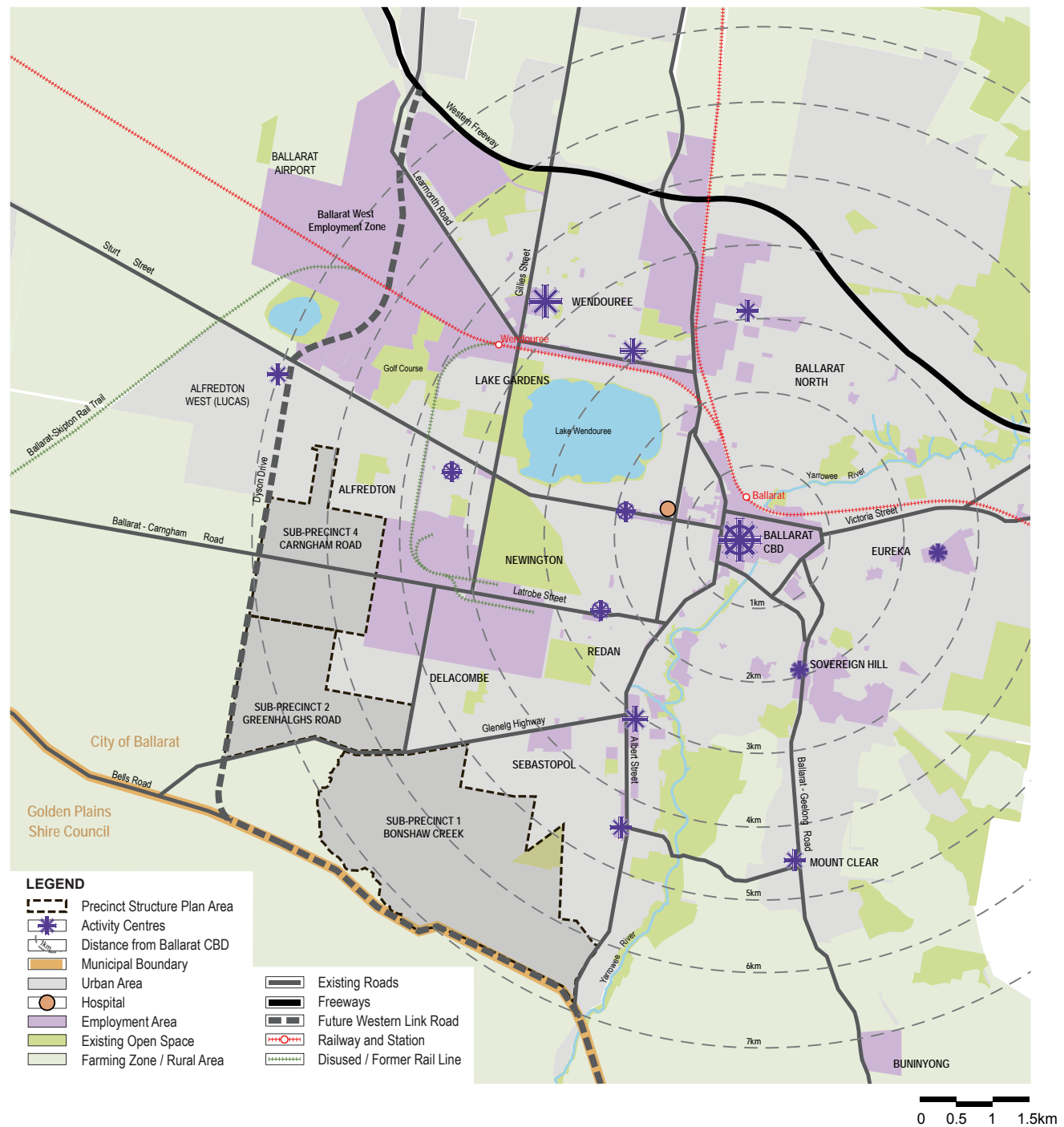
- Realigning the designated '*Air Emissions Buffer Area*'.
- Realigning the '*Industrial/Commercial Precinct*'.
- Amending the noise attenuation requirements for land located within the '*Noise Emissions Buffer*', to more appropriately address potential air quality and noise impacts generated by the adjoining Delacombe Industrial Area.
- Reducing to the extent of land designated as having '*High Potential for Contamination*'.
- Amending the level of environmental assessment required for land designated as 'low potential for contamination' and 'medium potential for contamination' to more accurately reflect the environmental conditions and intended use of potentially contaminated land.



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Plan 2 District Context



2 Strategic Context

Melbourne 2030 (2002) identifies a number of regional cities including Ballarat as the focus for accelerated development. It aims to create a network of cities which will ultimately provide viable centre alternatives to metropolitan Melbourne.

This focus is complemented by the 'Moving Forward' program released in 2008. Developed by Regional Development Victoria, the program provided \$502 million to ensure that regional cities like Ballarat have plans and systems in place that facilitate the growth of population and economy, and its flow on impacts on the environment, infrastructure and services. These systems will support the 'Melbourne @ 5 Million' forecast of 40% regional population growth concentrated in Geelong, Bendigo and Ballarat.

In 2010, 'Ready for Tomorrow: A Blueprint for Regional and Rural Victoria' was released. This is a \$630.7 million State Government plan to generate new opportunities and build a prosperous and sustainable future for regional and rural Victoria. It includes new initiatives that will create more jobs, improve education opportunities, boost support for businesses and industries and preserve the regional and rural way of life.

Additional emphasis by State Government on Ballarat as a major transit city has assisted this focus on growth. Recent examples include the construction of the Deer Park bypass, Anthony's Cutting realignment and upgrades to the Ballarat – Melbourne railway line. Melbourne 2030 specifically identifies the region between Melton and Ballarat as a suitable regional transport corridor.

The Regional Growth Fund will help provide support for strong vibrant regional cities such as Ballarat. It will provide financial support for major strategic infrastructure and community-led local initiatives which improve both the competitiveness and liveability of regional and rural Victoria. The Regional Growth Fund will lead to increased job creation and improved career opportunities.

2.1 District Context

The Ballarat West PSP area is located approximately 5km west of Ballarat CBD and 120km from Melbourne.

The Central Highlands Regional Strategic Plan (2010) identifies that the Central Highlands Region, in which Ballarat is located, is viewed as a sustainable living alternative to Melbourne with the population of Ballarat expected to increase by 30,000 people between 2006 and 2026. It identifies the key strengths of Ballarat and the Central Highlands Region including:

- its location on the east-west transport corridor connecting Melbourne, western Victoria and Adelaide;
- proximity to the western metropolitan area of Melbourne, where major infrastructure and population growth is planned;

- the most developed and integrated higher education and training system network in regional Victoria;
- the highest concentration of IT and computing services and capacity in regional Victoria;
- location within a highly productive agricultural area; and
- an economy that is restructuring and embracing new opportunities in areas such as IT, advanced manufacturing, education and tourism.

The Regional Strategic Plan identifies that Ballarat is able to attract and support people who relocate from Melbourne and elsewhere and has significant opportunities to capitalise on its proximity and connections to Melbourne.

Urban growth in Ballarat is recognised as an alternative to growth around metropolitan activity centres which lack the infrastructure, services and jobs already available in Ballarat.

The Regional Strategic Plan supports urban growth in the Ballarat West Growth Area and recognizes this is a major growth area for the Central Highlands Region.

Ballarat also provides highly regarded primary and secondary education services and higher order health services for the Central Highlands Region through the Ballarat Base Hospital and St John of God Hospital.

High-quality rail services connect Ballarat with Melbourne, Ararat and Maryborough with the Ballarat Railway Station located at the northern end of the CBD and the Wendouree Railway Station, which offers park and ride services, located approximately 3km to the north of the Ballarat West PSP area. There is an opportunity to connect these railway stations with the Ballarat West PSP area through future bus services.

The Ballarat Airport is located approximately 3 km north of the site and provides a key infrastructure node for Ballarat and the region. Council is currently undertaking extensive investigations into potential development options (including industrial, commercial and associated development opportunities) for the Airport and adjacent land, collectively known as the Ballarat West Employment Zone.

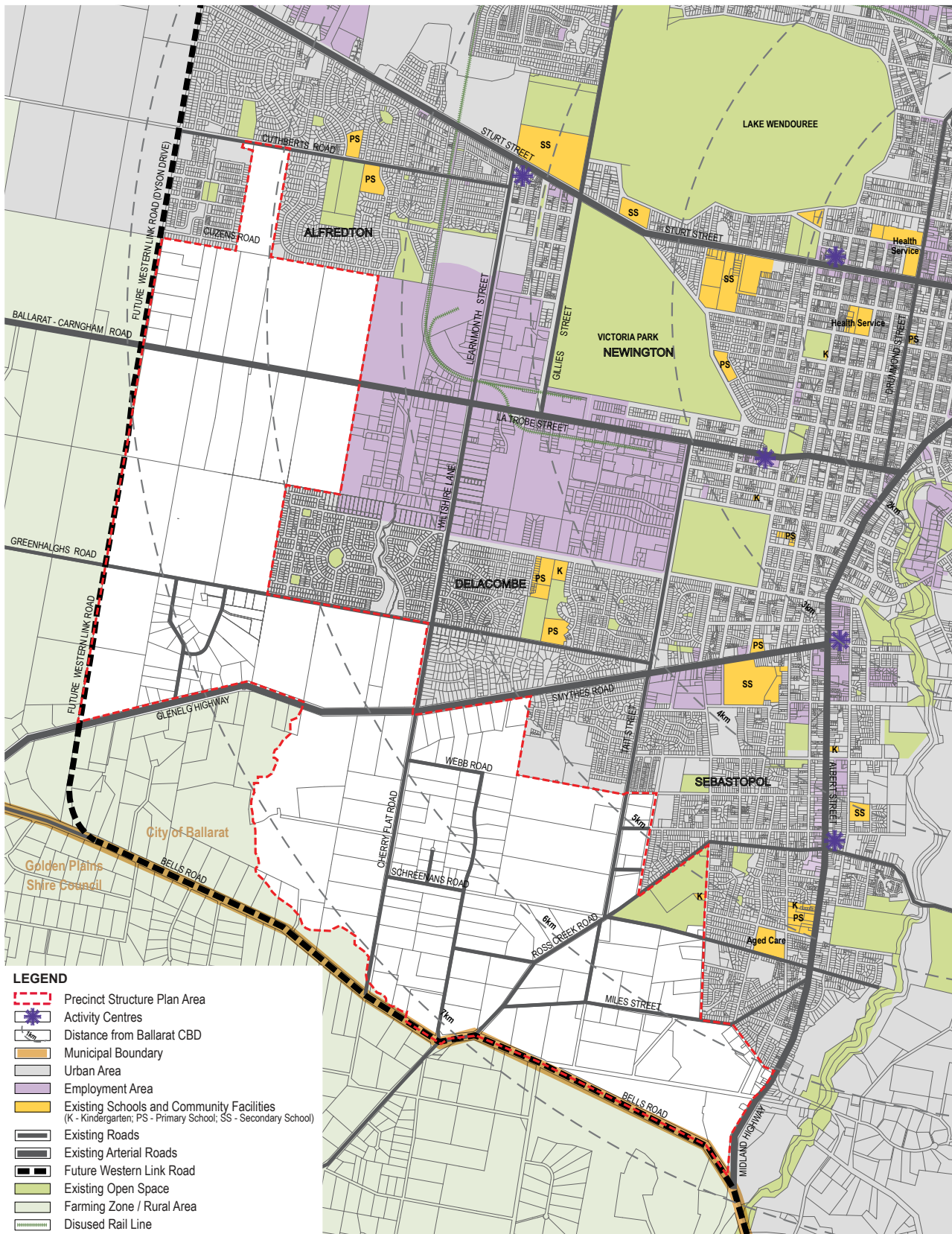
The Western Freeway is the key road transport corridor between Melbourne and Ballarat. The Midland Highway provides regional road connections from Ballarat to Geelong and Bendigo. The Glenelg Highway provides the road connection from Ballarat to Hamilton.

Improved connections from the Ballarat West PSP area to the Western Freeway will be created by the proposed Western Link Road which defines the outer south-western extent of the Ballarat West PSP area.

Plan 2 shows the site in its district context.



Plan 3 Local Context



LEGEND

- Precinct Structure Plan Area
- Activity Centres
- Distance from Ballarat CBD
- Municipal Boundary
- Urban Area
- Employment Area
- Existing Schools and Community Facilities
(K - Kindergarten, PS - Primary School, SS - Secondary School)
- Existing Roads
- Existing Arterial Roads
- Future Western Link Road
- Existing Open Space
- Farming Zone / Rural Area
- Disused Rail Line

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2.2 Local Context

Plan 3 shows the site within its local context.

Ballarat is the largest inland urban centre in Victoria. It is part of the municipality of the City of Ballarat which encompasses an area of 740 square kilometres.

2.2.1 History

The Wathaurung people have inhabited the land in the Ballarat West PSP area for at least the last 25,000 years. The Wathaurung territory extended from the southern side of Werribee River to Port Phillip, the Bellarine Peninsula, the Otway forests, and northwest to Mount Emu and Mount Misery, and encompassed the Ballarat goldfields.

The European heritage of Ballarat is defined by its gold mining past. Ballarat is one of the most significant Victorian era boomtowns in Australia. Gold was discovered near Ballarat in 1851 spawning the Victorian gold rush. Ballarat was found to be a rich alluvial field where gold could easily be extracted. The arrival of over 10,000 migrants to the city within a year transformed it from a sheep station to the largest settlement in the newly proclaimed Colony of Victoria.

2.2.2 Employment and Activity Centres

Activity Centres

Ballarat's large, centrally located Central Business District (CBD) comprises an estimated 194,749 square metres of retail floor space, located in approximately 500 retail tenancies. It provides retail, commercial, community, education and cultural facilities which serve the Western Victoria region.

The City of Ballarat has recently completed a CBD Strategy which seeks to guide the growth and revitalisation of the CBD over the long term. The CBD is supported by activity centres of varying sizes including:

- a Major Activity Centre at Wendouree in the northwest of Ballarat;
- two large Neighbourhood Activity Centres; Howitt Street and Sebastopol North; and
- A mixture of small and Local Activity Centres including a smaller Neighbourhood Activity Centre at Sebastopol and Lucas.

Employment

There are a number of employment areas that surround the Ballarat West PSP area which are expected to provide employment opportunities for future residents.

These include:

- Ballarat CBD, which acts as the primary employment centre for retail and commercial jobs. This includes the hospitals and health precinct on Mair and Drummond Streets, which is a major employment node for the city;
- The Delacombe Industrial Area abuts the eastern boundary of Sub-Precinct 4 and currently provides various industrial employment opportunities comprising a mix of large and small businesses;
- The Ballarat West Employment Zone located to the north of the Ballarat West PSP area. It comprises a large area of land at and around the Ballarat Aerodrome, the southern extent of which is approximately 2.5km from the Ballarat West PSP area. The Ballarat West Employment Zone is a critical asset for the Ballarat community, with significant potential as an airport to service the region's aviation needs, as well as providing a future supply of industrial and employment based activities. This area will provide opportunities for new industrial, freight and aviation business; and
- The existing activity centres, education and community facilities in the surrounding neighbourhoods will also provide local employment opportunities.



2.2.3 Community Facilities

Ballarat is well serviced by a range of community facilities including education, passive and active open space, entertainment and health care facilities, all of which are easily accessible to the Ballarat West PSP area.

Primary and Secondary education facilities in close proximity to the Precinct include:

- Alfredton Primary School and St Thomas Moore Primary School in Alfredton;
- Delacombe Primary School and Lumen Christi Primary School in Delacombe;
- Sebastopol Primary School, St James Parish School and Ballarat Christian College in Sebastopol;
- Ballarat High School;
- Loreto College;
- Ballarat and Clarendon College; and
- St Patricks College.

Early development in the Ballarat West PSP area will have good access to a range of social, health and community infrastructure including hospitals, childcare, maternal and child health, libraries and community centres in the CBD and surrounding neighbourhoods. New facilities for childcare, maternal and child health, libraries and community centres will be required as the population grows.

In addition to these facilities, an Integrated Education precinct comprising a P-9 State school, active open space and community centre is proposed in Lucas to the north-west of the Ballarat West PSP area.

2.2.4 Open Space and Recreation

The Ballarat West PSP area is in close proximity to a range of passive and active open spaces and recreational facilities which cater for the variety of interests and ages within the community. These include:

- Ballarat Aquatic Centre;
- Alfredton Sports Reserve;
- Prince of Wales Park;
- Lake Wendouree;
- Botanical Gardens;
- Ballarat Skipton Rail Trail;
- Ballarat Golf Club;
- Victoria Park;
- Marty Busch Reserve;
- Moreshead Park; and
- Doug Dean Reserve.

As the population of the Ballarat West PSP area grows, some additional facilities will be required; particularly neighbourhood and district open spaces.

Additional regional sporting facilities will also be required as population in the Ballarat West PSP area grows, however existing regional facilities have the capacity to meet the needs of some sports such as golf and swimming.



2.2.5 Transport and Movement

The Ballarat West PSP area is currently traversed east-west by three key routes:

- Carngham Road, an arterial road that provides connections through to the Delacombe Industrial Area and Ballarat CBD. It also provides access to the Western Freeway via Dyson Drive and Sturt Street. Carngham Road is currently subject to a Public Acquisition Overlay to widen the section through the Ballarat West PSP area to a 40m road reservation to facilitate an ultimate 4 lane divided carriageway;
- Greenhalghs Road, a City of Ballarat road, provides an east-west connection from Delacombe, across Wiltshire Lane through the Ballarat West PSP area to the proposed Western Link Road; and
- Glenelg Highway is an arterial road and is a key transport route into Ballarat from Hamilton and south-west Victoria.

Key north-south routes that currently traverse the Ballarat West PSP area include:

- Wiltshire Lane / Learmonth Street, a City of Ballarat Road, providing north-south connections between Sturt Street / Remembrance Drive and the Glenelg Highway;
- South of the Glenelg Highway, Wiltshire Lane becomes Cherry Flat Road which connects with Bells Road (the future Western Link Road) to the south. A Public Acquisition Overlay in favour of the City of Ballarat applies to land on the east side of Cherry Flat Road, south of Schreenans Road; and
- Tait Street, a City of Ballarat Road, currently provides a north-south connection between the Glenelg Highway and Ross-Creek Road, which provides connections to Bells Road (the future Western Link Road).

The proposed Ballarat Western Link Road will improve access opportunities between the Ballarat West PSP area, the Ballarat West Employment Zone, the Western Freeway and Geelong. It will be directly accessed from the Ballarat West PSP area via Carngham Road, Greenhalghs Road, Glenelg Highway and so forth.

At present the public transport network consists of bus services along Dyson Drive and Cuthberts Road to the north and routes which run along the eastern edge of the Ballarat West PSP area through Delacombe and Sebastopol. All routes provide direct access to Ballarat CBD.

The Ballarat West PSP area is also located approximately 5km from Ballarat Railway Station and 3km from Wendouree Railway Station.

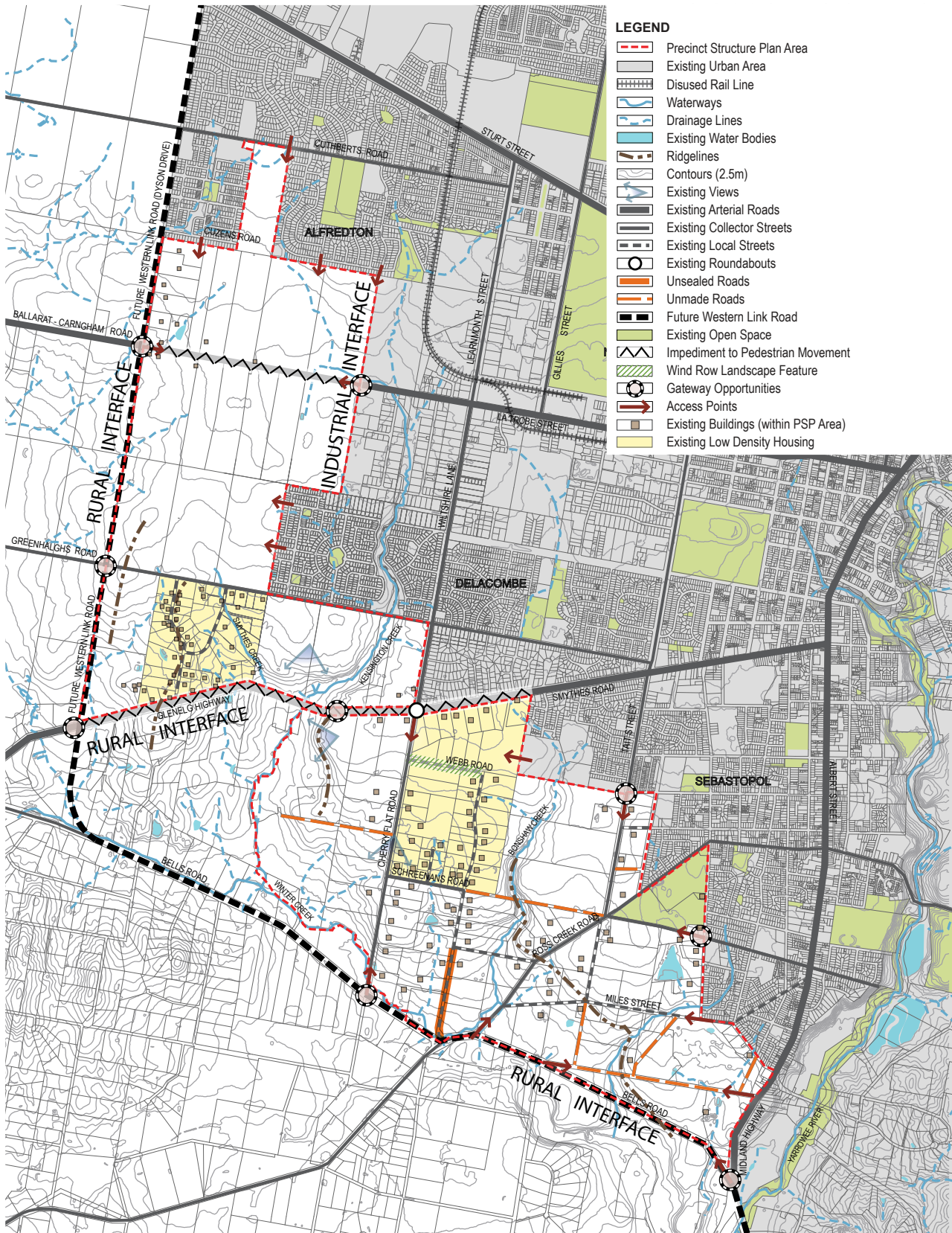
There is currently only a limited on and off road bike path network in surrounding areas – however a much more extensive network is envisaged in the Ballarat Bicycle Strategy. Key existing links include:

- On-road cycle lanes along Wiltshire Lane between Carngham Road and the Glenelg Highway and along parts of Cuthberts Road; and
- Off-road paths within Alfredton that will eventually link to Victoria Park.

Footpaths exist within much of the surrounding street networks and can be connected into new developments to create an integrated walking network.



Plan 4 Site Features



0 0.25 0.5 .75km



3 Precinct Features

Plans 4 to 7 show the key features of the Ballarat West PSP area as described in the following sections.

3.1 Topography and Landform

The northern section of the Ballarat West PSP area at Sub-Precinct 4 is relatively flat with mild undulating land.

In Sub-Precinct 2, south of Greenhalghs Road, the land falls towards the Glenelg Highway and Winter Creek.

Within Sub-Precinct 2, Kensington Creek is defined by steep slopes which are unsuitable for development, with minor ridgelines along the western edge and centre (north to south). A minor plateau to the north-west of Kensington Creek provides views across the open farmland and rural landscape to the south.

The northern section of Sub-Precinct 1 to the south of Glenelg Highway and west of Tait Street is relatively flat. South-east of this area the topography slopes gradually towards the Winter, Bonshaw and Kensington Creeks, to a minor escarpment running north-west/south-east across the middle of the Sub-Precinct. Below the escarpment, the land falls gradually to the floodplains of Winter and Kensington Creeks.

Winter and Kensington Creeks define the southern and western boundaries of the Ballarat West PSP area.

Kensington Creek, within Sub-Precinct 2, runs north-south through the eastern section of sub-Precinct. It has incised edges at the northern end, which present potential barriers crossings of this creek in this location.

Bonshaw Creek bisects Sub-Precinct 1. It runs north from Winter Creek and is incised in many places as it passes through the escarpment. The incised edges of the creek prevent crossing sections of the creek.

