

Planning Delegated Committee Meeting

Agenda

10 July 2024 at 6:30pm

**Council Chamber, Town Hall, Sturt Street,
Ballarat**



PUBLIC SUBMISSIONS

- Public representations may be made on any items listed on the agenda in a Planning Meeting apart from those listed in the confidential section.
- If you do wish to attend the meeting in person to make a submission, please fill out the [form on our website](#).
- Members of the public who wish to make a submission on an agenda item but who are unable to attend the meeting in person may make a submission in writing:
 - Submissions must be submitted in writing via the [form on our website](#) by no later than 2:00pm on the day of Planning meeting; and
 - limited to no more than 200 words that will be read out by the Chief Executive Officer or nominated delegate at the meeting prior to the matter being considered.

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1. ACKNOWLEDGEMENT OF COUNTRY



The City of Ballarat acknowledges the Traditional Custodians of the land we live and work on, the Wadawurrung and Dja Dja Wurrung People, and recognises their continuing connection to the land and waterways. We pay our respects to their Elders past, present and emerging and extend this to all Aboriginal and Torres Strait Islander People.

2. APOLOGIES FOR ABSENCE

3. DECLARATION OF CONFLICT OF INTERESTS

4. CONFIRMATION OF MINUTES

5. OFFICER BRIEFING

6. PLANNING DELEGATED COMMITTEE REPORTS

6.1. BALLARAT PLANNING SCHEME AMENDMENT C252BALL: FORMER CARRIERS ARMS HOTEL, 9 CRESWICK ROAD, BALLARAT CENTRAL

Division: Development and Growth
Director: Natalie Robertson
Author/Position Charyn Symes – Heritage Planner

PURPOSE

1. This report recommends to Council that a request be submitted to the Minister for Planning to seek authorisation of Planning Scheme Amendment C252ball - Former Carrier Arms and Hotel, 9 Creswick Road, Ballarat Central to apply a site-specific Heritage Overlay (HO235) to the site and place the Amendment on exhibition.

BACKGROUND

2. In March 2023, the City of Ballarat became aware of a property at 9 Creswick Road, Ballarat Central, known as the former Carriers Arms Hotel, being earmarked as a potential development site.



Former Carriers Arms Hotel and Stables Source: Landmark Heritage Pty Ltd.

3. The request was considered by the City of Ballarat Statutory Planning department. It was identified that the former Hotel and outbuildings on the land may have heritage significance and further review would be required.
4. The site is currently zoned Commercial 1 Zone (C1Z) and the Heritage Overlay - Lydiard Street Heritage Precinct (HO171) applies to the site. It is a contributory heritage place within the Lydiard Street Heritage Precinct with no outbuilding controls listed in the Schedule to the Heritage Overlay.
5. The Statutory Planning department referred the request to Council's Heritage Advisor.
6. A full heritage assessment was undertaken, to determine whether 9 Creswick Road, Ballarat Central is of local heritage significance and to justify inclusion in the Heritage Overlay as an individual place.
7. The site was identified to be of local historical and architectural significance and rarity value to the City of Ballarat.
8. It is considered that in the absence of specific planning controls within the broader Lydiard Street Heritage Precinct's Statement of Significance, in conjunction with the

surrounding development pressures in the CBD, the listing of this site as individually significant in the Heritage Overlay of the Ballarat Planning Scheme is justified.

KEY MATTERS

Assessment of Heritage Significance

9. This section provides a summary of the findings of the *Heritage Citation: Assessment of Former Carriers Arms Hotel and Stables, 9 Creswick Road, Ballarat Central*:

What is significant?

10. The former Carriers' Arms Hotel and its stables, 9 Creswick Road, Ballarat Central, are of local heritage significance.
11. The property was established on this site in 1857 as the Market Square Hotel by Thomas Whateley and renamed the Carriers' Arms Hotel in 1863. Brick stables were constructed along the rear boundary in the late 1860s, possibly part of works carried out under architect Henry R Caselli in 1869. In the 1870s and '80s, they were described as 'extensive and first-class stabling' which were 'large and specially adapted to the requirements of the Patrons of this well-known Hostelry'. These patrons were primarily farmers from out of town.
12. The current hotel building was constructed in 1890 for the new owner, Thomas Whateley's granddaughter, Mary Ann Elsey. It displays a simplified Second Empire style, with a mansard-roofed tower and bichrome brick walls. It continued to be operated as a hotel until December 1968, when it was still owned by a descendant of Whateley.
13. The following elements of the place are of heritage value:
- The three-storey 1890 hotel building and its single-storey rear kitchen wing;
 - The c1866-69 brick stables; and
 - The 1930s men's toilet block and ladies' water closet (WC) are contributory elements.

How is it significant?

14. The former Carriers' Arms Hotel and stables are of historical and architectural significance and rarity value to the City of Ballarat.

Why is it significant?

15. Historically, the former hotel and its stables illustrate early commercial activity in the north part of Ballarat's business district, with its form and fortunes intrinsically entwined with the market reserve across from it. The hotel first opened in 1857 under the name of the Market Square Hotel. When the Ballarat Haymarket was established on the reserve in 1863, owner Thomas Whateley changed its name to the Carriers' Arms Hotel. This name referred to the farmers who carted their hay to the market for sale, and stables were provided for the horses of this out-of-town clientele. (Criterion A)
16. The highly intact built-form includes changes over the twentieth century. The three front entries are indicative of separation of the sexes and of bar and accommodation functions. The rear kitchen illustrates typical nineteenth-century floor plans which preferred detached kitchens both to prevent fires and to keep odours out of the main

building. The verandah between the kitchen and dining room survives beneath the current roof and inside the building retains most of its original floor plan, with changes to a few bedrooms in the 1950s. It also retains timber-lined ceilings, timber mantelpieces, doors, and a staircase with a skylight. Outside, the men's toilet block and the ladies' WC (abutting the stable) illustrate the trend for hotels to upgrade their facilities during the interwar period in response to new licensing conditions. (Criterion A)

17. The painted advertising signage for 'Barley Sheaf Ales & Stout' next to the front door of the hotel bears witness to the brewery once located next door. It was amalgamated with others in 1895 to form the Ballarat Brewing Company, which then took over the lease of a number of Ballarat hotels, including the Carriers' Arms Hotel in 1901. The later painted signage on the north wall of the hotel – providing its name and 'Tiger Beer', later overpainted with 'Melbourne Bitter' – provides information to interested passers-by of the building's original use. (Criterion A)
18. Architecturally, the 1890 hotel building illustrates the trend in Ballarat for hotels established in the 1850s to be rebuilt in the decade around 1890-1900. It is distinguished by its simplified Second Empire-style form, expressed by the mansard-roof tower, adding a landmark element to the building's massing. The bichromatic brickwork is of high quality and features a range of moulded cream and red bricks, as well as etched and flashed glass lights around the main entrance door. It retains both original front and rear (kitchen) verandahs, clearly demonstrating the Victorian-era building hierarchy. While the front verandah has cast-iron Corinthian posts and is embellished with multiple patterns of cast-iron frieze, brackets and balustrade, the rear verandah is entirely of timber, with chamfered posts with timber capitals. (Criterion D)
19. The c1866-69 brick stables are a rare surviving example of a typical mid-nineteenth-century commercial stables. It retains most of its original form comprising a hipped roof, handmade brick walls, early or original pedestrian and barn doors, and an internal hayloft. The stables reflect the use of the Carriers' Arms Hotel as the place farmers would stay when delivering loads of produce or hay to the market, with this clientele having a high need for stabling. The conversion of the southern part to garages diminishes its intactness, but also illustrates the ongoing adaptation of the hotel and its facilities to changing requirements in the twentieth century. (Criteria B & A)

Land ownership

20. The land identified for protection is privately owned and is currently advertised for lease. The landowner will be advised in writing of the Council's intent to pursue permanent heritage overlay controls on the property prior to the Planning Delegated Committee meeting scheduled for 10 July 2024.

Existing Heritage Controls

21. The Statement of Significance for the Lydiard Street Heritage Precinct (HO171) provides little protection to the site as the significance of the Carriers Arms Hotel is not represented.
22. The Hotel building and attached kitchen are currently only protected as a contributory heritage place in the Lydiard Street Heritage Precinct (HO171).
23. The 1860s stables are at risk of demolition, in addition to the contributory ladies WC and men's toilet block.

24. The absence of outbuilding controls risks the stables being demolished and subsequently losing its integrity as a complex and its 'rarity value to the City of Ballarat' as cited in the Statement of Significance.

Benefits of individual heritage listing

25. Including the site as an individual heritage listing (HO235) in the Ballarat Planning Scheme will ensure the specific heritage elements are considered in the decision-making process for any proposed planning permit application.

OFFICER RECOMMENDATION

26. That the Planning Delegated Committee:
- 26.1 Advise the Minister for Planning that the City of Ballarat has completed a heritage assessment of the Former Carriers Arms Hotel and Stables at 9 Creswick Road, Ballarat Central which is identified to be of local heritage significance based on the evidence detailed in the Heritage Citation and Statement of Significance (April 2023).
- 26.2 Request the Minister for Planning to authorise Planning Scheme Amendment C252ball to incorporate the *Former Carriers Arms Hotel and Stables Statement of Significance, April 2023* into the Ballarat Planning Scheme and apply a Heritage Overlay HO235 to 9 Creswick Road, Ballarat Central, pursuant to section 8A of the *Planning and Environment Act 1987*.
- 26.3 Following receipt of authorisation from the Minister for Planning, exhibit the amendment in accordance with section 19 of the *Planning and Environment Act 1987*.
- 26.4 Authorise the Director Development and Growth to undertake administrative changes to the amendment that do not change the intent of the amendment, or any changes required under the Minister for Planning's authorisation, prior to the commencement of exhibition.

ATTACHMENTS

1. Governance Review [6.1.1 - 2 pages]
2. Ballarat C 252 ball Explanatory Report authorisation [6.1.2 - 5 pages]
3. Ballarat C 252 ball Instruction Sheet authorisation [6.1.3 - 1 page]
4. Ballarat C 252 ball 001 ho Map 23 authorisation [6.1.4 - 1 page]
5. Ballarat C252ball SCHEDULE TO CLAUSE 72.04 INCORPORATED DOCUMENTS Compare authorisation [6.1.5 - 2 pages]
6. Ballarat C252ball SCHEDULE TO CLAUSE 43.01 HERITAGE OVERLAY Compare authorisation [6.1.6 - 28 pages]
7. Ballarat C 252 ball Former Carrier's Arms Hotel and Stables Statement of Significance authorisation [6.1.7 - 3 pages]
8. Ballarat C 252 ball Former Carrier's Arms Hotel and Stable Heritage Citation authorisation [6.1.8 - 36 pages]

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ALIGNMENT WITH COUNCIL VISION, COUNCIL PLAN, STRATEGIES AND POLICIES

1. This report aligns with Council's Vision, Council Plan, Strategies and Policies.

COMMUNITY IMPACT

2. The amendment will have positive social and community impacts by seeking to protect and retain identified heritage fabric which has significance importance to the course or pattern of Victorias cultural history, demonstrating the principal characteristics of a class of cultural places and objects and special association with the life or works of a person, or group of persons, of importance in Victoria's history.

CLIMATE EMERGENCY AND ENVIRONMENTAL SUSTAINABILITY IMPLICATIONS

3. This amendment does not raise any direct climate emergency issues or environmental sustainability implications.

ECONOMIC SUSTAINABILITY IMPLICATIONS

4. There are no economic sustainability implications identified for the subject of this report.

FINANCIAL IMPLICATIONS

5. The amendment process will not have any significant financial implications to Council with the exception of the usual cost associated with the planning scheme amendment process.
6. As the proponent is the Planning Authority, the City of Ballarat will be responsible for all amendment related costs including notification of landowners, planning panel hearing fees and engagement of legal representation and expert witnesses at a panel hearing.

LEGAL AND RISK CONSIDERATIONS

7. The amendment does not raise any legal risks or concerns of note.
8. Section 9(1) of the *Local Government Act 2020* states that a Council must - in the performance of its role - give effect to the overarching governance principles of the Act. This includes section 2 which states that:
 - c) the economic, social, and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, is to be promoted,
 - (d) the municipal community is to be engaged in strategic planning and strategic decision making,
 - f) collaboration with other Councils and Governments and statutory bodies is to be sought' and,
 - g) the ongoing financial viability of the Council is to be ensured.

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9. The Amendment gives effect to the overarching governance principles by identifying land suitable for heritage protection subject to a robust assessment.
10. The *Planning and Environment Act 1987* (the Act) sets out the framework for the use, development, and protection of land in Victoria in the present and long-term interests of all Victorians.
11. The Amendment seeks to identify land suitable for heritage protection and manage new development through the planning scheme controls to minimise impacts to the heritage fabric of the place.
12. Divisions 1 and 2 of Part 3 of the Act set out the procedure for planning scheme amendments and the relevant provisions in relation to the notification of planning scheme amendments including the process for public submissions and the consideration of those submissions by the planning authority or an appointed panel. The recommendations set out in this report are consistent with the Act

HUMAN RIGHTS CONSIDERATIONS

13. It is considered that the report does not impact on any human rights identified in the *Charter of Human Rights and Responsibilities Act 2006*.

COMMUNITY CONSULTATION AND ENGAGEMENT

14. The amendment will be prepared and exhibited in accordance with the *Planning and Environment Act 1987* which includes a requirement to give notice to all affected landowners, occupiers and prescribed Ministers, notices in the local newspapers and the Victorian Government Gazette. The exhibition of an Amendment will be undertaken subject to ministerial authorisation.
15. Interested parties will be able to make submissions which will be considered by Council and are likely to be referred to an independent planning panel where submitters may present their submissions as a panel hearing.
16. Council officers will engage with Traditional Custodian and resident groups during exhibition of the Amendment.

GENDER EQUALITY ACT 2020

17. There are no gender equality implications identified for the subject of this report.

CONFLICTS OF INTEREST THAT HAVE ARISEN IN PREPARATION OF THE REPORT

18. Council officers affirm that no general or material conflicts need to be declared in relation to the matter of this report.

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Planning and Environment Act 1987

BALLARAT PLANNING SCHEME
AMENDMENT C252BALL
EXPLANATORY REPORT

Overview

The amendment applies the Heritage Overlay to 9 Creswick Road, Ballarat Central known as Former Carriers Arms Hotel and stables and its curtilage.

The application of the Heritage Overlay is supported by the *Heritage Citation: Carrier's Arms Hotel, 9 Creswick Road, Ballarat Central* (Landmark Heritage Pty Ltd, April 2023) that finds the property to be of local heritage significance.

Where you may inspect this amendment

The amendment is available for public inspection, free of charge, during office hours at the following places:

City of Ballarat
Phoenix Building
25 Armstrong Street South
Ballarat Central VIC 3350

The amendment can be inspected free of charge at the City of Ballarat website at www.ballarat.vic.gov.au

The amendment can also be inspected free of charge at the Department of Transport and Planning website at <http://www.planning.vic.gov.au/public-inspection> or by contacting the office on 1800 789 386 to arrange a time to view the amendment documentation.

Submissions

Any person who may be affected by the amendment make a submission to the planning authority. Submissions about the amendment must be received by TBC.

A submission must be sent to: City of Ballarat, PO Box 655, Ballarat VIC 3350, or via email to strategicplanningsubmissions@ballarat.vic.gov.au

Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- directions hearing: TBA
- panel hearing: TBA

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Details of the amendment

Who is the planning authority?

This amendment has been prepared by Ballarat City Council.

The amendment has been made at the request of the Ballarat City Council.

Land affected by the amendment

The land affected by the amendment is 9 Creswick Road, Ballarat Central (Figure 1), including the curtilage. It is located on part of Crown Allotment 47, Township of Ballarat.

The site is in the Commercial 1 Zone (C1Z) and the Heritage Overlay: Lydiard Street Heritage Precinct (HO171) applies to the entirety of the site.



Figure 1. Heritage Overlay and property boundary (red)

What the amendment does

The amendment applies the Heritage Overlay to the land at 9 Creswick Road, Ballarat Central known as the Former Carriers Arms Hotel and Stables and its curtilage on a permanent basis.

Specifically, the amendment:

- Amends the Schedule to Clause 43.01 (Heritage Overlay) to:
 - Apply permanent heritage protection to the Former Carrier's Arms Hotel and Stables (HO235) including:

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- The three-storey 1890 hotel building and its single-storey rear kitchen wing, designed in a simplified Second Empire style, with a mansard-roofed tower, three storey verandah, bichrome brick walls and three separate entrances.
- The c1869 stables building running along the entire rear boundary built with handmade bricks, a long hipped roof and bluestone rubble foundations, with divided stable door, pedestrian door and hay loft.
- Of contributory value are the 1930's additions; ladies WC abutting the north end of the stables and a free-standing brick men's toilet block.
- Identify that the c1869 stables are not exempt from notice and review under Clause 43.01-4 (Exemption from notice and review) on a permanent basis.
- Amends the Schedule to Clause 72.04 (Document Incorporated in this Planning Scheme) to include *Statement of Significance, Former Carrier's Arms Hotel and Stables, 9 Creswick Road, Ballarat Central* (Landmark Heritage Pty Ltd, April 2023).
- Amends Planning Scheme Map No. 23HO to apply the Heritage Overlay (HO235) to the Former Carriers Arms Hotel and Stables, 9 Creswick Road, Ballarat Central and its curtilage on a permanent basis.

Strategic assessment of the amendment

Why is the amendment required?

The amendment is required to provide heritage protection to the Former Carriers Arms Hotel and Stables at 9 Creswick Road, Ballarat Central, and its curtilage on a permanent basis.

In March 2023 the City of Ballarat became aware of a property at 9 Creswick Road, Ballarat Central, known as the former Carrier's Arms Hotel, being earmarked as a potential development site, with proposed demolition of rear outbuildings and a substantial multi storied 'L' shaped development sited around the three-storey building.

An investigation undertaken by council's Heritage Advisor found the Former Carrier's Arms Hotel and stables to warrant permanent heritage protection under the Ballarat Planning Scheme for its heritage significance illustrating the early commercial activity in the north part of Ballarat's business district, intrinsically entwined with the Ballarat Haymarket. The original hotel on the site opened in 1857 under the name of Market Square Hotel. The name changed to the Carrier's Arms Hotel in 1863 and continued with the current hotel building, built in 1890. It referred to the farmers who carted their hay to the market for sale, thereby highlighting the importance of stables to the regular Hotel clientele. The stables are a rare surviving example of a typical mid-nineteenth century commercial stables and exemplify the key use of the Hotel.

The highly intact three-storey hotel is distinguished by its simplified Second Empire-style form, expressed by the mansard-roof tower, high quality bichromatic brickwork on the façade and original front and rear verandahs. The three-storey front verandah has cast-iron Corinthian posts and multiple patterns of frieze, brackets and balustrade. The rear verandah to the kitchen is entirely of timber with chamfered posts with timber capitals. The three front entries explain the separation of both the sexes and bar and accommodation functions.

The rare surviving example of mid-nineteenth century stables include handmade brick walls and a hipped roof, pedestrian and barn doors and hayloft.

Two later addition outbuildings with contributory heritage value are the ladies WC abutting the stables and 1930's men's toilet block. These demonstrate the adaptation of the site to changing requirements of the twentieth century. Likewise, part of the stables have been converted to garages, to enable their ongoing use and purpose.

The applicant withdrew their interest in the property once it was established that their extensive proposal would not be suitable for the site. The site is currently for lease.

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The site ceased operating as a Hotel in 1968. The concept of adaptive reuse of heritage buildings is exemplified in this case, with the Hotel having been repurposed as an antique centre, a car yard and an accountant's firm.

The Heritage Overlay boundary applies to a polygon area that contains the identified significant heritage elements and curtilage.

The site is located within the Lydiard Street Heritage Precinct (HO171) with the Hotel building listed as a contributory building. There are no outbuilding controls in the Schedule to the Heritage Overlay at Clause 43.01 of the Ballarat Planning Scheme for the precinct and therefore the 1860's stables have no current protection and are at risk. The stables are a fundamental part of the complex that illustrates the connection to the Hotel, where the farmers who stayed overnight required stabling for their horses whilst at the Haymarket selling their goods. The Lydiard Street Heritage Precinct fails to acknowledge this important early commercial history of the Haymarket within the Statement of Significance, nor does it specify the Hotel. Rather its focus is on the gold rush architecture and history of the precinct more centrally located. The subject site sits in the very edge of the northwest boundary of the precinct.

How does the amendment implement the objectives of planning in Victoria?

The amendment implements the objectives of planning in Victoria detailed in section 4(1) of the *Planning and Environment Act 1987* being:

- (a) *'to provide for the fair, orderly, economic and sustainable use, and development of land'*
- (b) *'to conserve and enhance those buildings, areas or other places, which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.'*
- (c) *'to balance the present and future interests of all Victorians.'*

The amendment implements these objectives by ensuring the conservation of heritage buildings significant to Ballarat. Heritage is one of the most valued features in Ballarat by the local and wider community and preserving these cultural attributes will balance the present and future interest of all Victorians.

How does the amendment address any environmental, social and economic effects?

The amendment is expected to have positive social and environmental effects by protecting and promoting places of cultural heritage which is an integral part of Ballarat's social fabric. The amendment will encourage reuses, restorations, and adaptation of heritage places. Retention of these places will minimise building waste associated with demolition and the construction of new buildings.

The amendment will not have significant adverse effects on the environment or economics.

Does the amendment address relevant bushfire risk?

The site is not within a designated Bushfire Prone Area.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment complies with the requirements of *Ministerial Direction on the Form and Content of Planning Schemes* under section 7(5) of the *Planning and Environment Act 1987* by including a heritage place in the Schedule to Clause 43.01 (Heritage Overlay) and other heritage controls as recommended by the heritage assessments.

The amendment complies with the requirements of *Ministerial Direction No 11 – Strategic Assessments of Amendments* by ensuring the inclusion of comprehensive discussion in this explanatory report about the strategic considerations that support the amendment and by providing an assessment on the impact of new planning provisions in the resource and administrative costs of the responsible authority.

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How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The amendment supports the Planning Policy Framework, including Clause 15 (Built Environment and Heritage) with the objective to 'protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value'. The amendment identifies and documents a place of heritage significance, providing its protection through the Ballarat Planning Scheme.

The amendment supports Clause 15.03-1S (Heritage Conservation) by identifying and documenting a place of cultural significance, providing for the conservation and enhancement of that place that is of aesthetic, architectural, cultural and social significance, encouraging appropriate development that respects places with identified heritage values, encouraging the conservation and restoration of contributory elements of a heritage place and ensuring an appropriate setting and context of heritage place is maintained or enhanced.

How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The amendment supports Clause 21.06 (Heritage) that recognises the heritage and historic character of Ballarat as a valued feature of Ballarat and must be protected and retained into the future.

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment makes proper use of the Victorian Planning Provisions by applying the Heritage Overlay to the site. The Heritage Overlay is the most appropriate planning tool to identify places of heritage significance. The Heritage Overlay requires a planning permit to be granted for buildings and works, including demolition and provides a framework to manage heritage values of each place/precinct.

How does the amendment address the views of any relevant agency?

The views of relevant agencies including Heritage Victoria will be sought as part of the exhibition process for this amendment.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The amendment is not expected to impact on the transport system as the proposed controls are intended to protect the heritage significance of the place.

Resource and administrative costs

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

It is not expected that the new planning provisions will have any significant impact on the resource and administrative costs of the responsible authority. There may be minor increases in planning permit applications. Any additional work created by the additional heritage controls can be resourced with current staff levels.

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Planning and Environment Act 1987

BALLARAT PLANNING SCHEME

AMENDMENT C252ball

INSTRUCTION SHEET

The planning authority for this amendment is the Ballarat City Council.

The Ballarat Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 1 attached map sheets.

Overlay Maps

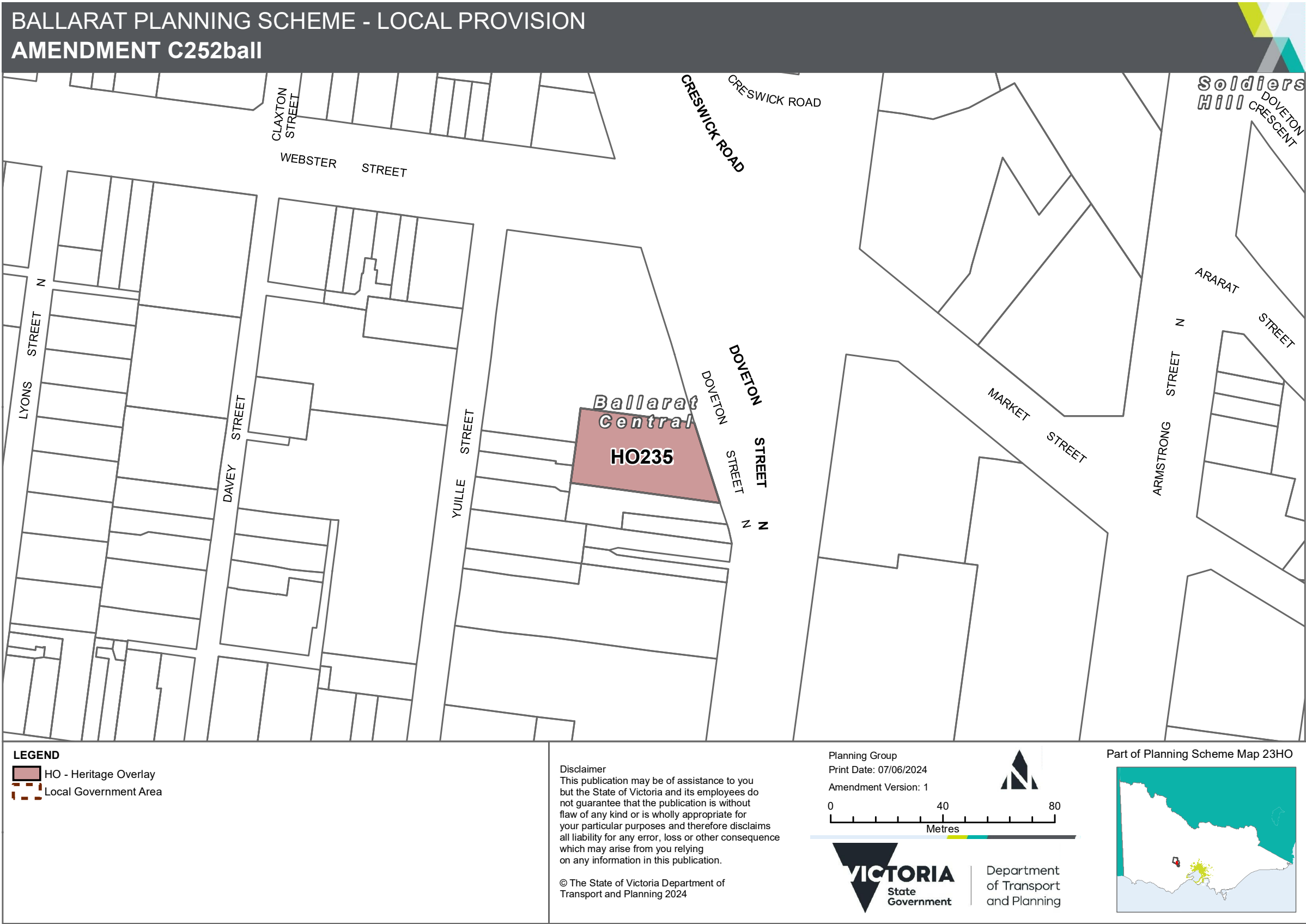
1. Amend Planning Scheme Map No's. 23HO, in the manner shown on the 1 attached map marked "Ballarat Planning Scheme, Amendment C252ball".

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

2. In **Overlays** – Clause 43.01, replace Schedule with a new Schedule in the form of the attached document.
3. In **Operational Provisions** – Clause 72.04, replace the Schedule with a new Schedule in the form of the attached document.

End of document



BALLARAT PLANNING SCHEME

15/01/2024
VC249

SCHEDULE TO CLAUSE 72.04 INCORPORATED DOCUMENTS

1.0 Incorporated documents

27/03/2024
G6222 Proposed C252ball

Name of document	Introduced by:
Alfredton West Precinct Structure Plan 2011	C150
Australian Standard AS2021-2015, Acoustics – Aircraft Noise Intrusion – Building Siting and Construction, Standards Australia Limited, 2015	VC107
Ballarat & Queen's Anglican Grammar School Foundation Ltd, Lot 2 (PS622085) Gillies Road, Mount Rowan 9 April 2013	C169
Ballarat Base Hospital New Facilities Project, April 2013	C171
Ballarat GovHub Incorporated Document, January 2018	C209
Ballarat Heritage Precincts – Statements of Significance, 2006 (revised August 2014)	C164
Ballarat Heritage Precincts Study Part A 2006 – Incorporated Plan (revised June 2014)	C182
Ballarat Heritage Precincts Study Part A 2006 – Statements of Significance	C107
Ballarat Line Upgrade Incorporated Document, August 2018	GC95
Ballarat Planning Scheme Heritage Control 2004 – Incorporated Plan (revised October 2015)	C199
Ballarat Saleyards (former) - Statement of Significance, November 2019	C222ball
Ballarat Station Precinct Redevelopment Incorporated Document, August 2016 (Amended April 2021)	C229ball
Ballarat Strategy Plan 1998	NPS1
Ballarat Terminal Station Incorporated Document September 2017	C208
Ballarat Tourism Marketing Strategy 1995	NPS1
<i>Ballarat West Development Contributions Plan</i> (Urban Enterprise, December 2023)	VC249
Ballarat West Groundwater Supply Project - Incorporated Plan	C112
Ballarat West Native Vegetation Precinct Plan 8 March 2012	C158
Ballarat West Precinct Structure Plan October 2016	C203
Ballarat Western Link Road (Stage 2) Incorporated Document, September 2016	C170
Burrumbeet Creek Catchment Local Floodplain Development Plan 2015 – Incorporated Document	C178
Central Victoria Livestock Exchange, Ballarat October 2015	C185
Eureka Stadium Upgrade Project Incorporated Document, March 2016	C197
Former Eureka Gold Sluicing Company pumping site Statement of Significance, 2019	C211ball
Invermay Miniature Railway July 2002 - Incorporated Plan	C50
Invermay Regional Study and Land Management Plan 1991	NPS1
Koala Plan of Management - Koala Planning Map July 2006	C95
Lake Federation Resort Draft Master Plan A C511 CP 055b, dated August 2004	C64
Lake Federation Resort Main Components Plan C511 CP 039c dated August 2004	C64

BALLARAT PLANNING SCHEME

Name of document	Introduced by:
Lake Federation Resort Staging Plan C511 CP 037b dated August 2004	C64
Plan for the future development of the Western Freeway titled "Proposed Works Area" and dated 26/7/2000	C13
Former Carrier's Arms Hotel and Stables - Statement of Significance - April 2023	C252ball

BALLARAT PLANNING SCHEME

28/02/2019
GC117

SCHEDULE TO CLAUSE 43.01 HERITAGE OVERLAY

1.0

Application requirements

28/02/2019
GC117

None specified.

2.0

Heritage places

09/05/2024
G246ball Proposed C252ball
The requirements of this overlay apply to both the heritage place and its associated land.



PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO1	Lauderdale 7 Prince Street, Alfredton	-	-	-	-	-	Yes Ref No H486	No	No
HO2	Beaufort House 9a Beaufort Avenue, Alfredton	Yes	No	No	Yes	No	No (On National Estate Register)	No	No
HO5	Ebenezer Presbyterian Church and Hall 212 Armstrong Street South, Ballarat Central	Yes	Yes	No	Yes	Yes - cast iron fence	No (On National Estate Register)	No	No
HO6	Former Ebenezer Manse 214 Armstrong Street South, Ballarat Central	Yes	Yes	No	Yes	Yes - cast iron fence	No	No	No
HO8	Synagogue 2-4 Barkly (Cnr Princes Street), Ballarat East	-	-	-	-	-	Yes Ref No H106	No	No
HO9	Former Ballarat East Free Library	-	-	-	-	-	Yes	No	No

BALLARAT PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	25-29 Barkly Street, Ballarat East						Ref No H1493		
HO10	Lamp Post Barkly Street and East Street Intersection, Ballarat East and Bakery Hill	Yes	No	No	Yes	No	No	No	No
HO11	Ballarat East Fire Station 20-22 Barkly Street, Ballarat East	-	-	-	-	-	Yes Ref No H1001	No	No
HO12	Clowance 518 Barkly Street (Cnr Cameron Street), Golden Point	-	-	-	-	-	Yes Ref No H1898	No	No
HO13	Ballarat Botanical Gardens Gillies Street and Wendouree Parade, Lake Wendouree	-	-	-	-	-	Yes Ref No H2252 and part Yes Ref No H2419	Yes	No
HO16	North View Villa 108 Burnbank Street, Lake Wendouree	Yes	No	No	Yes	No	No (On National Estate Register)	No	No
HO17	Former Police Station, Ballarat 15 Camp Street, Ballarat Central	-	-	-	-	-	Yes Ref No H1544	No	No
HO18	Former Court House Camp Street, Ballarat Central	Yes	Yes	No	Yes	No	No	No	No
HO20	Ballarat Trades Hall	-	-	-	-	-	Yes	No	No

BALLARAT PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	24 Camp Street, Ballarat Central						Ref No H657		
HO21	Terraces 30-32 Camp Street, Ballarat Central	Yes	No	No	Yes	No	No	No	No
HO22	Colemans Spring and adjacent land 102 Caffrey Street and 201-203 Herriott Street, Buninyong	Yes for all	Refer specific area	Refer specific area	Yes	Refer specific area	No	Refer specific area	No
HO23	Former Ranger Barracks 1-61 Curtis Street, Ballarat Central	-	-	-	-	-	Yes Ref No H1949	No	No
HO24	Former South British Insurance Co. Ltd. 211 Dana Street (cnr Armstrong Street South), Ballarat Central	Yes	No	No	Yes	No	No	No	No
HO25	Dana House, Former hostel 506 Dana Street (cnr Lyons Street South), Ballarat Central	Yes	No	No	Yes	No	No	No	No
HO26	Primary School No. 33 Dana Street Primary School 401 Dana Street, Ballarat Central	-	-	-	-	-	Yes Ref No H1714	Yes	No
HO27	Former Wesleyan Church and Sunday School 101 Dana Street (Cnr Lydiard Street), Ballarat Central	-	-	-	-	-	Yes Ref No H1089	Yes	No
HO28	Former Chapter House 102 Dana Street, Ballarat Central	Yes	No	No	Yes	No	No	No	No

BALLARAT PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO29	Ballarat Club 203 Dana Street, Ballarat Central	Yes	Yes	No	Yes	No	No	No	No
HO30	Yarrowee Hall 1 Darling Street, Redan	-	-	-	-	-	Yes Ref No H1168	No	No
HO31	Former Congregational Church and Hall Dawson Street North and 503 Mair Street, Ballarat Central	-	-	-	-	-	Yes Ref No H995	Yes	No
HO32	Former Baptist Church 9/3 Dawson Street South, Ballarat Central	-	-	-	-	-	Yes Ref No H107	No	No
HO33	Lutheran Church 204A Doveton Street South, Ballarat Central	Yes	No	No	Yes	No	No	No	No
HO36	St John of God Hospital (Bailey's House) Drummond Street North, Lake Wendouree	Yes	No	No	Yes	Yes - fence	No	No	No
HO37	House 217 Drummond Street South, Ballarat Central	Yes	No	No	Yes	No	No	No	No
HO38	Former Ballarat-Buninyong Railway Land between Elizabeth and Forest Streets, Buninyong	Yes for all	Refer specific area	Refer specific area	Yes	Refer specific area	No	Refer specific area	No

BALLARAT PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO39	Montrose Cottage 111 Eureka Street, Ballarat East	-	-	-	-	-	Yes Ref No H108	Yes	No
HO40	House 1104 Eyre Street, Newington	Yes	No	No	Yes	No	No	No	No
HO41	Former Water and Sewerage Authority Office 6 Grenville Street South (Lots 1-4 on PS 544004H) (South Western Cnr Grenville and Lewis Streets), Ballarat Central	Yes	No	No	Yes	No	No	No	No
HO42	Manchester Unity Hall 9 Grenville Street South, Ballarat Central	Yes	Yes	No	Yes	No	No	No	No
HO43	Former Protestant Hall 10 Grenville Street South, Ballarat Central	Yes	No	No	Yes	No	No (On National Estate Register)	No	No
HO44	Former Ballarat Woollen & Worsted Mill 14 Hill Street (Cnr Humffray Street South), Mount Pleasant	Yes	No	No	Yes	No	No (On National Estate Register)	No	No
HO45	Former Myer Woollen Mills 502 Howitt Street, Ballarat North	Yes	No	No	Yes	No	No	No	No
HO46	Former Methodist Church 116-118 Humffray Street North, Brown Hill	Yes	No	No	Yes	No	No	No	No

BALLARAT PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO48	House 328 Ligar Street, Soldiers Hill	Yes	No	No	Yes	No	No	No	No
HO50	Christ Church Anglican Cathedral & Christ Church Hall 49 and 49A Lydiard Street South, Ballarat Central	Yes	No	No	Yes	No	No (On National Estate Register)	No	No
HO53	Gas Lamps In front of 10-16 Lydiard Street South and outside Craig's Royal Hotel, Ballarat Central	-	-	-	-	-	Yes Ref No H977 and part Yes Ref No H111	No	No
HO54	Ballarat School of Mines (Federation University Australia) 107 Lydiard Street South, Ballarat Central	-	-	-	-	-	Yes Ref No H1463	No	No
HO57	Former Ballarat Post Office 2-6 Lydiard Street North (NE Cnr Lydiard Street North and Sturt Street), Ballarat Central	-	-	-	-	-	Yes Ref No H1018	Yes	No
HO59	Ballarat Railway Complex 140 Lydiard Street North, Ballarat Central, 75 Humffray Street North, Bakery Hill, 60 Corbett Street, Ballarat East, 202 Lydiard Street North, Soldiers Hill, Scott Parade, Ballarat East and Nolan Street, Soldiers Hill.	-	-	-	-	-	Yes Ref No H902	Yes	No
HO62	Former National Mutual Building 2 Lydiard Street South, Ballarat Central	Yes	No	No	Yes	No	No	No	No

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HO63	Former National Bank of Australasia 5 Lydiard Street North, Ballarat Central	Yes	No	No	Yes	No	No (On National Estate Register)	No	No
HO64	Former Union Bank Building 4-6 Lydiard Street South, Ballarat Central	-	-	-	-	-	Yes Ref No H109	No	No
HO65	Former Mining Exchange 8-14 Lydiard Street North, Ballarat Central	-	-	-	-	-	Yes Ref No H391	Yes	No
HO66	Former ANZ Bank (also known as ES&A Bank (Ballarat)) 9 Lydiard Street North, Ballarat Central	-	-	-	-	-	Yes Ref No H110	No	No
HO67	Craig's Royal Hotel 10-16 Lydiard Street South, Ballarat Central	-	-	-	-	-	Yes Ref No H111 and part Yes Ref No H977	No	No
HO68	Former Bank of New South Wales 13 Lydiard Street North, Ballarat Central	-	-	-	-	-	Yes Ref No H112	No	No
HO69	Old Colonists Association 16-24 Lydiard Street North, Ballarat Central	-	-	-	-	-	Yes Ref No H116	Yes	No
HO70	Her Majesty's Theatre Royal South Street Memorial Theatre, Academy of Music	-	-	-	-	-	Yes Ref No H648	Yes	No

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	17 Lydiard Street South, Ballarat Central								
HO71	George Hotel 25 Lydiard Street North, Ballarat Central	-	-	-	-	-	Yes Ref No H113	No	No
HO72	Alexandria Tea Rooms 26-34 Lydiard Street North, Ballarat Central	-	-	-	-	-	Yes Ref No H115	Yes	No
HO73	Counsel Chambers 26 Lydiard Street South, Ballarat Central	Yes	Yes	No	Yes	No	No	No	No
HO74	Furnival Chambers 28-36 Lydiard Street South, Ballarat Central	Yes	Yes	No	Yes	No	No	No	No
HO75	Chancery House 38 Lydiard Street South, Ballarat Central	Yes	No	No	Yes	No	No	No	No
HO76	Fine Art Gallery, Ballarat 38-48 Lydiard Street North, Ballarat Central	-	-	-	-	-	Yes Ref No H680	No	No
HO77	Former Neil W Jones Real Estate 50 Lydiard Street South, Ballarat Central	Yes	No	No	Yes	No	No	No	No
HO78	Land 53 Lydiard Street South, Ballarat Central	Yes	No	No	Yes	No	No	No	No

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PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO79	Shop 60 Lydiard Street North, Ballarat Central	Yes	No	No	Yes	No	No	No	No
HO80	Office (Former Union Trustee Building) 101-103 Lydiard Street North, Ballarat Central	Yes	No	No	Yes	No	No (On National Estate Register)	No	No
HO81	Former J J Goller & Co 114 Lydiard Street North, Ballarat Central	Yes	Yes	No	Yes	No	No	No	No
HO82	Former Warehouse 118 - 122 Lydiard Street North, Ballarat Central	Yes	No	No	Yes	No	No	No	No
HO83	Provincial Hotel 121 Lydiard Street North (Cnr Ararat Street), Ballarat Central	-	-	-	-	-	Yes Ref No H432	No	No
HO84	Former Reid's Coffee Palace 128 Lydiard Street North, Ballarat Central	-	-	-	-	-	Yes Ref No H469	Yes	No
HO85	St Patrick's Presbytery (3 Lyons Street South, Ballarat Central), and O'Collins Hall (8 Dawson Street South, Ballarat Central)	Yes	No	No	Yes	No	No	No	No
HO86	Ballarat Terrace 227-231 Lydiard Street North, Soldiers Hill	Yes	No	No	Yes	Yes - front fences	No	No	No
HO87	Former Terrace	Yes	No	No	Yes	No	No	No	No

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PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	18-20 Lyons Street South, Ballarat Central								
HO88	Ballarat Municipal Observatory 439 Cobden Street (Cnr Magpie Street), Mount Pleasant	-	-	-	-	-	Yes Ref No H936	Yes	No
HO89	Former Pratt's Warehouse 101-103 Mair Street (Cnr Camp Street), Ballarat Central	-	-	-	-	-	Yes Ref No H955	No	No
HO90	House 505 Mair Street, Ballarat Central	Yes	No	No	Yes	No	No	No	No
HO91	Verandah and Shop 805 Mair Street, Ballarat Central	Yes	No	No	Yes	No	No	No	No
HO92	Aquinas College 1200 Mair Street, Lake Wendouree	Yes	No	Yes	Yes	No	No	No	No
HO93	Former Titheridge and Growcott 15-19 Main Road, Bakery Hill	Yes	No	No	Yes	No	No	No	No
HO94	Ballarat East Post Office 21 Main Road, Bakery Hill	Yes	No	No	Yes	Yes	No	No	No
HO95	Nazareth House 218 Mill Street, Lake Wendouree	Yes	Yes	No	Yes	Yes - fence	No	No	No
HO96	House 411A Neill Street, Soldiers Hill	Yes	No	Yes	Yes	Yes - lantern	No	No	No
HO97	Cemetery, Chinese Section, Alter	Yes	No	No	Yes	No	No	No	No

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	1250 Doveton Street North, Invermay Park								
HO98	Cemetery, Chinese Section, Oven 1250 Doveton Street North, Invermay Park	Yes	No	No	Yes	No	No	No	No
HO100	Old Curiosity Shop 7 Queen Street South, Ballarat East	-	-	-	-	-	Yes Ref No H1982	No	No
HO101	House 14 Seymour Crescent, Soldiers Hill	Yes	No	No	Yes	No	No	No	No
HO102	House 16 Seymour Crescent, Soldiers Hill	Yes	No	No	Yes	Yes - fence, retaining wall and plinth	No	No	No
HO104	Ballarat Town Hall 225 Sturt Street, Ballarat Central	-	-	-	-	-	Yes Ref No H978	Yes	No
HO105	Titanic Memorial Bandstand Sturt Street, Ballarat Central	-	-	-	-	-	Yes Ref No H971	No	No
HO106	Queen Alexandra Bandstand Sturt Street, Ballarat Central	-	-	-	-	-	Yes Ref No H972	No	No
HO107	St Patrick's Cathedral and Hall 501 Sturt Street, south-west corner of Dawson Street, Ballarat Central	-	-	-	-	-	Yes Ref No H997	No	No
HO108	Grandstand	Yes	Yes	No	Yes	No	No	No	No

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	City Oval, 1402-1406 Sturt Street, Lake Wendouree						(On National Estate Register)		
HO109	Union Hotel 11 Sturt Street, Ballarat Central	Yes	No	No	Yes	No	No (On National Estate Register)	No	No
HO110	Former The Log Tavern 23 Sturt Street, Ballarat Central	Yes	Yes	No	Yes	No	No	No	No
HO111	Camp Hotel 36-38 Sturt Street, Ballarat Central	Yes	No	No	Yes	No	No (On National Estate Register)	No	No
HO112	Former Chamber of Commerce 42-46 Sturt Street, Ballarat Central	Yes	No	No	Yes	No	No	No	No
HO113	Former State Savings Bank 48 Sturt Street, Ballarat Central	Yes	No	No	Yes	No	No (On National Estate Register)	No	No
HO114	Ballaarat Mechanics Institute 113-121 Sturt Street, Ballarat Central	-	-	-	-	-	Yes Ref No H987	Yes	No
HO115	Former Unicorn Hotel façade and verandah 127 Sturt Street, Ballarat Central	-	-	-	-	-	Yes Ref No H1911	No	No
HO116	Former ANZ Bank	-	-	-	-	-	Yes	No	No

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	200-202 Sturt Street, Ballarat Central						Ref No H114		
HO117	Myer (Mitchell's Building) 301-305 Sturt Street, Ballarat Central	Yes	No	No	Yes	No	No	No	No
HO118	St Andrews Uniting Church 502 Sturt Street, Ballarat Central	-	-	-	-	-	Yes Ref No H44	No	No
HO119	Former Broadwood Flats 608-608A Sturt Street, Ballarat Central	Yes	No	No	Yes	No	No	No	No
HO120	Former Ballarat City Fire Station 702 Sturt Street, Ballarat Central	-	-	-	-	-	Yes Ref No H2236	Yes	No
HO121	House 704 Sturt Street, Ballarat Central	Yes	No	No	Yes	Yes - fence, coach house/stable	No (On National Estate Register)	No	No
HO122	Former Residence 802 Sturt Street, Ballarat Central	-	-	-	-	-	Yes Ref No H529	Yes	No
HO123	St Peter's Church of England 1307 Sturt Street, Ballarat Central	Yes	No	No	Yes	No	No (On National Estate Register)	No	No
HO124	House and Garden	Yes	No	Yes	Yes	Yes - fence	No	No	No

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	1421 Sturt Street, Newington						(Garden on National Estate Register)		
HO125	Former Bishop's Palace 1444 Sturt Street, Lake Wendouree	-	-	-	-	-	Yes Ref No H413	Yes	No
HO126	Former Mary's Mount Convent (Loreto Abbey) 1600 Sturt Street, Lake Wendouree	-	-	-	-	-	Yes Ref No H1017	Yes	No
HO127	Former Primary School 602 Urquhart Street, Ballarat Central	Yes	No	No	Yes	No	No	No	No
HO129	Terrace Houses 21, 23, 25 Victoria Avenue, Lake Wendouree	Yes	No	No	Yes	No	No	No	No
HO131	House and garden 111 Webster Street, Lake Wendouree	Yes	No	Yes	Yes	No	No (Garden on National Estate Register)	No	No
HO132	Lakeview Hotel 22 Wendouree Parade, Lake Wendouree	Yes	No	No	Yes	No	No (On National Estate Register)	No	No
HO133	Ballantrae 7208 Midland Hwy, Buninyong	-	-	-	-	-	Yes Ref No H551	No	No

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HO134	Buninyong Town Hall and Court House 313 Learmonth Street, Buninyong	-	-	-	-	-	Yes Ref No H758	No	No
HO135	Former Library 408 Warrenheip Street, Buninyong	-	-	-	-	-	Yes Ref No H488	No	No
HO136	Former Primary School No. 668 456 Remembrance Drive (Cnr Draffins Road), Windermere	-	-	-	-	-	Yes Ref No H763	No	No
HO137	Former Ballarat Shire Hall 326 High Street, Learmonth	Yes	Yes	No	Yes	No	No (On National Estate Register)	No	No
HO138	Barnfield Cottage and Barn 195 Kennedys Road, Miners Rest	No	No	No	Yes	No	No (On National Estate Register)	No	No
HO139	Progress Hall (Former Methodist Church) 24 Church Street (Cnr Hillcrest Road), Nerrina	Yes	No	No	Yes	No	No (On National Estate Register)	No	No
HO140	St James Church of England 120 Hillcrest Road, Nerrina	Yes	No	No	Yes	No	No	No	No
HO141	Primary School No. 2093 Little Bendigo State School 8 Monte Street, Nerrina	-	-	-	-	-	Yes Ref No H1632	No	No

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HO142	Former St Joseph's Orphanage 208-240 Grant Street (Crown Allotments 2, 3 & 4, Section 35, Township of Sebastopol), Sebastopol	Yes, All face brick and stone buildings	Yes, ground floor entrance and stair hall (north end) and central passage of the former Orphanage building (building 2)	Yes, Front garden setting include the fir trees, and the rear cypress and pine trees forming part of the setting to the lake	Yes	Yes	No	No	No
HO143	Yuille Cairn, Yuille Station Park, 37 Vickers Street, Sebastopol	Yes, Yuille Cairn only	No	No	Yes	No	No	No	No
HO144	MUIOOF(Manchester Unity Independent Order of Oddfellows) Lodge (former Southern Star Mine Office), 113 Albert Street, Sebastopol	No	No	No	Yes	No	No	No	No
HO145	Sebastopol State School No. 1167 (former), 185-187 Yarrowee Street, Sebastopol	Yes	No	Yes, English Oaks, English Elms, Bhutan Cypress boundary plantings	Yes	No	No	No	No
HO151	Gnarr Creek Air Vent Tower Corner Creswick Road and Doveton Street North, Ballarat Central	Yes	No	No	Yes	No	No	No	No

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HO153	Old Ballarat Cemetery 904 Macarthur Street (Cnr Creswick Road), Lake Wendouree	Yes	No	No	Yes	No	No	No	No
HO154	Avenue of Honour and Arch of Victory Including all memorial name plaques, the Memorial Cairn and Cross of Remembrance, the Memorial Rotunda and Roll of Honour, and the Memorial Wall. Ballarat-Burumbet Road, Alfredton, Cardigan, Windermere, Weatherboard, Burumbet and Lucas.	-	-	-	-	-	Yes Ref No H2089	No	No
HO155	Stone Mileposts Glenelg Highway (between Ballarat and Scarsdale), Smythes Creek and Delacombe	-	-	-	-	-	Yes Ref No H1701	No	No
HO156	Former Redemptorist Monastery 300 and 300B Gillies Street North, 1320 and 1322 Howitt Street, and 11-37 Monastery Drive (NE Corner Howitt and Gillies Streets), Wendouree	Yes	No	No	Yes	No	No	No	No
HO157	House 301 Wendouree Parade, Lake Wendouree	Yes	No	No	Yes	No	No	No	No
HO158	Buninyong Botanic Gardens Gong Reservoir	-	-	-	-	-	Yes Ref No H1826	No	No

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	201-209 Scott Street and 705 Inglis Street, Buninyong								
HO159	Former Female Refuge Complex 183 Scott Parade, Ballarat East	-	-	-	-	-	Yes Ref No H1893	No	No
HO160	Eureka Historic Precinct 501-525 Eureka Street, Eureka	-	-	-	-	-	Yes Ref No H1874	No	No
HO161	Ballarat High School 25 Gillies Street North (Cnr Sturt Street West), Lake Gardens	-	-	-	-	-	Yes Ref No H1797	No	No
HO162	House 108 Pleasant Street North, Lake Wendouree	Yes	No	No	Yes	No	No	No	No
HO163	Lake Wendouree Heritage Precinct Incorporated plan: Ballarat Planning Scheme Heritage Control 2004	No	No	Yes	Yes	No	No	No	No
HO164	West Ballarat Heritage Precinct Incorporated plan: Ballarat Planning Scheme Heritage Control 2004	No	No	Yes	Yes	No	No	No	No
HO165	Victoria Park Heritage Precinct Incorporated plan: Ballarat Planning Scheme Heritage Control 2004	No	No	Yes	Yes	No	No	No	No

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HO166	Central Ballarat Heritage Precinct Incorporated plan: Ballarat Planning Scheme Heritage Control 2004	No	No	Yes	Yes	No	No	No	No
HO167	Sturt Street Heritage Precinct Incorporated plan: Ballarat Planning Scheme Heritage Control 2004	Yes	No	Yes	Yes	No	No	No	No
HO168	South Ballarat Heritage Precinct Incorporated plan: Ballarat Planning Scheme Heritage Control 2004	No	No	Yes	Yes	No	No	No	No
HO169	Waller Estate Heritage Precinct Incorporated plan: Ballarat Planning Scheme Heritage Control 2004	No	No	Yes	Yes	No	No	No	No
HO170	Soldiers Hill Heritage Precinct Incorporated plan: Ballarat Planning Scheme Heritage Control 2004	No	No	Yes	Yes	No	No	No	No
HO171	Lydiard Street Heritage Precinct Incorporated plan: Ballarat Planning Scheme Heritage Control 2004	Yes	No	Yes	Yes	No	No (Ballarat Central Conservation Area on	No	No

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							National Estate Register)		
HO172	Creeks and River Channels Heritage Precinct Incorporated plan: Ballarat Planning Scheme Heritage Control 2004	No	No	Yes	Yes	No	No	No	No
HO173	Mount Pleasant / Golden Point Heritage Precinct Incorporated plan: Ballarat Planning Scheme Heritage Control 2004	No	No	Yes	Yes	No	No	No	No
HO174	Black Hill Heritage Precinct Incorporated plan: Ballarat Planning Scheme Heritage Control 2004	No	No	Yes	Yes	No	No	No	No
HO175	Humffray Street Heritage Precinct Incorporated plan: Ballarat Planning Scheme Heritage Control 2004	No	No	Yes	Yes	No	No	No	No
HO176	Bridge Mall / Bakery Hill Heritage Precinct Incorporated plan: Ballarat Planning Scheme Heritage Control 2004	Yes	No	Yes	Yes	No	No	No	No
HO177	Victoria Street Heritage Precinct	No	No	Yes	Yes	No	No	No	Yes

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	Incorporated plan: Ballarat Planning Scheme Heritage Control 2004								VAHR 7622-0186
HO178	Ballarat East Civic Heritage Precinct Incorporated plan: Ballarat Planning Scheme Heritage Control 2004	No	No	Yes	Yes	No	No	No	No
HO179	Eureka Street Heritage Precinct Incorporated plan: Ballarat Planning Scheme Heritage Control 2004	No	No	Yes	Yes	No	No	No	No
HO180	Learmonth Heritage Precinct Incorporated plan: Ballarat Planning Scheme Heritage Control 2004	No	No	Yes	Yes	No	No	No	No
HO181	Buninyong Heritage Precinct Incorporated plan: Ballarat Planning Scheme Heritage Control 2004	Yes	No	Yes	Yes	No	No	No	No
HO182	Eureka Memorials, Old Ballarat Cemetery 904 Macarthur Street (cnr Creswick Road), Ballarat Central	-	-	-	-	-	Yes Ref No H1007	No	No
HO183	St Aidan's Heritage Precinct Incorporated plan:	No	No	Yes	Yes	No	No	No	No

BALLARAT PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	Ballarat Heritage Precincts Study Part A 2006								
HO184	Colpin Avenue Heritage Precinct Incorporated plan: Ballarat Heritage Precincts Study Part A 2006	No	No	Yes	Yes	No	No	No	No
HO185	Dowling Street Heritage Precinct Incorporated plan: Ballarat Heritage Precincts Study Part A 2006	No	No	Yes	Yes	No	No	No	No
HO186	Old Showgrounds Heritage Precinct Incorporated plan: Ballarat Heritage Precincts Study Part A 2006	No	No	Yes	Yes	No	No	No	No
HO187	Creswick Road/Macarthur Street Heritage Precinct Incorporated plan: Ballarat Heritage Precincts Study Part A 2006	No	No	Yes	Yes	No	No	No	No
HO188	Barkly Street/Humffray Street South Heritage Precinct Incorporated plan: Ballarat Heritage Precincts Study Part A 2006	No	No	Yes	Yes	No	No	No	No
HO189	Scar Tree Lot S2 Cuthberts Road, Alfredton	No	No	Yes	Yes	No	No	No	Yes

BALLARAT PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO190	Former Ballarat RAAF Base 1 Airport Access Road, Mitchell Park	-	-	-	-	-	Yes Ref No H2113	Yes	No
HO191	St Pauls Anglican Church 3 Humffray Street South, Bakery Hill	-	-	-	-	-	Yes Ref No H401	Yes	No
HO192	Regent Picture Theatre 51-57 Lydiard Street North, Ballarat Central	-	-	-	-	-	Yes Ref No H2221	Yes	No
HO194	Former Prince of Wales & Bonshaw Company gold mining site and residence 362 Albert St, Sebastopol	No	No	No	Yes	No	No	No	No
HO195	Former St. James Presbyterian Church 10 Creswick Street, Miners Rest	Yes	No	No	Yes	No	No	Yes	No
HO196	Selkirk House 436 Wendouree Parade, Ballarat	Yes	No	No	Yes	No	No	No	No
HO197	Gateway and curtilage including two mature trees (elm trees), driveway and four mature trees (three elm trees and a pine tree) Arranmore, Howe Street, Miners Rest	Yes	No	Yes	Yes	No	No	No	No
HO198	House 'Edale', 99 Albert Street, Sebastopol	No	No	No	Yes	No	No	No	No

BALLARAT PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO199	Clontarf (former Southern Star Mine Managers Residence), 122 Albert Street, Sebastopol	No	No	No	Yes	No	No	No	No
HO200	Sebastopol Post Office (former), 176 Albert Street, Sebastopol	No	No	No	Yes	No	No	No	No
HO201	Melbourne House store, 186A Albert Street, Sebastopol	Yes	No	No	Yes	No	No	No	No
HO202	Bank of Victoria (former), 197 Albert Street, Sebastopol	No	No	No	Yes	No	No	No	No
HO203	Holy Trinity Church Complex (Church, Hall, Sunday School and trees), 227 Albert Street, Sebastopol	No	No	Yes 2 English Elms on rear property boundary	Yes	No	No	No	No
HO204	Ballarat South Uniting Church Mission Centre, 104-6 Albert Street, Sebastopol	No	No	No	Yes	Yes, low brick front fence and iron gates	No	No	No
HO205	Masonic Lodge, 173-175 Albert Street, Sebastopol	Yes	No	No	Yes	No	No	No	No
HO206	Sebastopol Town Hall Complex, 183-185 Albert Street, Sebastopol	No	No	Yes, English Elm fronting Wilson Lane	Yes	No	No	No	No
HO207	Row of 1920s Shops, 206, 206a-c Albert Street, Sebastopol	No	No	No	Yes	No	No	No	No
HO208	Carmel Welsh Presbyterian Church Complex, including former manse and trees, 261- 265 Albert Street, Sebastopol	No	No	Yes, All mature trees within the complex - English Oak,	Yes	Yes, Memorial entrance to church	No	No	No

BALLARAT PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
				Giant Redwood and English Elms		including brick piers; low brick fence to manse at 261 Albert Street.			
HO209	Royal Mail Hotel, 288-290 Albert Street, Sebastopol	No	No	No	Yes	No	No	No	No
HO210	1940s Garage, 129 Beverin Street, Sebastopol	No	No	No	Yes	No	No	No	No
HO211	RSL Memorial Hall, 10 Birdwood Avenue, Sebastopol	No	No	No	Yes	No	No	No	No
HO212	Roxburgh Dairy Farm (former) 624 Glenelg Highway, Smythes Creek The curtilage contains the c1850s cottage, 1870s farmhouse, a pair of Canary Island Palms, a collection of farm outbuildings from the late 19 th C and early 20 th C and the archaeological site of a third farmhouse of c1890s on the east side of the entrance drive.	No	No	Yes, 2 Canary Island Palms	Yes	No	No	No	No
HO213	Smythes Creek State School No. 1504 (former), 606 Glenelg Highway, Smythes Creek	No	No	No	Yes	No	No	No	No
HO214	House, 4 Hertford Street, Sebastopol	No	No	No	Yes	No	No	No	No
HO215	Redan State School No. 1289, 32-48 Hertford Street, Sebastopol	No	No	Yes, Lawson's Cypress planted in 1953	Yes	Yes – Jubilee Gates (cnr. Hertford & Albert Streets)	No	No	No

BALLARAT PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO216	Copernicus Hall, 26-28 Orion Street, Sebastopol	No	No	No	Yes	Yes	No	No	No
HO217	Ploughman's Arms Hotel (former), 300 Tait Street, Bonshaw The curtilage includes the extent of the fabric dating 1880s – 1920s including the larger timber building and rear timber extension and stables.	No	No	No	Yes	No	No	Yes	No
HO218	Interwar Bungalow Heritage Precinct 2: 90, 92, 94, 96, 98, 100 Albert Street, Sebastopol	No	No	No	Yes	Yes, All front fences	No	No	No
HO219	Cornish Row Heritage Precinct 363-377 Albert Street, Sebastopol	Yes, 371 & 373 Albert Street	No	No	Yes	No	No	No	No
HO220	Timber Mining Cottage Series: 133 Albert Street, Sebastopol 9, 37 & 49-51 Birdwood Avenue, Sebastopol 32 & 38 Charlotte Street, Sebastopol 21 & 23 Victoria Street, Sebastopol 10 Walker Street, Sebastopol 49 Wilsons Lane, Sebastopol 197 & 209 Yarrowee Street, Sebastopol	No	No	No	Yes	Yes	No	No	No

BALLARAT PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO221	Late Victorian Timber Residence Series: 77, 102, 155, 160, 168, 193, 208, 230, 240, 280 Albert Street, Sebastopol 140 Beverin Street, Sebastopol 3 Bridge Street, Sebastopol 100 & 114 Grant Street Sebastopol 1 & 7 Kent Street Sebastopol 101 & 103 Vickers Street, Sebastopol 62 & 73 Yarrowee Street, Sebastopol	No	No	Yes, three Canary Island Palms at 73, 160 and 168 Albert Street	Yes	Yes	No	No	No
HO222	Late Federation Residence Series: 166 & 226 Albert Street, Sebastopol	No	No	No	Yes	No	No	No	No
HO223	Redan Prince of Wales Store (former) 2 Albert Street, Sebastopol	No	No	No	Yes	No	No	No	No
HO224 Interim control Expiry date: 31 March 2021	Former Eureka Lead Gold Sluicing Company Pumping Site 113 Lofven Street and Crown Allotment 22C Section AA, Nerrina Statement of Significance: Former Eureka Lead Gold Sluicing Company Pumping Site Statement of Significance, 2019	No	No	No	Yes	No	No	No	No
HO225	Ballarat Saleyards (former)	Yes	Yes	No	Yes	Yes	No	No	No

BALLARAT PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	1020 La Trobe Street, Delacombe Statement of Significance: Ballarat Saleyards (former) - Statement of Significance, November 2019								
HO232 Interim control Expiry date: 1 September 2024	Lintel Grange Homestead Complex 127 Edmonston Road, Addington	No	No	Yes - Mature Privet hedge, Mature Ash and Walnut tree and Weeping Nootka Cypress	Yes	Yes - Granite piers and slabs at entry, the pre 1900 outbuildings constructed of brick, bluestone, granite, galvanised iron and timber located to the north, east and south of the homestead.	No	No	No
HO233	Lake Wendouree Wendouree Parade, Lake Wendouree	-	-	-	-	-	Yes Ref No H2419 and part Yes Ref No 2252	Yes	No
HO235	Former Carrier's Arms Hotel and Stables 9 Creswick Road, Ballarat Central	No	No	No	Yes	Yes	No	No	No

**Former Carrier's Arms Hotel and Stables
Statement of Significance, April 2023**

Heritage Place:	9 Creswick Road, Ballarat Central	PS ref no:	HO235
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Former Carrier's Arms Hotel and Stables

Source: Landmark Heritage Pty Ltd

What is significant?

The former Carriers' Arms Hotel and its stables, 9 Creswick Road, Ballarat Central, are significant.

First established on this site in 1857 as the Market Square Hotel by Thomas Whateley, and renamed the Carriers' Arms Hotel in 1863. Brick stables were constructed along the rear boundary in the late 1860s, possibly part of works carried out under architect Henry R Caselli in 1869. In the 1870s and '80s they were described as 'extensive and first-class stabling' which were 'large and specially adapted to the requirements of the Patrons of this well-known Hostelry'. These patrons were primarily farmers from out of town.

The current hotel building was constructed in 1890 for the new owner, Thomas Whateley's granddaughter Mary Ann Elsey. It displays a simplified Second Empire style, with a mansard-roofed tower, and bichrome brick walls. It continued to be operated as a hotel until December 1968, when it was still owned by a descendant of Whateley.

The following elements of the place are of heritage value:

- The three-storey 1890 hotel building and its single-storey rear kitchen wing.
- The c1866-69 brick stables.
- The 1930s men's toilet block and ladies' WC are contributory elements.

The front fence and recent plantings are not of heritage significance.



How is it significant?

The former Carriers' Arms Hotel and stables are of historical and architectural significance and rarity value to the City of Ballarat.

Why is it significant?

Historically, the former hotel and its stables illustrates the early commercial activity in the north part of Ballarat's business district, and its form and fortunes were intrinsically entwined with the market reserve across from it. The hotel first opened in 1857 under the name of the Market Square Hotel. When the Ballarat Haymarket was established on the reserve in 1863, owner Thomas Whateley changed its name to the Carriers' Arms Hotel. This name referred to the farmers who carted their hay to the market for sale, and stables were provided for the horses of this out-of-town clientele. (Criterion A)

The highly intact built-form illustrates the hotel uses, including changes over the twentieth century. The three front entries illustrate the separation of the sexes as well as the separation of bar and accommodation functions. The rear kitchen illustrates typical nineteenth-century floor plans which preferred detached kitchens both to prevent fires and keep odours out of the main building. Originally detached, the verandah between the kitchen and dining room survives beneath the current roof. Inside, the building retains most of its original floor plan, with changes to a few bedrooms in the 1950s, and retains timber-lined ceilings, simple timber mantelpieces, doors, and a fine staircase with a skylight. Outside, the men's toilet block and the ladies' WC (abutting the stable) illustrate the trend for hotels to upgrade their facilities during the interwar period in response to new licensing conditions. (Criterion A)

The painted advertising signage for 'Barley Sheaf Ales & Stout' next to the front door of the hotel bears witness to the brewery once located next door. It was amalgamated with others in 1895 to form the Ballarat Brewing Company, which then took over the lease of a number of Ballarat hotels,

including the Carriers' Arms Hotel in 1901. The later painted signage on the north wall of the hotel – providing its name and 'Tiger Beer', later overpainted with 'Melbourne Bitter' – provides information to interested passers-by of the building's original use. (Criterion A)

Architecturally, the 1890 hotel building illustrates the trend in Ballarat for hotels established in the 1850s to be rebuilt in the decade around 1890-1900. It is distinguished by its simplified Second Empire-style form, expressed by the mansard-roof tower, which adds a landmark element and complexity to the building's massing. The bichromatic brickwork of the front façade is of high quality and features a range of moulded cream and red bricks as well as etched and flashed glass lights around the main entrance door. Unusually, it retains both original front and rear (kitchen) verandahs, clearly demonstrating the Victorian-era building hierarchy. While the front verandah has cast-iron Corinthian posts and is embellished with multiple patterns of cast-iron frieze, brackets and balustrade, the rear verandah is entirely of timber, with chamfered posts with timber capitals. (Criterion D)

The c1866-69 brick stables are a rare surviving example of a typical mid-nineteenth-century commercial stables. It retains most of its original form comprising a hipped roof, handmade brick walls, early or original pedestrian and barn doors, and an internal hayloft. The stables illustrate the key use of the Carriers' Arms Hotel: as the place farmers would stay when delivering loads of produce or hay to the market across the road. Unlike travelling salesmen, for example, this clientele had a high need for stabling. The conversion of the southern part to garages diminishes its intactness, but also illustrates the ongoing adaptation of the hotel and its facilities to changing requirements in the twentieth century. (Criteria B & A)

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Heritage Citation: Former Carriers' Arms Hotel and Stables, 9 Creswick Road, Ballarat Central
20 April, 2023

Place: Carriers' Arms Hotel, former (aka Market Square Hotel, former)

Address: 9 Creswick Road, Ballarat Central

Build date: 1890 (hotel), 1866-69 (stables)

Architect: Henry R Caselli (stables?)

Builder: J. Matthews (hotel)

Recommendation: Significant in HO171 with outbuilding controls



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History

Locality history

Ballarat is located on Wadawurrung country. European settlement dates from the 1830s when sheep grazing and farming were established, followed soon after by a settlement at Buninyong. Gold was first discovered in the area in 1851, prompting the establishment of townships at Mount Clear, Sebastopol and Warrenheip. The township of Ballarat emerged as a service centre to the diggings, with land sales dating from 1852. Due largely to the gold rush, the population exploded, peaking at about 64,000 in 1868. During the 1870s industries were established including woollen mills, flour mills, tanneries, boot-making enterprises, meat-preservation works, brickmaking and breweries. When a recession hit the mining industry in 1870, the population declined significantly. However, the manufacturing industry and agricultural sector kept the economy afloat. The railway lines to Maryborough and Ararat were opened in 1875, enabling Ballarat to become a significant commercial centre. Later in the nineteenth century other industries were established, including sawmilling, cordial factories and viticulture. Throughout the twentieth century Ballarat prospered as a major administrative, manufacturing and commercial service centre. The population of Ballarat increased significantly again in the post-war years (idcommunity 2022).

Contextual history

Industry and commerce

The subject building was part of a much broader commercial and industrial cultural landscape located in the vicinity of Creswick Road (Doveton Street North), Webster Street, Market Street and Mair Street.

A market reserve was gazetted in 1854 on land between Creswick Road and Market Street, across from the subject site (today the site of the Ballarat Civic Hall). It served as a general market square until a formal Hay Market was established in 1863 (see Figure 1).



Figure 1. Ballarat Haymarket, c1906. Horse-drawn carts loaded with hay are visible in the foreground. (Source: Victorian Collections CB_Photo_283)

The Barley Sheaf Brewery was established by Henry Leggo and his brother-in-law J. B. Murton in 1857 in Creswick Road next door to the subject site (see Figure 2; a car yard is there now). In addition, William Coltman's timber yard and sawmill was located on the east side of Creswick Road, at the junction with

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Doveton Street North. In 1915, the Carriers' Arms Hotel was flanked by a farrier to the north, and to the south, before Webster Street, three coachbuilding businesses in addition to the Eureka Aerated Waters Brewing Company, likely the former Barley Sheaf Brewery (S&Mc 1915).

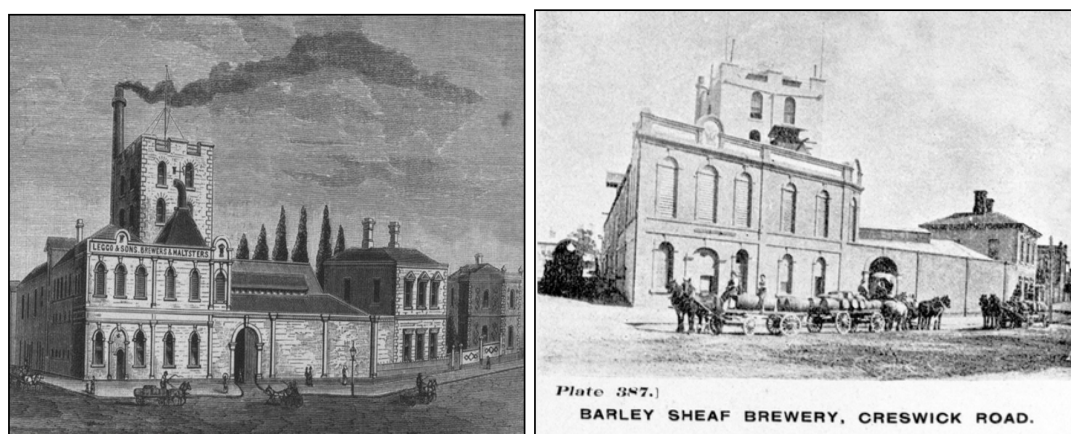


Figure 2. Showing the Barley Sheaf Brewery in 1888 (left) and date unknown (right), looking north up Creswick Road, likely from the corner of Webster Street. (Source: Victorian Collections CB_Photo_697 (left) and MH1718 (right))

Hotels

A brief attempt at prohibition on the newly discovered Victorian goldfields failed miserably because the sly grog trade flourished. Watercourses were muddied by alluvial mining and safe drinking water was scarce. As a consequence, from 1854 the colonial government issued publican's licenses for the sale of beverages, but the selling of sly grog was still prevalent. Ballarat historian Weston Bate states that from the late 1850s Temperance became the strongest moral issue to counter the sins of life on the diggings. Drunkenness and depravity were seen as the major cause of social evils, endangering the lives of women and children in particular (B&DGS).

First established in the 1850s, hotels played a significant role in the history of the Ballarat community, particularly in the social life of workers. Many hotels were built on main thoroughfares to attract passing traffic *en route* to commercial, manufacturing and industrial buildings, providing food, drink and accommodation.

The Ballarat Brewing Company played an important role in hotel history of Ballarat. It first formed to amalgamate brewing and hotel interests in Ballarat, including the Royal Standard Brewery, James Coghlan's Phoenix Brewery at Warrenheip and Henry Leggo's Barley Sheaf Brewery in Creswick Road (see Figure 2). Registered as a company in 1895, James Coghlan and William Tulloch were the principals of the new company (Federation University 2018). The company also took over the lease of a number of Ballarat hotels, including the Carriers' Arms Hotel.

The role of the hotel as a provider of accommodation for travellers and as an entertainment venue and meeting place for local community organisations diminished over time. Falling hotel standards and pressure from the temperance movement prompted the Victorian government to reduce the number of available liquor licenses. A Liquor Licenses Reduction Board was appointed in 1906 to begin the process of de-licensing hotels throughout Victoria.

The Carriers' Arms Hotel was included in the Ballarat West Licensing District. It was noted in 1915 that:

The local demands in the Ballarat West district were of considerable extent, as also

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were those of farmers and others interested in agricultural, pastoral, and mercantile

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pursuits, whose business transactions brought them to the city. In addition there was a large influx of tourists and visitors during certain periods of the year, particularly at Christmas and Easter time, as well as on the occasions of holding the South Street competitions, agricultural shows, and fire brigade demonstrations... (Argus 29 May 1915:17)

In 1908, in the Ballarat West Licensing District, seven hotels were closed by the Licenses Reduction Board in that year (*Age* 19 May 1908:9). In 1911, 76 hotels were operating in the district, with nine de-licensed in that year (*Ballarat Star* 20 March 1911:4; *Gympie Times* 25 March 1911:4.). In 1915, out of 36 existing hotels in the District, a further 14 were de-licensed, and in 1920, another four were closed (B&DGS; *Argus* 29 May 1915:17 and 27 August 1920:6).

Many hotel buildings were demolished or adapted to different uses; other hotel owners upgraded and refurbished their buildings from this period through to the 1920s and 1930s in order to meet the new licensing conditions that required the improved provision of food and accommodation.

Place history

Use and development

The subject site is located on part of Crown Allotment 47, Township of Ballarat, an area of approximately three roods, first purchased by P. W. Welsh in 1853 (see Figure 3) (*Ballarat Township* 1964).

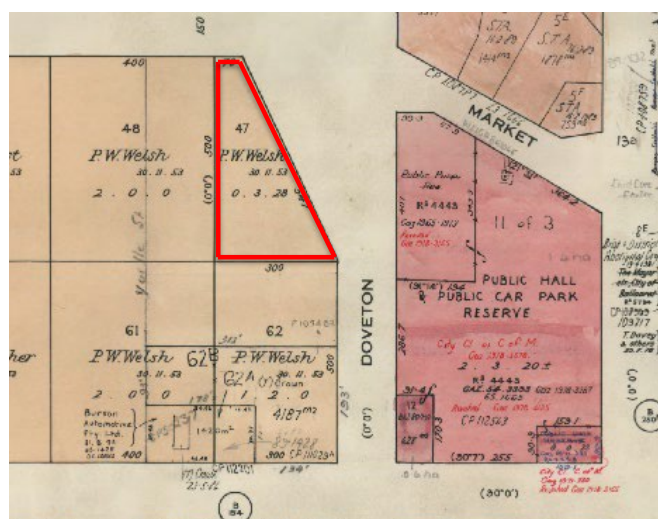


Figure 3. An extract from the Ballarat Township plan showing Crown Allotment 47 outlined in red. (Source: Ballarat Township 1964)

An 1866 map shows buildings, including the Market Hotel, on the subject site within the larger area of Crown Allotment 47 (see Figure 4). The Market Hotel building marked on the map is assumed to be the Market Square Hotel, owned by Thomas Whateley and first licensed to John Stewart in 1857 then to Thomas Whateley in 1858 (*Star* 13 June 1857:3 and 12 June 1858:2). The Market Square Hotel may have been owned by both Whateley and James Hodge Byles, hotel keepers and lemonade manufacturers of Ballarat, who, in 1857, dissolved their business partnership (*Star* 14 February 1857:3).

The hotel was variously addressed at Market Square (so called because it was situated near the hay and produce market), Doveton Street or Creswick Road. Its proximity to the hay market influenced the use

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and development of the hotel buildings. By 1863, by which year the hay market was in operation, the

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hotel was known as the Carriers' Arms Hotel (*Star* 18 February 1863:3; 21 September 1863:2). Note that a "carrier" was something like a carter, whose job it was to transport goods. In 1865, the subject site was described in the Ballarat City rate book as a brick hotel owned by Thomas Whateley with a net annual value of £150 (RB 1865).

From 1866 the hotel was associated with lost and found livestock and the buying and selling of wagons, harness and farm machinery, business that was likely linked to the hotel's proximity to the market (*Ballarat Star* 18 July 1866:3; 4 June 1872:3; 27 April 1874:3; 5 February 1876:3).

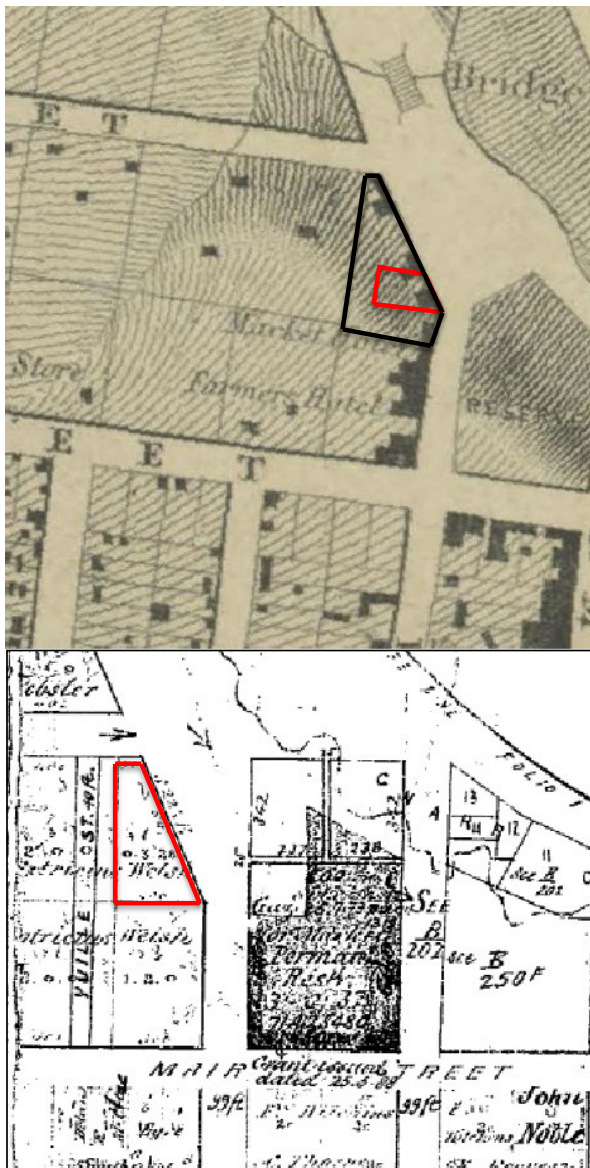


Figure 4. TOP: showing the approximate boundaries of the subject site (in red) within Crown Allotment 74 (outlined in black) and existing buildings in 1866. The hay market reserve can be seen to the right. BOTTOM: showing subject allotment (outlined in red) in relation to the market reserve to the right in 1857. (Source: Top: PROV, VPRS 8168/P0002, FEATR321; BALLARAT GOLDFIELD, 1866; Bottom: Put-away plan B154, 1857)

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In 1868, tenders were called for plastering the Carriers' Arms Hotel in Market Square (*Ballarat Star* 9 April 1868:3). In July 1869, architect H. R. Caselli called tenders for alterations and additions to the Carriers' Arms Hotel in Market Square (*Ballarat Star* 5 July 1869:4).

Many of those who visited the Carriers' Arms Hotel were farmers who travelled to Ballarat to access the hay and produce market nearby. The stables on the subject site were likely built to accommodate the horses of those doing business in town. The stables do not appear on the 1866 map (see Figure 4), but in August 1869 an advertisement requested that the owner of a horse left at the Carriers' Arms livery stables claim it within seven days or the horse would be sold (*Ballarat Star* 19 August 1869:3). This evidences that stables were on site by 1869, but it is not clear if they were part of the additions designed by Caselli.

David Wilson took over the hotel license in 1871 and John Carrol in 1877 (*Ballarat Star* 11 July 1871:4 and 18 July 1877:4). In 1878 Michael Carroll of the Carriers' Arms Hotel notified readers that he was able to offer special accommodation to owners of horses and visitors generally who were planning to attend the upcoming Ballarat Agricultural Society show. An advertisement year before offered 'extensive and first-class stabling' with loose boxes (*Ballarat Star* 16 October 1878:2, 3 and *Ballarat Courier* 24 April 1877:3).

Crown Allotment 47 was subdivided, with Thomas Whateley, farmer of Mount Blowhard, becoming the owner of approximately one rood, the subject site, in 1879 (CT:V1094 F732). Ratebook records indicate that Whateley was the owner of Crown Allotment 47 since at least 1857, however General Law certificates of title (1837-1862) were not accessed for this report.

Jacob Markillie took over the hotel lease of the Carriers' Arms in 1882, and after his death later in the same year, his widow Susan Markillie became the licensee (*Ballarat Star* 20 July 1882:3 and 5 August 1882:2). In announcing Markillie's arrival, a newspaper article noted that 'every accommodation for farmers and horses could be obtained' at the Carriers' Arms (*Ballarat Star* 9 August 1882:3). Susan Markillie let her potential clients know that she was undertaking a complete renovation and fitting out of the building and that the stabling belonging to the hotel was 'large and specially adapted to the requirements of the Patrons of this well-known Hostelry' (*Ballarat Star* 23 August 1882:4).

Tenders were called in 1884 by Messrs Everingham, Greenfield and Co. for painting and paperhanging at the Carriers' Arms (*Ballarat Star* 1 August 1884:3).

Ownership of the subject allotment passed into the hands of Thomas Whateley's granddaughter Mary Ann Elsey, spinster of Soldiers Hill, in 1890 (CT:V1094 F732). A new hotel building was erected under Elsey's ownership. In 1890, the *Ballarat Star* reported that:

A fine three-storey brick building has just been erected to take the place of the present Carriers' Arms hotel, in Creswick road, an old wooden structure. In addition to the bar there are 18 rooms, exclusive of the kitchen and appurtenances. These are all lofty, well ventilated, and admirably lighted. The passages and corridors are all spacious, and the stairways are broad and convenient. The fittings are all of an excellent style. Mr J. Matthews was the contractor for the brickwork, Mr F. Buley for the carpentering, Mr J. Donaldson for the painting, Mr Radley the plastering, and Mr Rattray for the plumbing. The hotel is fitted with every convenience, and the workmanship throughout is excellent (Ballarat Star 21 February 1890:2).

The new 'commodious premises' for the Carriers' Arms Hotel were built adjoining the original hotel building. In 1891, a fire damaged the original hotel building, still owned by Thomas Whateley, which

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had been in recent use as a paper bag factory. The former hotel, which was of brick*, remained intact, but its woodwork was extensively charred by the fire (*Ballarat Star* 2 September 1891:2).

The new Carriers' Arms Hotel was leased to Coghlan and Tulloch's Ballarat Brewing Company Limited in 1901 (CT:V1094 F732).

The Carriers' Arms Hotel provided a meeting place for numerous occasions, including political speeches, funeral gatherings, and, in 1907, a meeting of Wood and Coal Merchants' Association objecting to the lack of available wood to supply consumers in Ballarat (*Ballarat Star* 6 May 1907:2).

An advertisement for the Carriers' Arms in 1910, by this year licensed to M. Minogue, listed the features of the hotel, which included hot and cold baths; best brands of wines, spirits and cigars; good meals and beds; billiards and good stabling (see Figure 5) (*Ballarat Star* 23 December 1910:40). The associated photo shows the original cast-iron balustrade atop the tower. This had been removed by the 1930s (compare Figures 5 and 6).

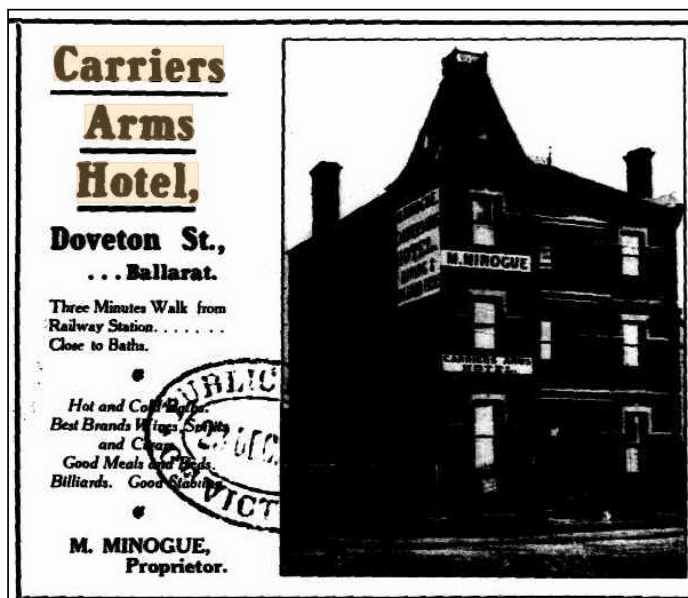


Figure 5. An advertisement for the Carriers' Arms Hotel in 1910. (Source: *Ballarat Star* 23 December 1910:40)

As part of the Ballarat West Licensing District, the Carriers' Arms Hotel survived License Reduction Board hearings in 1908, 1911, 1915, 1920 and 1922. The footprint of the hotel in 1926 can be seen in Figure 6 and a view of the hotel in c1930s can be seen in Figure 7, by which time its face brickwork had been overpainted.

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* There are contradictory references to the previous hotel as being of brick or of timber, but most commonly as brick.

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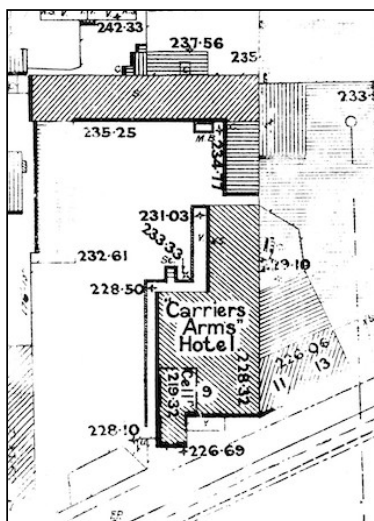


Figure 6. An extract from a sewerage plan showing the subject site in 1926. The hotel and rear stables are of brick (diagonal hatching) while a since-demolished woodshed abutting the stables was of timber (straight hatching). (Source: Ballarat Sewerage Authority, Detail Plan No. 4, 1926).



Figure 7. A view of the Carriers' Arms Hotel from the market reserve (now Civic Hall site), c1930s. The men's toilet block is visible at the rear. (Source: Ballarat Library cited in Ballarat Revealed)

After Mary Ann Ford (nee Elsey) died in 1940, the subject property passed into the ownership of Ford's daughters, Alice Ford and Ella Mary Ford, spinsters of Blowhard in 1941. In 1945, Alice Ford became the sole proprietor (CT:V1094 F732).

Plans of the site in 1954 and 1959 can be seen in Figures 8 and 9. Restoration of the roof and internal alterations and additions were made to the Carriers' Arms Hotel in 1954 to a design by Ballarat architects L. R. Vernon and Associates (BP 3930, 1954). By this year, part of the stables building had been converted to garages, a ladies' WC and wood shed had been built against the north end, and a larger

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men's toilet block built just behind the hotel building (see Figure 11).

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The plans illustrate the separate functions of the drinking establishment, with rooms set aside for men and women, and the larger accommodation business. A diminutive Ladies Parlour was located in the front room, separated by glazing from the main Bar. A Parlour, presumably for accommodation guests, was set behind the Bar and had its own small drinks counter.

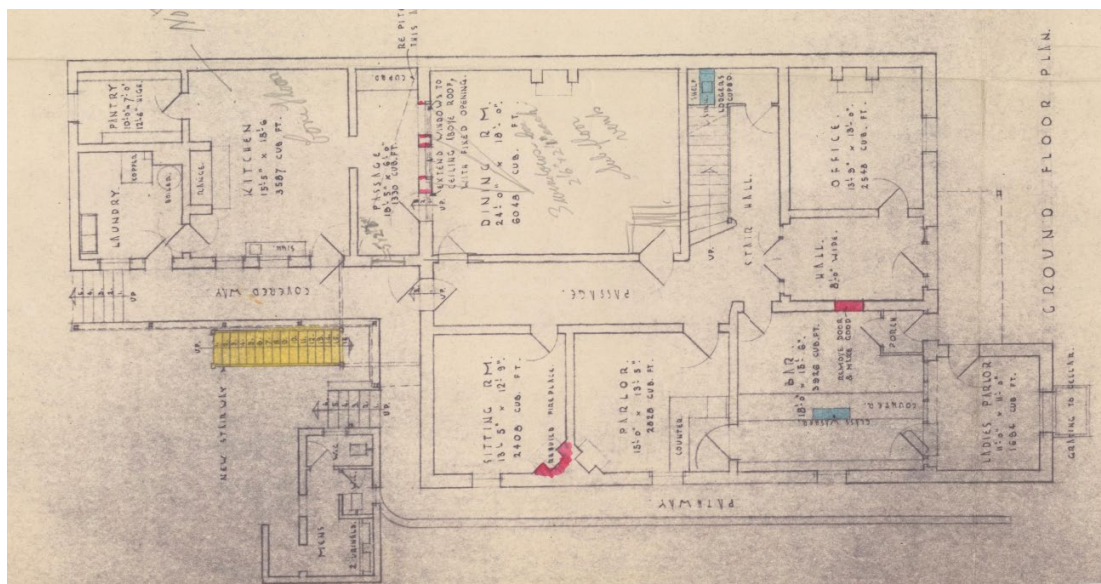


Figure 8. Ground floor plan, showing configuration in 1954 and proposed changes. (BP 3930, 1954)

The remainder of the building was for overnight guests, with a Sitting Room and Dining Room on the ground floor, and a semi-detached Kitchen wing adjacent to the Dining Room. The manager's office was in a front room. The first and second floors each held eight bedrooms (prior to the works) with a male bathroom on the first floor and female bathroom on the second.

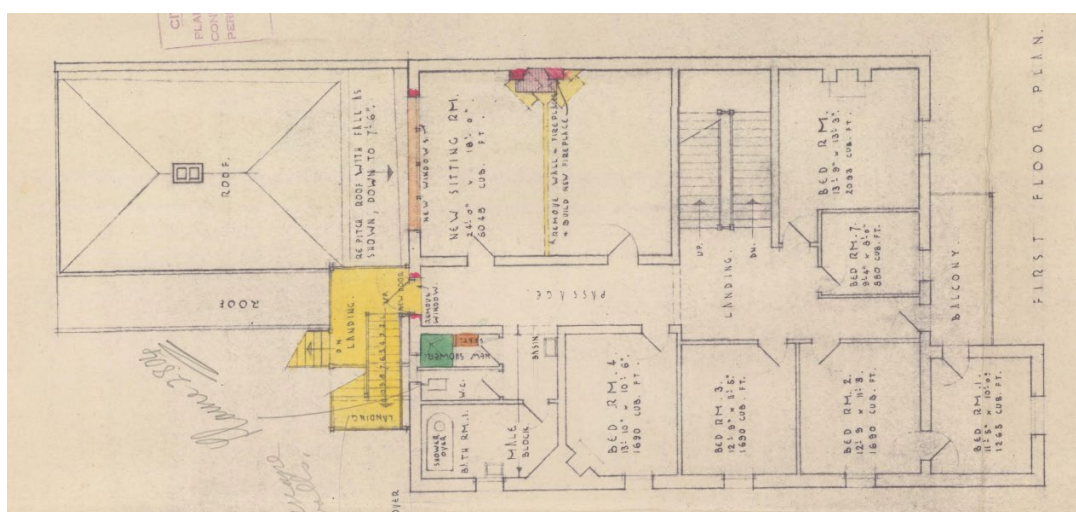


Figure 9. First floor plan in 1954. Note new fire escape (yellow) and rear windows (orange) proposed. (BP 3930, 1954)

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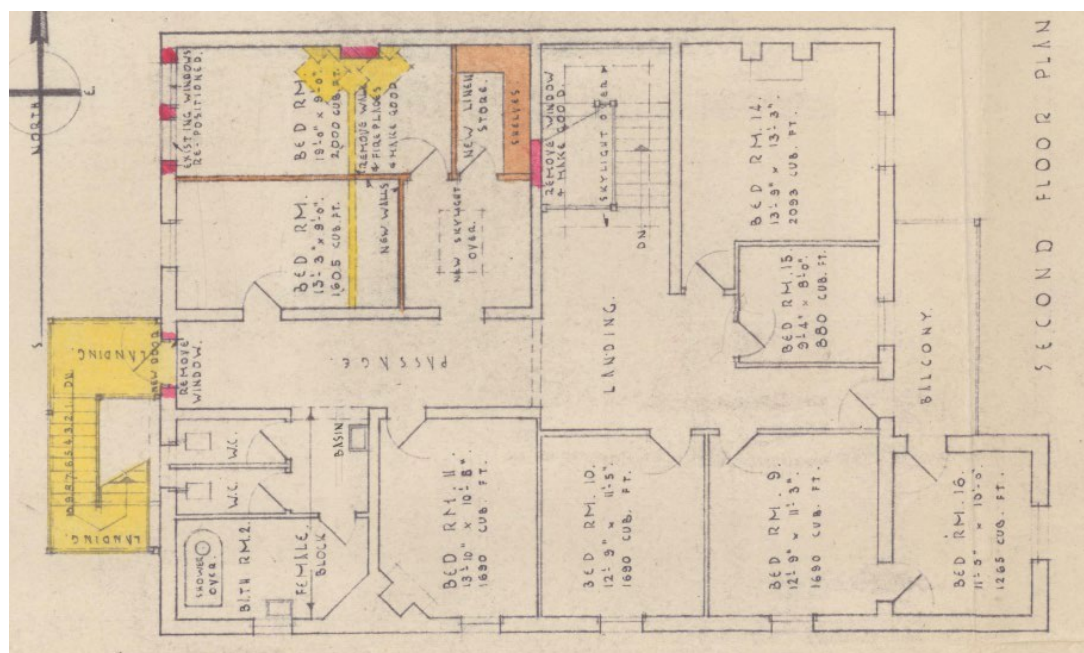


Figure 10. Second floor plan in 1954. Note relocation of rear windows (red). (BP 3930, 1954)

The works carried out at the time were quite modest, and mainly internal to modernise the accommodation rooms upstairs. External changes were all at the rear and include installation of a fire escape stairway with the replacement of two windows with doorways, re-pitching the roof between the rear Kitchen wing and the Dining Room, inserting a bank of four windows to the new first-floor sitting room, and repositioning two windows at the second floor. Inside, at the ground floor, the doorway between the main entrance hall and the bar was blocked up, and windows between the dining room and rear passage were extended up to the ceiling. On the first floor, two bedrooms were joined to create a sitting room with two angled fireplaces replaced by a single one on the north wall. Right above the sitting room, two second-floor bedrooms were reconfigured into two smaller guest rooms each with an external window and a linen storage cupboard. This required the removal of two angled fireplaces and replacement of a single one, repositioning two windows (on the rear elevation), and blocking up a window to the internal stairwell. New guest amenities were added such as a shower on the first floor, and hand basins with hot water.

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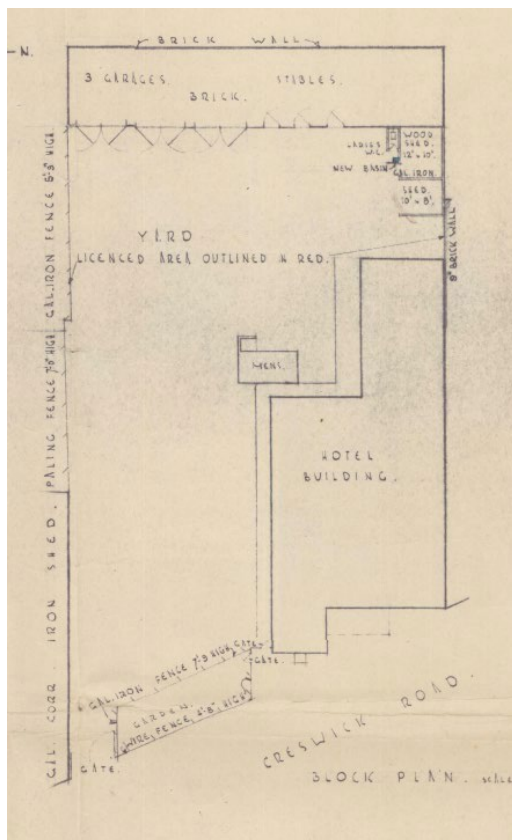


Figure 11. A plan of the subject site in 1954. (BP 3930, 1954).

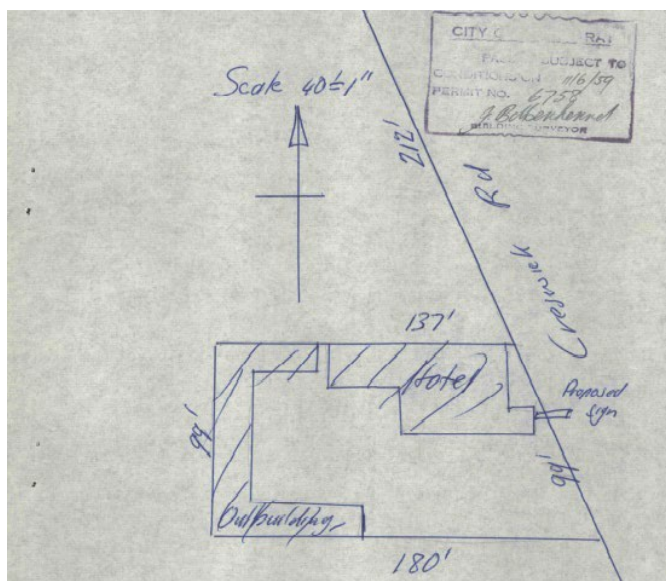


Figure 12. A plan of the subject site in 1959. (BP 6758, 1959)

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The license for the Carriers' Arms Hotel was surrendered in 1968 and compensation of \$16,000 was paid to the owner (*Age* 30 April 1969:27). According to an article in the *Ballarat Courier* in 2019, the Victorian Licensing Court stipulated owner Alice Ford needed to meet certain conditions, among which were supplying hot and cold water, the laying of carpet and the provision of indoor toilets. Ford decided it was not worthwhile to keep the license going. The publican at the time was Domenico Sanotti (Cluff 2019).

In 1969, an application was made to the City of Ballarat to use the land on the south side of the Carriers' Arms Hotel as a used car yard (BP 14421A, 1969). Views of the Carriers' Arms Hotel in the 1960s can be seen in Figure 13.

Peter and Margaret Llewellyn became the owners of the subject site in 1970 and operated an antique store from the building and also used it as a residence (CT:V1094 F732; BP 14351A, 1969).



Figure 13. The Carriers' Arms Hotel in 1967 (left) and c1960s (right). The attached building on the right-hand side of the hotel has since been demolished. (Source: left - Geoff Biddington, Federation University Historical Collection Cat. No. 9151-9; right - Victorian Collections HR21A)

In summary, the hotel, first as the Market Square Hotel 1857-1863, then the Carriers' Arms Hotel from 1863 until 1968, operated from the subject site from 1857 until 1968 in the continuous ownership of the Whateley family. The current Carriers' Arms Hotel building was erected in 1890. The existing stables, built between 1866 and 1869, are related to the hotel's proximity to the hay market, which was in operation by 1863.

Associations

Whateley family, owner of subject site 1857-1970

Little is known about the Whateley family.

Thomas Whateley lived at his Mains farm in Learmonth-Sulky Road, Blowhard, established in 1856. Its buildings included a brick home, bluestone stable and barn (City of Ballarat 2023).

Thomas Whateley operated a number of farms during his ownership of the Market Square Hotel, later the Carriers' Arms Hotel. On Whateley's death in 1894, his will left his White Horse farm to nephew Thomas Whateley; his Mains farm and Lyons farm at Mount Blowhard in trust to John Elsey (and then to Mary Ann Elsey after John Elsey's death); and his farm at Sulky Gully, known as Reserve farm, to

his nephew Thomas Whateley (*Argus* 11 May 1894:7).

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Henry Caselli, architect

Henry Richard Caselli was born at Falmouth, Cornwall in 1816. The son of a naval architect, before Caselli arrived in Australia in 1853 on board the *Gazelle* he was apprenticed to a shipyard for seven years and later became a naval architect. On his arrival he stated his occupation as a ‘mast and block maker’. He worked for Lloyd’s Shipping Company as a surveyor in Geelong until 1854 then tried his luck on the Ballarat goldfields. After minor success digging for gold he returned to architecture, establishing an office in the Chamber of Commerce Buildings in Sturt Street, Ballarat. He designed many of Ballarat’s key buildings, such as the interior of the Ballarat Town Hall and Ballarat East Fire Station. He supervised the construction in Victoria of a number of churches designed by the English Gothic Revival architect Charles Hansom, and his church designs were strongly influenced by these. Caselli became the Ballarat Anglican Diocese’s architect, and designed for other denominations as well. He formed a joint practice with Charles D. Figgis in the early 1880s. Caselli died in 1885 at the age of 69 at Ballarat and is buried in the Ballarat Old Cemetery (Heritage Victoria 2008; *Ballarat Star* 4 March 1885:2).

Description

Setting

The former Carriers’ Arms Hotel is a landmark at the south end of Creswick Road, at the northern edge of the Ballarat CBD. Located two blocks west of Ballarat Railway Station, it stands across from Market Street, the location of the now-demolished Haymarket.

There are single-storey shops to the south of the site, and a large caryard to the north – its showroom building is set far back from the street, breaking the traditional on-boundary character of the commercial area.

The Hotel building sits at the front boundary, on the north side of its generous site. The southern half is taken up by an above-ground car park. Along the rear boundary is the stables/garage. Fencing comprises a lightweight reproduction Victorian palisade fence on a bluestone plinth along the front boundary of the carpark, the brick wall of a neighbouring shop and a cream Colorbond metal fence along the south side, and grey corrugated Colorbond enclosing the middle of the northern boundary (the Hotel and Stables form most of this boundary).

Hotel

The former Hotel building is three-storeys in height with a single-storey rear kitchen wing. It is constructed of hard red bricks with cream brick and limestone dressings to the front façade. The roof is clad in slate. The front façade is asymmetrical, due to a projecting tower element with a mansard roof with convex sides, featuring oeil de’boeuf (bull’s eye) dormer windows. The roof over the three-storey body of the Hotel is an M-hipped roof (with central valley gutter) typical of nineteenth-century buildings. The rear Kitchen wing has a nearly pyramidal simple hipped roof with a chimney at its apex. It is clad in short-sheet corrugated steel in an oxide red.

Apart from the mansard-roofed tower, the building features a three-storey verandah which stretches across the centre third of the façade. In keeping with the ceiling heights of each floor, it diminishes in height as it rises. All levels feature a slender corner Corinthian column, fluted for the two balconies. The ground and first floors have framed cast-iron friezes with separate brackets, while the second floor has only brackets and a fringe. The balconies have cast-iron balustrades. Each level has a different pattern of frieze, brackets, and/or balustrade. Looking at 1960s photos, this appears to be an original design feature, intended to add visual interest.

The eaves of the front façade and tower feature heavy timber brackets with chamfered sides. They sit in front of a band of standard cream bricks with a band of moulded cream brick “specials” (with an ovolo

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profile). Further down, the floor level is marked by a band of cream bricks within moulded bricks, a single row of scotia-profile cream bricks marks the window-sill level, and a single band of plain cream bricks connects with the bottom of the label moulds of windows. These label moulds are primary of plain cream bricks, with a keystone and abutments of limestone. At the base of the building, marking threshold level, is a row of bullnose red bricks. All windows are square-headed double-hung sashes.

The brickwork of side and rear elevations is in English bond with struck jointing, while the front façade is tuckpointed Flemish bond. The red bricks have red stopping mortar and white ribbons, while the cream bricks have cream-coloured stopping and black ribbons. Windowsills are of rendered brick.



Figure 14. The three front doors to the hotel: to the Ladies' Lounge (left), Main Bar (centre), and accommodation (right). The Leggo's painted sign is to the right of the Main Bar door. (Landmark Heritage, 2023)

The ground floor is notable for the presence of three front entrances beneath the front verandah, demonstrating both the multiple original uses of the building (bar and accommodation) and the segregation of women from men. A low doorway provides access into the diminutive Ladies' Lounge in the tower section. Next to it is a taller but still narrow doorway into the main Bar (the door and possible its highlight are c1930s). The grandest entrance is into the front corridor of the accommodation section, with a five-panelled door surrounding by sidelights and highlights of patterned etched glass with accents of ruby flashed glass. There is a bluestone-framed cellar door opening at the foot of the tower, which was once used to roll beer kegs into the cellar.

Other elements that speak of the building's history are the faded painted signage. Beside the main Bar entrance is a small painted sign reading: *Dr[in]k Leggo's Barley Sheaf Ales & Stout / Bottled or Draught*. As noted in the history, this brewery was nearby on Creswick Road. On the north elevation, the name *Carriers' Arms Hotel* is just visible along the parapet, with *Melbourne Bitter* (overlaid atop *Tiger Bitter*). Below this painted signage are rendered areas which appear to correspond to the party wall of an adjacent commercial building, demolished since the 1960s (see the right-hand image in Figure 13). It appears that the ground level has been raised on this side of the building when the car yard was created, leading to a notable rising damp problem (ineffectively "treated" with cement render).

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Figure 15. Hotel viewed from the north-east, with the painted signage visible at parapet level. Rising damp is visible at the base of this wall. (Landmark Heritage, 2023)

External alterations to the Hotel building since its construction in 1890 include the fire escape and new windows installed in the rear elevation, the new roof between the Dining Room and formerly detached Kitchen in the 1950s (discussed in the History). The external door into the front Bar dates from the mid-twentieth century (with four horizontal glazed panels). The southern chimney has been altered by the removal of corbelling at the top or possibly rebuilding (note that the two northern chimneys are intact). The flashing of the mansard-roofed tower has been replaced and simplified, with decorative zinc scalloping visible in the 1960s images (Figure 13). This probably occurred at the same time that the slates (at least to the tower) were replaced in-kind. Current downpipes are rectangular in profile and Colorbond; a change from the original round galvanised downpipes. The gutters have been replaced with a standard quadrant profile, while the originals would have been ogee or half-rounds.

As shown by early photos (see Figures 7 and 13), the Hotel building's brick walls were painted white by the 1930s. Since that time, however, the paint has been gently removed, with little or no apparent damage from the front façade and south elevation. This included the removal of painted signage from the south side elevation, though "ghost" signs remain on the brickwork of the northern side.

The Kitchen, at the rear, has a very high level of external intactness, comparable to that of the front façade. It retains a fine timber verandah on its south side, with chamfered timber posts with built-up timber capitals. Between them is a balustrade comprising curved-top posts and a metal pipe rail, probably from the 1920s. Windows and doors to the Kitchen and original windows of the rear and south elevations of the main building have segmental brick arched heads and rendered window sills. It is apparent that the link between the Kitchen and the Dining Room was once an open passage, but the opening at its east end has since been infilled with a new window inserted. Detached kitchens were common in the nineteenth century, both as a fire-prevention measure and to keep smells out of the rest of the building.

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Figure 16. The kitchen, viewed from the south. A timber verandah post is visible at centre. (Landmark Heritage, 2023)

Internally, there is a relatively high level of intactness, with the principal alterations those carried out in the 1950s. Nearly all rooms retained beaded lining board ceilings, with straight and diagonal patterns. Nearly all rooms retain heavy moulded architraves and four-panelled doors. Many rooms retain simple fireplace mantles, of a utilitarian type popular for much of the nineteenth century. Most of the joinery has been overpainted, with the exception of a few ceilings.



Figure 17. Timber-lined ceiling in the former Main Bar. (Landmark Heritage, 2023)

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Internal features of note include the arched entryway between the front entrance and rear corridor, which features etched and flashed glass similar to the front door. The partly glazed door to the main Bar, with flashed glass. The central stairway retains polished timber newel posts, turned balusters, and a large skylight at the top of etched and flashed glass.



Figure 18. Top flight of the staircase and associated skylight. (Landmark Heritage, 2023)

Stables/garage

The stables building of c1866-69 runs along the rear boundary of the site and its walls form that western boundary as well as part of the north and south boundaries (meaning that these three external walls are subject to the whims and ad-hoc repairs of adjacent property owners).

The bricks are handmade, with weathered lime-mortar joints (the original profile was probably struck). Bluestone rubble foundations are visible on the north side. The north and south end walls have a simple parapet, containing the long, low-pitched hipped roof. It retains fairly old corrugated steel (or iron) roofing, which is visible rusted.

The southern third of this long, narrow building was converted into three garage rooms, each with a pair of large ledged timber doors opening into the carpark. The brickwork around these garage doors has been rebuilt, though with the same handmade bricks as the rest of the building. This part of the building is suffering from severe movement, with the east (front) wall bulging outward, and tied back with several generations of methods, from early wrought-iron “S” ties (also visible at the rear of the north end), to recent steel straps and a full-height triangular steel brace.

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Figure 19. Southern half of the stables, with three garage doors and a divided stable door (right). (Landmark Heritage, 2023)

The remainder of the building appears to retain its 1860s form and elements. It has two visible doorways along its front (east) façade. Near the north end is a four-panelled door (typical of nineteenth century residential use). To its south is a divided and ledged stable door. Both have iron lintels instead of brick flat arches. The interior of this part of the building retains the original timber framing supporting the hay loft above, as well as early floorboards to the southern half of the loft. The ground floor has brick flooring. There is no evidence of horse stalls or other stable fixtures and fittings. There are no windows to the building, but there were ventilation slits in the brickwork along the rear (west) elevation, since loosely infilled with unmortared bricks.



Figure 20. Four-panel pedestrian door to the north part of the stables. (Landmark Heritage, 2023)

At the north end of the former stables is a ladies' WC addition, concealing part of its western elevation. This addition was constructed of hard, twentieth-century brick. The WC retains a toilet with a high cast-iron cistern stamped "ORB Ballarat". There is a free-standing men's toilet block, which is just behind

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the main hotel. It was not inspected internally. Neither of these toilet buildings is shown on the 1926 sewerage plan, while the men's toilet block is seen in a c1930s image (see Figures 6 and 7), suggesting they were both built around 1930 when the sewer connection became available.

Comparative analysis

As noted in the History, there were many hotels built in Ballarat during the nineteenth century, with a reduction in the number operating on from 1906 with the establishment of the Liquor Licenses Reduction Board. In some cases, such as at the subject site, the hotel building survives to the present day but no longer serves its original purpose. Many of them have been extensively altered internally to adapt to new uses, such as offices and residences.

As the architect of the 1890 Carriers' Arms Hotel building is unknown, comparisons will be drawn from the general category of purpose-built Victorian hotels in Ballarat, with a focus on those of the late Victorian period (including a few late examples of typical Victorian styles built in the first years of the 1900s).

Victorian-era hotels in Ballarat can be divided into two general groups: those built in the 1850s and '60s that retain their original built form, and those established in the same period but rebuilt in the 1880s to 1900s. There are a few examples that straddle the two groups, with built form remaining from both periods. The most common such alteration was the addition of an elaborate verandah to an earlier hotel.

Ballarat hotels from the earliest surviving group tend to be two-storey with modest ceiling heights and overall scale, simple neo-classical in style with round-headed windows and simple parapets. Most examples have rendered walls, such as Henry Caselli's Munster Arms Hotel of 1864 (10 Victoria Street, Bakery Hill; significant in HO176), and the North Star Hotel of c1857 (verandah c1890s; 302 Lydiard Street North, Soldiers Hill, in HO170). The former Walkers Argyle Hotel, 402 Doveton Street North, Soldiers Hill, thought to be of c1859, is similar in form but executed in face brick (in HO170).



Figure 21. Munster Arms Hotel of 1864. (Landmark Heritage, 2023)

A more sophisticated example of early classical revival is the Unicorn Hotel of c1866, 127 Sturt Street, Ballarat Central (VHR H1911). The ground floor of this rendered building is rusticated with round-headed openings, while the first floor has rectangular openings topped with flat or triangular entablatures. Cast-iron ornament was added to its two-storey verandah in the 1880s.

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Figure 22. Unicorn Hotel of c1866 & 1880s. (Landmark Heritage, 2023)

Another very fine and almost academic example of the classical revival is the former Palace Hotel, 101 Lydiard Street North, Ballarat Central (HO80). While built in 1887 it is almost a replica of Leonard Terry's London Chartered Bank of 1860 (demolished). It is most unusual compared to other purpose-built hotel, as its design is very bank-like, and it fittingly became the offices of the Ballarat Trustees after 1918. The base of the building is rock-faced bluestone with finely modelled rustication above. The first floor features Ionic order pilasters flanking rectangular windows with flat entablatures and cast-iron balconettes. The parapet has bottle balusters between simpler piers. While most of the external walls are rendered, there is a face-brick rear wing accessed off the side laneway. It has a large carriage-way arch, but there is no sign of stables surviving beyond it.

Craig's Royal Hotel, 10-16 Lydiard Street South, Ballarat Central, was built in two distinct but well-integrated phases (VHR H977). It is arguably the grandest Victorian hotel in the city. The first stage of the hotel was a three-storey structure of 1862, designed by architect CD Cuthbert. A rendered brick building, the ground floor is rusticated with round-headed openings. The two upper floors feature arcades flanked by four-storey towers in the Italian Romanesque style. This is mixed with Renaissance classical motifs such as Ionic columns to the first-floor loggia, Corinthian piers and guilloche-motif balustrades to the second floor, and flat entablatures to first-floor tower windows (note that identical entablatures were added to the loggia windows in 1890).



Figure 23. Former stables of c1867 at Craig's Royal Hotel. (Landmark Heritage, 2023)

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In 1867 poet and horseman Adam Lindsay Gordon entered into an agreement with the hotel to conduct the associated stables, which could house up to 40 horses. This may be the date when the two-storey face-brick stables block was built at the rear (fronting on to Bath Lane). It is a building of simple design, with a bracketed eaves, round-headed windows to both levels, and two segmentally arched carriageway openings. It appears to contain the hotel kitchens at present.



Figure 24. Front of Craig's Royal Hotel. The left-hand loggias and flanking towers date to 1862, while the right-hand loggias and hexagonal corner tower are from 1890. (Landmark Heritage, 2023)

The hotel was tripled in size in 1889-90, to designs by architects James and Piper. They left the 1862 wing intact, reproduced its three-storey arcaded design (with the addition of flat entablatures to all windows), and added a corner tower that clearly expressed its later, Boom-era date. The tower can be considered a more elaborate version of the Carriers' Arms Hotel tower, with a slate-clad mansard roof, bracketed eaves, and oeil de boeuf windows. The Craig's Royal Hotel tower is hexagonal in plan, and rises a fourth level above the hotel, with round-arched windows set between fluted Ionic pilasters. The windows have cast-cement keystones festooned with swags of flowers, and larger swags are draped above them. The mansard roof retains square and fish-scale slates, original decorative zinc flashing at the top, and a wrought-iron "widow's walk" balustrade. Historic and current photos indicate that many of the main hotel interiors are intact to their 1890 form.

Late Victorian hotels include the former North Grant Hotel, 3 Peel Street South, Bakery Hill (Significant in HO176). The current three-storey brick building of 1893-94 replaced a timber hotel of 1857. It is constructed of red brick with brown-brick and render dressings. Windows have segmentally arched heads, a type that was most popular in the 1880s. Apart from the use of contrasting cladding materials, its main features of interest are small parapets to the splayed corners, with a triangular pediment and circular motif below, as well as blind arcading on the large chimneys. The ground floor is extensively altered. No outbuildings survive. (It has no verandah, but never had one.)

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Figure 25. Former North Grant Hotel of 1894. (Landmark Heritage, 2023)

The Golden City Hotel, 429 Sturt Street, Ballarat Central (in HO171), was another early hotel (1856) which was rebuilt in 1900 to a design by architects E & B Smith. The design is quite similar to the simpler 1860s hotels, with rendered brick walls, round-headed openings with pilasters between them, and a simple parapet with an arched pediment to the splayed corner. The two-storey verandah is typical of the late Victorian period, with cast-iron friezes in timber frames, Corinthian columns, and a bullnose roof. The corner of the verandah is accented by a gablet similar to that of Edwardian houses. Situated on a corner site, openings on the Sturt Street side have been enlarged.



Figure 26. Golden City Hotel of 1900. (Google Maps, 2018)

E & B Smith continued to design the Victorian hotel type, distinguished and nearly concealed by its multi-level, cast-iron embellished verandah. The George Hotel, 25 Lydiard Street North, Ballarat Central (VHR H71), is a case in point. First built in 1853, the two-storey original hotel was replaced in 1902 by a three-storey “wedding cake”. This three-storey hotel is graced by a wide three-storey verandah, and a bottle-baluster parapet with a large central arched pediment embellished with bas-relief foliage. The

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first-floor windows have round heads, while those on the second floor have very Victorian segmental

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arches. Unusually, the ground floor is faced with red and white marble (and original feature, though simplified since). The only clear indication of the early twentieth-century date of this hotel is the use of hard red facebrick. The same cast-iron patterns for the framed frieze and balustrade are used at each level. The cast-iron brackets have been lost. All ground-floor windows have been lost.



Figure 27. George Hotel of 1902. (Landmark Heritage, 2023)

Originally there was a large arched opening providing access to a carriageway, running through the hotel to stables at the rear. They were described just after construction as ‘in keeping with the importance of the house [hotel]. There are thirteen stalls and twelve loose boxes, with provision for the housing of vehicles’ (Smith 1903:282). The hotel suffered fires in the 1980s, with severe damage to the dining room and rear wing, but the grand staircase survived. The stable block may be the single-storey brick wing at the rear of the hotel. It is lit by a central clerestory window and is used as a lounge bar with a modern fitout.



Figure 28. Rear wing of George Hotel, possibly remnants of the stables. (Landmark Heritage, 2023)

Compared to these other hotels, the former Carriers’ Arms is one of a number that was established early in Ballarat’s history and then replaced by a totally new building around the turn of the century. In scale, it is set between the very large three-storey hotels, such as Craig’s Royal Hotel and the George Hotel,

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and the more common two storey hotels, including the Munster Arms Hotel and Unicorn Hotel. It is of
similar size to the former North Grant Hotel.

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In regard to style, it is one of two hotels with a (part) mansard roof, along with the 1890 wing of Craig's Royal Hotel. This type of roof has very steep side slopes and a low-pitched hidden upper roof. Named after seventeenth-century architect Francois Mansart, this roof form became a key characteristic of the Second Empire architectural style of the mid to late nineteenth century. Also known as Second Empire Baroque, this was a highly ornamented neo-classical style that was popularised during the rebuilding of Paris from the 1850s onward. It spread to other parts of Europe, and was taken up very enthusiastically in the eastern United States in the 1860s-80s for public buildings, mansions and villas alike. It is far less common in Australia, and is generally seen on public buildings. In line with the general rarity of this roof type, it is often used only as an accent on a landmark tower. This is seen on the Carriers' Arms and Craig's Royal hotels, as well as Ballarat's Town Hall (1868, VHR H978) and the former Post Office clock tower (1885, VHR H1018). It provides a very stylish addition and adds complexity to the massing of the Carriers' Arms Hotel, though it is the simplest in detail of the four examples cited and has lost original decoration (zinc flashing and cast-iron balustrade) which the other examples retain.

Apart from removal of the tower details, the Carriers' Arms Hotel has a very high level of intactness, retaining its front verandah intact, and all windows and doors to the front and side elevations. Its internal plan form is also nearly intact, apart from minor changes in the 1950s. It retains a number of decorative elements in rooms, such as timber-lined ceilings, fireplace mantles, and the central stairway with its skylight. No furnishing or fixtures of the three bar areas remain, however.

The high intactness of the Carriers' Arms Hotel extends to the survival of its 1860s brick stables, though it was partially converted to three garages prior to 1954. The former stables retains its original handmade-brick walls, long hipped roof, a divided stable door and a pedestrian door, as well as brick flooring and a hay loft inside.

While nearly all nineteenth-century hotels had their own stables to allow visitors to "park" overnight, only a few survive to the present day and many of those in quite altered form. As noted above, among the comparative examples, Craig's Royal Hotel retains large and externally intact stables of c1867 at its rear, now used as a kitchen and other back-of house uses. The George Hotel may retain the shell of its large stables at the rear of the site, but it is no longer recognisable as such.

A similar stable block to that at the Carriers' Arms Hotel is found at the Plough Inn, 2322 Beechworth-Wangaratta Road, Tarrawingee (VHR H360). The two-storey hotel and rear stables were built in 1864. It has a gabled roof with weatherboards to the gables, handmade brick walls, and a combination of small pedestrian doors and larger "garage" doors to its main elevation. While it was in a very poor condition when inspected by Heritage Victoria in 2009, with holes in the roof and walls, it has since been repaired and restored. It is considered a significant component of a 'picturesque complex' and it also illustrates the hotel's former importance as a coaching stop (VHR H360).



Figure 29. Plough Inn stables in 2009. (Heritage Victoria, 2009)

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Figure 30. The same end of the Plough Inn stables after repairs, 2018 (Tripadvisor.com.au)

Assessment of significance

The following statement of significance has been expressed in regard to the 'Model' or HERCON heritage criteria.

What is significant?

The former Carriers' Arms Hotel and its stables, 9 Creswick Road, Ballarat Central, are significant.

First established on this site in 1857 as the Market Square Hotel by Thomas Whateley, and renamed the Carriers' Arms Hotel in 1863. Brick stables were constructed along the rear boundary in the late 1860s, possibly part of works carried out under architect Henry R Caselli in 1869. In the 1870s and '80s they were described as 'extensive and first-class stabling' which were 'large and specially adapted to the requirements of the Patrons of this well-known Hostelry'. These patrons were primarily farmers from out of town.

The current hotel building was constructed in 1890 for the new owner, Thomas Whateley's granddaughter Mary Ann Elsey. It displays a simplified Second Empire style, with a mansard-roofed tower, and bichrome brick walls. It continued to be operated as a hotel until December 1968, when it was still owned by a descendant of Whateley.

The following elements of the place are of heritage value:

- The three-storey 1890 hotel building and its single-storey rear kitchen wing.
- The c1866-69 brick stables.
- The 1930s men's toilet block and ladies' WC are contributory elements. The front fence and recent plantings are not of heritage significance.

How is it significant?

The former Carriers' Arms Hotel and stables are of historical and architectural significance and rarity value to the City of Ballarat.

Why is it significant?

Landmark Heritage Pty Ltd, 20 April 2023

Historically, the former hotel and its stables illustrates the early commercial activity in the north part of Ballarat's business district, and its form and fortunes were intrinsically entwined with the market reserve across from it. The hotel first opened in 1857 under the name of the Market Square Hotel. When the Ballarat Haymarket was established on the reserve in 1863, owner Thomas Whateley changed its name to the Carriers' Arms Hotel. This name referred to the farmers who carted their hay to the market for sale, and stables were provided for the horses of this out-of-town clientele. (Criterion A)

The highly intact built-form illustrates the hotel uses, including changes over the twentieth century. The three front entries illustrate the separation of the sexes as well as the separation of bar and accommodation functions. The rear kitchen illustrates typical nineteenth-century floor plans which preferred detached kitchens both to prevent fires and keep odours out of the main building. Originally detached, the verandah between the kitchen and dining room survives beneath the current roof. Inside, the building retains most of its original floor plan, with changes to a few bedrooms in the 1950s, and retains timber-lined ceilings, simple timber mantlepieces, doors, and a fine staircase with a skylight. Outside, the men's toilet block and the ladies' WC (abutting the stable) illustrate the trend for hotels to upgrade their facilities during the interwar period in response to new licensing conditions. (Criterion A)

The painted advertising signage for 'Barley Sheaf Ales & Stout' next to the front door of the hotel bears witness to the brewery once located next door. It was amalgamated with others in 1895 to form the Ballarat Brewing Company, which then took over the lease of a number of Ballarat hotels, including the Carriers' Arms Hotel in 1901. The later painted signage on the north wall of the hotel – providing its name and 'Tiger Beer', later overpainted with 'Melbourne Bitter' – provides information to interested passers-by of the building's original use. (Criterion A)

Architecturally, the 1890 hotel building illustrates the trend in Ballarat for hotels established in the 1850s to be rebuilt in the decade around 1890-1900. It is distinguished by its simplified Second Empire-style form, expressed by the mansard-roof tower, which adds a landmark element and complexity to the building's massing. The bichromatic brickwork of the front façade is of high quality and features a range of moulded cream and red bricks as well as etched and flashed glass lights around the main entrance door. Unusually, it retains both original front and rear (kitchen) verandahs, clearly demonstrating the Victorian-era building hierarchy. While the front verandah has cast-iron Corinthian posts and is embellished with multiple patterns of cast-iron frieze, brackets and balustrade, the rear verandah is entirely of timber, with chamfered posts with timber capitals. (Criterion D)

The c1866-69 brick stables are a rare surviving example of a typical mid-nineteenth-century commercial stables. It retains most of its original form comprising a hipped roof, handmade brick walls, early or original pedestrian and barn doors, and an internal hayloft. The stables illustrate the key use of the Carriers' Arms Hotel: as the place farmers would stay when delivering loads of produce or hay to the market across the road. Unlike travelling salesmen, for example, this clientele had a high need for stabling. The conversion of the southern part to garages diminishes its intactness, but also illustrates the ongoing adaptation of the hotel and its facilities to changing requirements in the twentieth century. (Criteria B & A)

Statutory recommendations

In recognition of the local heritage significance of the former Carriers' Arms Hotel, 9 Creswick Road, Ballarat Central, the place should be recognised as individually Significant in the Ballarat Heritage Overlay.

Extent of overlay: 9 Creswick Road is already in the HO171 precinct. If it is to obtain a site-specific heritage overlay, this should be to the cadastral boundaries.

Outbuilding controls: Yes – former stables.

Landmark Heritage Pty Ltd, 20 April 2023

Reference list

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Cluff, Caleb 2019, 'This Ballarat hotel is all that remains of a once-booming area of industry', *Ballarat Courier*, 11 February 2019, <https://www.thecourier.com.au/story/5884689/the-carriers-arms-is-a-reminder-of-our-gold-boom-past/>, accessed 23 March 2023.

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Smith, James 1903, *Cyclopedia of Victoria: an historical and commercial review, Volume 2*.

Star, as cited.

Table Talk, as cited.

6.2. HERITAGE VICTORIA PERMIT APPLICATION P39676 - BALLARAT RAILWAY COMPLEX, CITY OF BALLARAT WRITTEN SUBMISSION

Division: Development and Growth
Director: Natalie Robertson
Author/Position: Joanna Cuscaden – Executive Manager Development Facilitation

PURPOSE

1. The purpose of this report is to present a draft written submission to Councillors for adoption, which is in response to Heritage Victoria's referral (P39676) for the construction of a new pedestrian overpass and associated accessibility infrastructure designed to comply with the *Disability Discrimination Act 1992*.

BACKGROUND

2. On 15 May 2024, the City of Ballarat received notification from Heritage Victoria of the application by VicTrack to construct a pedestrian overpass connecting the north and south platforms, and other accessibility infrastructure at the Ballarat Railway station.
3. The key purpose for these works is to address accessibility compliance at the railway station and to comply with the *Disability Discrimination Act 1992*.

KEY MATTERS

4. Overall, the City of Ballarat celebrates the investment being made in Ballarat Railway Station for the benefit of all community members and users. An appropriate design must consider best practice urban design techniques to deliver an exemplary outcome and must be aligned with Crime Prevention through Environmental Design (CPTED) principles.
5. The City recognises the importance of ensuring all spaces and places are designed to be welcoming and accessible to all and acknowledges our role and responsibility to ensure that everyone can participate in all aspects of community life. Given the heritage significance of the station building, however, any design must also be carefully designed to be responsive to the heritage character of station buildings.

Proposed works

6. An application to Heritage Victoria has been received for a package of works required to address accessibility compliance at the Ballarat Railway Station, including a pedestrian overpass connecting the north and south platforms and modifications to the Northern Entrance Hall and station building. These works are proposed as part of the Level Crossing Removal Project with funding from the Victorian Government.

Assessment

7. The station precinct (incorporating the full title) is of historical, architectural, social, and technological significance at State level and is listed on the Victorian Heritage Register (VHR). The precinct is also of local heritage significance and is subject to Heritage Overlay Schedule 59 (HO59) of the Ballarat Planning Scheme.

Accessibility of Ballarat Railway Station

8. The precinct does not currently offer a Disability Discrimination Act ('DDA') compliant standard of access.
9. The provision of access for all users to the Ballarat Railway Station is also supported by the City of Ballarat's Vision for Inclusion, as identified within the City of Ballarat's Inclusion Framework 2022-2026:

Ballarat is an inclusive city where diversity is not only accepted but welcomed and celebrated. Our city values the contribution of all people, and our spaces, places, programs, events, and services are designed to be welcoming and accessible to all. We recognise that not everyone has the same experience, and we work to make sure that people receive the support they need to ensure that no one is left behind.

10. Accessibility in development is further supported through the Planning Policy Framework, including Clause 11.01 (Victoria), Clause 11.03 (Planning for Places), Clause 15.01 (Built Environment), Clause 15.03 (Heritage), Clause 18.01 (Land use and transport), Clause 18.02 (Movement Networks) and Clause 19 (Infrastructure) and within the Municipal Strategic Summary at Clause 21.02 (Settlement and housing), Clause 21.06 (Built form, heritage and design) and Clause 21.08 (Transport and infrastructure).

Planning provisions

11. The subject site is partly zoned Special Use Zone, Schedule 16 (Ballarat Railway Station Precinct Redevelopment – Stage One) and Transport Zone 1 (State Transport Infrastructure) as shown below. The area of works is located within the SUZ16 zoned land only.

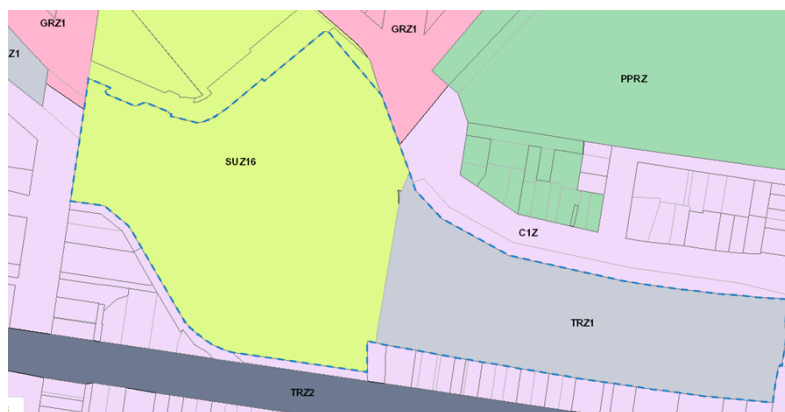


Figure 1: Images showing the zoning of the subject site (Vicplan, 2024)

12. The purpose of SUZ16 is to facilitate Stage 1 of the redevelopment of the Ballarat Station Precinct, as envisaged in the Ballarat Station Precinct Master Plan 2014 and to provide for the use and development of the land for transport purposes by or on behalf of the public land manager.
13. The site is also subject to a range of overlays, including:
 - Development Plan Overlay, Schedule 11 [\(in full\)](#)
 - Significant Landscape Overlay, Schedule 2 (*Rivers of the Barwon: Yarrowee River (Yarrowee) Corridor Environs*) [\(in part - not affecting area of works\)](#)

- Heritage Overlay, Map Prefix HO59 (*Ballarat Railway Complex, 140 Lydiard Street North, Ballarat Central, 75 Humffray Street North, Bakery Hill, 60 Corbett Street, Ballarat East, 202 Lydiard Street North, Soldiers Hill, Scott Parade, Ballarat East and Nolan Street, Soldiers Hill*) ([in full](#))
- Specific Controls Overlay – Planning Scheme Map Reference SC06 (*Ballarat Station Precinct Redevelopment Incorporated Document, August 2016 (Amended April 2021)*) ([in full](#))

14. Pursuant to the SUZ16, the Minister for Planning is the responsible authority for considering and determining applications in relation to the use and development for land. Any application to develop the land will therefore not be considered by the City of Ballarat.

Pedestrian overpass

15. Any new pedestrian overpass at the site must consider best practice urban design techniques to deliver an exemplary outcome. The design of the overpass must be sympathetic to the sensitivities of the Station precinct whilst still providing for a dignified point of entry for those with limited mobility.
16. The proposed pedestrian overpass in its current form does not positively address the sensitivities of the precinct in terms of its design, location and materiality. Further, the required alterations to Station buildings will have an adverse physical and visual impact on the significance of this heritage place.
17. A revised design which responds to the below heritage and urban design matters is recommended. The key themes explored below relate to location and design/materiality.
18. The current location of the proposed pedestrian overpass is too close to the eastern elevation of the Train Hall. As demonstrated in the renders presented below, siting of the overpass will likely disrupt views of the Train Hall when observed from the east and from within the Hall itself.
19. Siting of the overpass precludes a full appreciation of the three-centered archway from the springing point and engaged Tuscan columns to the arch apex. These elements are of substantial importance to the building's overall significance. The proximity of the pedestrian overpass to the Train Hall also exacerbates its adverse visual impact as it directly imposes itself into foreground views of the Hall, impacting greatly upon the setting of the place.



Figure 2: Rendered image showing the proposed overpass when observed from the northern platform looking west to the Ballarat Train Hall (Application documents, 2024)



Figure 3: Rendered image showing the proposed overpass when observed from within the Ballarat Train Hall on the southern platform looking east (towards Melbourne) (Application documents, 2024)

20. The design of the overpass is utilitarian, severe, and unnecessarily 'bulky' in form. This design does not respond positively to the historic details of station buildings and there should be careful consideration to the design's overall composition. The visually dominant trusses only complicate the experience of the overpass and increase its already imposing presence when viewed from within the Train Hall.
21. An alternative design should be considered which will reduce the visual bulkiness of the structure and presents as a less robust form. This would enable the structure to better engage with the original design of the Station and would better retain the visual relationship and connection to the station's architectural features.
22. A Heritage Impact Statement (HIS) prepared by Lovell Chen (2024) was submitted with the application documents. It is understood that the HIS presented consideration for three options.

- Option 1: Inside the Train Hall;
 - Option 1a: modifying the existing pedestrian overpass
 - Option 1b: an underpass
- Option 2: directly east of the Train Hall with four iterations considered; or
- Option 3: A location approximately 55 metres to the east of the Train Hall.

23. The HIS suggests that option 3 would result in a reduced physical and visual impact outcome on the Train Hall, however it would result in extended paths of travel for people with limited mobility. This outcome would defeat the purpose of enhancing accessibility to the train platform for passengers. City of Ballarat agrees that option 3 would be a superior outcome from a heritage perspective, however that it is not practical to achieve given the constraints of the southern side of the train platform. An alternative solution has been identified as the red line shown in Figure 4 below. This location would allow for a greater visual appreciation for the Train Hall three-centered archway as viewed from the eastern approach.
24. The City of Ballarat submits there are further opportunities to enhance the visual connection and relationship with the overpass through the use of alternate materials and screening. This may reduce the visual impact of the overpass, particularly of the truss system.
25. The City of Ballarat encourages the applicant to engage with Traditional Owners to develop a Country-led design response.

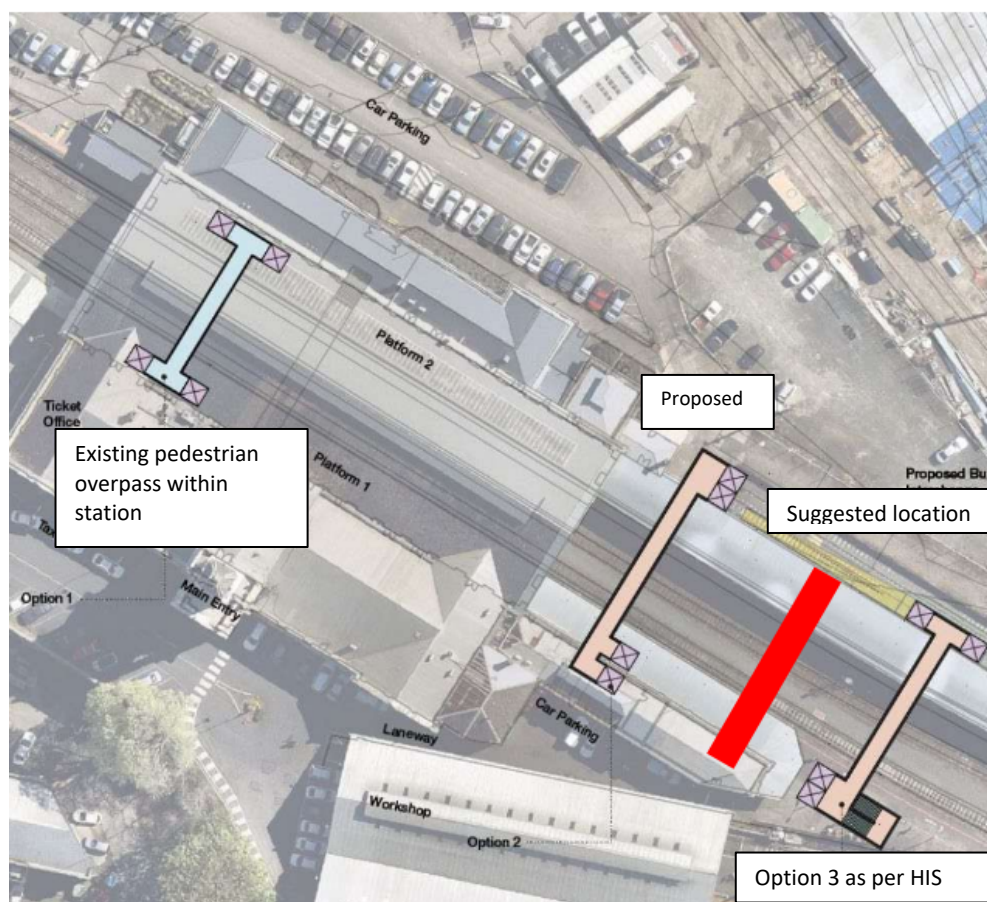


Figure 4: suggested location of the bridge structure

26. The City of Ballarat acknowledges that the design and dimensions of the circulation cores on the North and South platforms are determined based on infrastructure and service requirements. However, every effort should be made to create efficiencies in space, infrastructure, and service requirements to reduce the visual bulk of these elements.
27. Further consideration should also be given to the presentation of circulation cores as presented externally. This might include consideration for alternative materials and/or external treatments, including as an example, options for patterning which complement the recommended Country-led design of the overpass, or landscaping to further soften the external appearance of the cores. Any revised design should either maintain or reduce (where possible) the proposed height of circulation cores to reduce visual impacts.
28. Additional visual activation within the northern Station forecourt could also be explored by including these areas as a potential additional entry point to the north platform which directly engages with the eastern end of the bus interchange.
29. The proposed works to the northern entrance hall is generally supported in the context of the low-scale and minor works and will enhance accessibility to the station platforms. The design at the entrance is subtle and appropriate in scale and design.
30. Further information should however be sought from the permit applicant to confirm whether the bluestone plinth blocks and steps are original heritage fabric and, if so, how they are to be retained in-situ and protected during construction of the access ramp, stairs, and landing.

Demolition

31. Further information is also required to better understand the extent and impact of demolition within the Station building to facilitate the overpass. This information should confirm the intactness of the affected rooms, their contribution to the Station's overall significance, and how their loss might impact the significance of the Station.

Goldfields World Heritage Bid

32. The City of Ballarat has not considered the proposed works in the context of the Victoria Goldfields World Heritage project. The City of Ballarat requests that Heritage Victoria consider the proposed development in-line with the Tentative Listing submission.

CONCLUSION

33. The pedestrian overpass and accessibility infrastructure are considered utilitarian, severe, and unnecessarily 'bulky' in form. The design and materiality do not positively contribute to the historic details of the station building, particularly the significance of the station's arch as viewed from the eastern approach.
34. Recommendations below are provided to enhance the visual bulk of the bridge structure and associated infrastructure, aligned with the heritage significance of the station building, and in particular, the Train Hall.

Recommendations:

- Relocate the pedestrian bridge further east as indicated in red in Figure 4.
- Further consideration for the external presentation of circulation cores, including the application of materials and/or building treatments.
- Further information should be provided which confirms whether the bluestone plinth blocks and steps are original heritage fabric, and if so, how would they be retained in-situ and protected during construction of the access ramps, stairs, and landing.
- If the location of the overpass is to be retained as proposed, further details of the lift overrun on the southern side and full appreciation of the visual impacts of this built form and the intersection with the roof should be presented as detailed drawings for further consideration.
- Engagement with Traditional Owners to develop a Country-led design response.

OFFICER RECOMMENDATION

35. That the Planning Delegated Committee resolves to:

35.1 Endorse and submit the written submission to Heritage Victoria as presented in the attachment to this report.

ATTACHMENTS

1. Governance Review [6.2.1 - 2 pages]
2. DRAFT Response for Ballarat Station [6.2.2 - 6 pages]

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ALIGNMENT WITH COUNCIL VISION, COUNCIL PLAN, STRATEGIES AND POLICES

1. This report aligns with Council's Vision, Council Plan, Strategies and Policies.

COMMUNITY IMPACT

2. There are no negative community impacts identified for the subject of this report. The proposed pedestrian bridge and accessibility infrastructure will deliver community benefits by way of improved access for all between platforms at the Ballarat Railway Station.

CLIMATE EMERGENCY AND ENVIRONMENTAL SUSTAINABILITY IMPLICATIONS

3. There are no environmental sustainability implications identified for the subject of this report.

ECONOMIC SUSTAINABILITY IMPLICATIONS

4. There are no economic sustainability implications identified for the subject of this report.

FINANCIAL IMPLICATIONS

5. There are no financial implications for the City of Ballarat as a result of this proposal. The proposal will be funded and delivered by the Victorian government.

LEGAL AND RISK CONSIDERATIONS

6. There are no legal and risk considerations relevant to the subject of this report.

HUMAN RIGHTS CONSIDERATIONS

7. It is considered that the report does not impact on any human rights identified in the *Charter of Human Rights and Responsibilities Act 2006*.

COMMUNITY CONSULTATION AND ENGAGEMENT

8. Community consultation and engagement is currently underway and is being delivered by the Victorian government. As a State driven project, the City of Ballarat is not responsible for the consultation and engagement process.

GENDER EQUALITY ACT 2020

9. There are no gender equality implications identified for the subject of this report.

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CONFLICTS OF INTEREST THAT HAVE ARISEN IN PREPARATION OF THE REPORT

10. Council officers affirm that no general or material conflicts need to be declared in relation to the matter of this report.

OFFICIAL

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Mr Steven Avery
Executive Director, Heritage Victoria
C/O Dr Jessica Hood, Principal, Permits
[email: heritage.permits@delwp.vic.gov.au]

Dear Mr Avery,

RE: PERMIT APPLICATION P39676 - BALLARAT RAILWAY COMPLEX, 140 LYDIARD STREET NORTH BALLARAT CENTRAL AND 202 LYDIARD STREET NORTH AND NOLAN STREET SOLDIERS HILL AND SCOTT PARADE AND 60 CORBETT STREET BALLARAT EAST AND 75 HUMFFRAY STREET NORTH BAKERY HILL, BALLARAT CITY (H0902)

The City of Ballarat is pleased to provide its submission to Heritage Victoria (HV) regarding the proposed pedestrian overpass and associated building works at Ballarat Railway Station. Having considered this matter at its Planning Committee held on 10 July 2024, the Council has resolved to provide the below comments.

Overall, the Council celebrates the investment being made in Ballarat Railway Station for the benefit of all community members and users. An appropriate design must consider best practice urban design techniques to deliver an exemplary outcome and must be aligned with Crime Prevention through Environmental Design (CPTED) principles. The City recognises the importance of ensuring all spaces and places are designed to be welcoming and accessible to all and acknowledges our role and responsibility, to ensure that everyone can participate in all aspects of community life. Given the heritage significance of the station building however, any design must also be carefully designed to be responsive to the heritage character of station buildings.

Proposed works

It is understood that the permit applicant, VicTrack, seeks to deliver a package of works to address accessibility compliance at Ballarat Railway Station, including a pedestrian overpass connecting the north and south platforms and modifications to the Northern Entrance Hall and station building. These works are proposed as part of the Level Crossing Removal Project with funding from the Victorian Government.

Overview of Ballarat Railway Station

The Ballarat Railway Station plays a pivotal role as a key gateway to Ballarat from the east. The precinct significantly contributes to connectivity within and to/from Ballarat providing train services, a bus interchange, taxi area, car parking, and cycle facilities. In recent times, the revitalisation of the broader precinct has also transformed the site into a vibrant commercial and community space, with a range of other retail, accommodation and hospitality uses which complement the Station's location within the Ballarat CBD.

The Station is also a regional landmark and one of the grandest Victorian era station buildings in the State. The Train Hall, constructed in 1862, is understood to be one of the oldest surviving train halls in Australia and is celebrated as an exhibit of a highly intact and sublime example of Neoclassical and Italianate architecture in Ballarat.

The Station precinct (incorporating the full title) is of historical, architectural, social, and technological significance at State level and is listed on the Victorian Heritage Register (VHR). The precinct is also of local heritage significance and is subject to Heritage Overlay, Schedule 59 (H059) of the Ballarat Planning Scheme.

Accessibility of Ballarat Railway Station

The precinct does not currently offer a Disability Discrimination Act ("DDA") compliant standard of access.

The provision of access for all users to the Ballarat Railway Station is supported by the Council's Vision for Inclusion, as identified within the City of Ballarat's Inclusion Framework 2022-2026:

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Ballarat is an inclusive city where diversity is not only accepted but welcomed and celebrated. Our city values the contribution of all people, and our spaces, places, programs, events, and services are designed to be welcoming and accessible to all. We recognise that not everyone has the same experience, and we work to make sure that people receive the support they need to ensure that no one is left behind.

Accessibility in development is further supported through the Planning Policy Framework, including Clause 11.01 (Victoria), Clause 11.03 (Planning for Places), Clause 15.01 (Built Environment), Clause 15.03 (Heritage), Clause 18.01 (Land use and transport), Clause 18.02 (Movement Networks) and Clause 19 (Infrastructure) and within the Municipal Strategic Summary at Clause 21.02 (Settlement and housing), Clause 21.06 (Built form, heritage and design), and Clause 21.08 (Transport and infrastructure).

Planning provisions

The subject site is partly zoned Special Use Zone, Schedule 16 (Ballarat Railway Station Precinct Redevelopment – Stage One) and Transport Zone 1 (State Transport Infrastructure) as shown below. The area of works is located within the SUZ16 zoned land only.

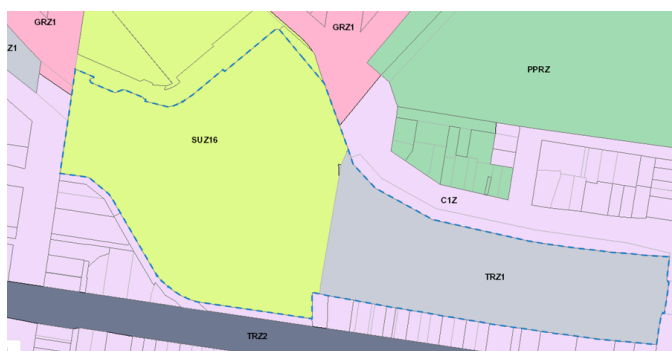


Figure 1: Images showing the zoning of the subject site (Vicplan 2024)

The purpose of SUZ16 is to facilitate Stage 1 of the redevelopment of the Ballarat Station Precinct, as envisaged in the *Ballarat Station Precinct Master Plan, 2014* and to provide for the use and development of the land for transport purposes by or on behalf of the public land manager.

The site is also subject to a range of overlays, including:

- Development Plan Overlay, Schedule 11 (in full)
- Significant Landscape Overlay, Schedule 2 (*Rivers of the Barwon: Yarrowee River (Yarrowee) Corridor Environs*) (in part - not affecting area of works)
- Heritage Overlay, Map Prefix HO59 (*Ballarat Railway Complex, 140 Lydiard Street North, Ballarat Central, 75 Humffray Street North, Bakery Hill, 60 Corbett Street, Ballarat East, 202 Lydiard Street North, Soldiers Hill, Scott Parade, Ballarat East and Nolan Street, Soldiers Hill*) (in full)
- Specific Controls Overlay – Planning Scheme Map Reference SC06 (*Ballarat Station Precinct Redevelopment Incorporated Document, August 2016 (Amended April 2021)*) (in full)

Under the SUZ16, the Minister for Planning is the responsible authority for considering and determining applications in relation to the use and development for land. Any application to develop the land will therefore not be considered by the City of Ballarat.

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Pedestrian overpass

Any new pedestrian overpass at the site must consider best practice urban design techniques to deliver an exemplary outcome. The design of the overpass must be sympathetic to the sensitivities of the Station precinct whilst still providing for a dignified point of entry for those with limited mobility.

The proposed pedestrian overpass in its current form does not positively address the sensitivities of the precinct in terms of its design, location and materiality. Further, the required alterations to Station buildings will have an adverse physical and visual impact on the significance of this heritage place.

A revised design which responds to the below heritage and urban design matters is recommended. The key themes explored below relate to location and design/materiality.

The location of the pedestrian overpass

The current location of the proposed pedestrian overpass is too close to the eastern elevation of the Train Hall. As demonstrated in the renders presented below, siting of the overpass will likely disrupt views of the Train Hall when observed from the east and from within the Hall itself.

Siting of the overpass precludes a full appreciation of the three-centered archway from the springing point and engaged Tuscan columns to the arch apex. These elements are of substantial importance to the building's overall significance. The proximity of the pedestrian overpass to the Train Hall also exacerbates its adverse visual impact as it directly imposes itself into foreground views of the Hall, impacting greatly upon the setting of the place.



Figure 2: Rendered image showing the proposed overpass when observed from the northern platform looking west to the Ballarat Train Hall (Application documents, 2024)

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Figure 3: Rendered image showing the proposed overpass when observed from within the Ballarat Train Hall on the southern platform looking east (towards Melbourne) (Application documents, 2024)

The design of the overpass

The design of the overpass is utilitarian, severe and unnecessarily ‘bulky’ in form. This design does not respond positively to the historic details of station buildings and there should be careful consideration to the design’s overall composition. The visually dominant trusses only complicate the experience of the overpass and increase its already imposing presence when viewed from within the Train Hall.

An alternative design should be considered which will reduce the visual bulkiness of the structure, and present as a less robust form. This would enable the structure to better engage with the original design of the Station and would better retain the visual relationship and connection to the station’s architectural features.

A Heritage Impact Statement (HIS) prepared by Lovell Chen (2024), was submitted with the application documents. It is understood that the HIS presented consideration for three options.

- *Option 1:* Inside the Train Hall
 - *Option 1a:* modifying the existing pedestrian overpass
 - *Option 1b:* an underpass
- *Option 2:* directly east of the Train Hall with four iterations considered.
- *Option 3:* A location approximately 55 metres to the east of the Train Hall.

The HIS suggests that option 3 would result in a reduced physical and visual impact outcome on the Train Hall, however it would result in extended paths of travel for people with limited mobility. This outcome would defeat the purpose of enhancing accessibility to the train platform for passengers. City of Ballarat agrees that option 3 would be a superior outcome from a heritage perspective, however that it is not practical to achieve given the constraints of the southern side of the train platform. An alternative solution has been identified as the red line shown in **Figure 4** below. This location would allow for a greater visual appreciation for the Train Hall three-centered archway as viewed from the eastern approach.

Materiality of the overpass

The Council submits there are further opportunities to enhance the visual connection and relationship with the overpass through the use of alternate materials and screening. This may reduce the visual impact of the overpass, particularly of the truss system.

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The Council encourages the applicant to engage with Traditional Owners to develop a Country-led design response.

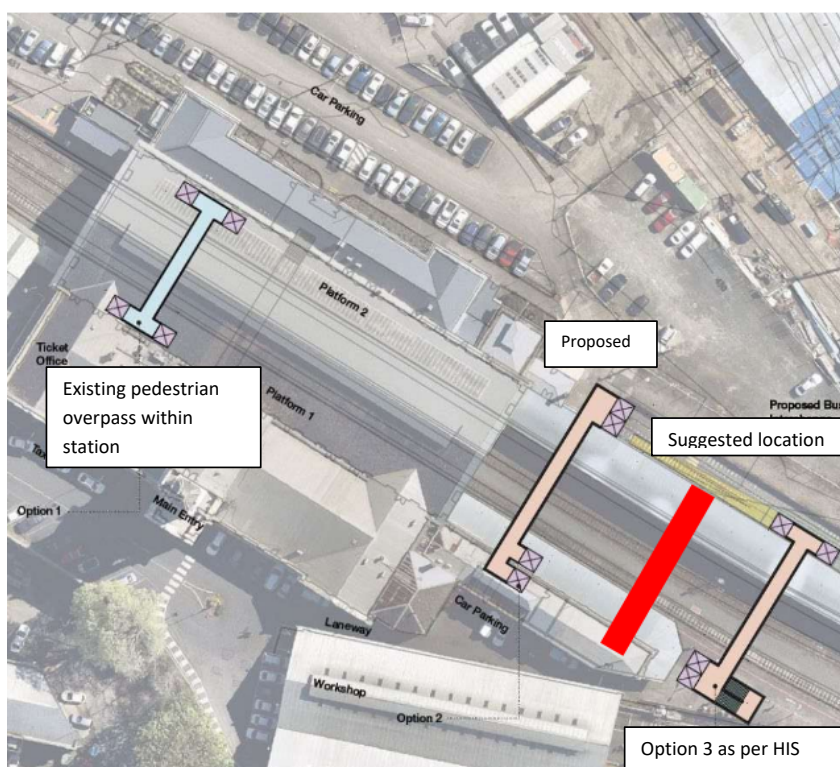


Figure 4: suggested location of the bridge structure

Design of the circulation cores

The Council acknowledges that the design and dimensions of the circulation cores on the north and south platforms are determined based on infrastructure and service requirements. However, every effort should be made to create efficiencies in space, infrastructure, and service requirements to reduce the visual bulk of these elements.

Further consideration should also be given to the presentation of circulation cores as presented externally. This might include consideration for alternative materials and/or external treatments, including as an example, options for patterning which complement the recommended Country-led design of the overpass, or landscaping to further soften the external appearance of the cores. Any revised design should either maintain or reduce (where possible) the proposed height of circulation cores to reduce visual impacts.

Additional visual activation within the northern Station forecourt could also be explored by including these areas as a potential additional entry point to the north platform which directly engages with the eastern end of the bus interchange.

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Works to the Northern Entrance Hall

The proposed works to the northern entrance hall is generally supported in the context of the low-scale and minor works and will enhance accessibility to the station platforms. The design at the entrance is subtle and appropriate in scale and design.

Further information should however be sought from the permit applicant to confirm whether the bluestone plinth blocks and steps are original heritage fabric and, if so, how they are to be retained in-situ and protected during construction of the access ramp, stairs, and landing.

Demolition

Further information is also required to better understand the extent and impact of demolition within the Station building to facilitate the overpass. This information should confirm the intactness of the affected rooms, their contribution to the Station's overall significance and how their loss might impact the significance of the Station.

Goldfields World Heritage Bid

The Council has not considered the proposed works in the context of the Victoria Goldfields World Heritage project. The Council requests that Heritage Victoria consider the proposed development in-line with the Tentative Listing submission.

Conclusion

The pedestrian overpass and accessibility infrastructure are considered utilitarian, severe, and unnecessarily 'bulky' in form. The design and materiality do not positively contribute to the historic details of the station building, particularly the significance of the station's arch as viewed from the eastern approach. Recommendations below are provided to enhance the visual bulk of the bridge structure and associated infrastructure, aligned with the heritage significance of the station building, and in particular, the Train Hall.

Recommendations:

1. Relocate the pedestrian bridge further east as indicated in **red** in **Figure 4**.
2. Further consideration for the external presentation of circulation cores, including the application of materials and/or building treatments.
3. Further information should be provided which confirm whether the bluestone plinth blocks and steps are original heritage fabric, and if so, how would they be retained in-situ and protected during construction of the access ramps, stairs and landing.
4. If the location of the overpass is to be retained as proposed, further details of the lift overrun on the southern side and full appreciation of the visual impacts of this built form and the intersection with the roof should be presented as detailed drawings for further consideration.
5. Engagement with Traditional Owners to develop a Country-led design response.

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7. GENERAL BUSINESS - MATTERS ARISING FROM THE AGENDA

8. CLOSE