

08/09/2016
C198**SCHEDULE 11 TO THE DEVELOPMENT PLAN OVERLAY**

Shown on the planning scheme map as **DPO11**.

BALLARAT RAILWAY STATION PRECINCT REDEVELOPMENT - STAGE ONE**Objectives**

To facilitate Stage 1 of the redevelopment of the Ballarat Station Precinct as envisaged in the *Ballarat Station Precinct Master Plan, 2014*, particularly through:

- The remediation and refurbishment of the heritage Goods Shed and associated development opportunities, a rejuvenated and activated public realm and transport improvements.
- Promoting the adaptive re-use of the heritage Goods Shed for uses such as Function centre and Exhibition centre and other complimentary use and development within the Precinct such as Residential hotel.
- Formalising existing commuter car parking.
- Improving accessibility and legibility of the Precinct including a new internal road linking Nolan Street and Lydiard Street and safe and convenient access for pedestrians and cyclists.
- Environmentally sustainable design.
- Encouraging excellent urban design and architecture that is responsive to the heritage values of the Precinct and the characteristics of the Ballarat CBD and contributes positively to the public realm and streetscapes.
- High quality public realm improvements.
- Protecting and improving the Precinct's strategic transport functions.

1.0 Requirement before a permit is granted08/09/2016
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A permit may be granted to use or subdivide land, to construct a building, or construct or carry out works before a development plan has been prepared to the satisfaction of the responsible authority if the responsible authority is satisfied that the permit will not prejudice the future integrated use and development of the land.

2.0 Requirements for development plan08/09/2016
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Prior to the commencement of any subdivision, use or development a development plan must be prepared, submitted and endorsed to the satisfaction of the responsible authority. This does not apply to use or development for transport purposes that is carried out by or on behalf of the public land manager.

Only one development plan may be approved for the land covered by this schedule.

The development plan must be consistent with any approved Cultural Heritage Management Plan under the *Aboriginal Heritage Act 2006*.

The development plan must be generally in accordance with the Precinct Conceptual Plan in Section 3.0 of this schedule and include the following:

An **Urban Design, Heritage and Planning Report** that includes:

- An analysis of the site and surrounding land uses and development in the area, including topography, existing features, title boundaries, services, views into and out of the site, built features, landscape features such as significant trees, open space, adjoining roads, bike paths, pedestrian access, public transport routes and dwellings located opposite the site in Lydiard Street North and Nolan Street.
- The location and a description of all proposed land uses including but not restricted to transport uses, commercial uses, roads, parking and public open space.
- A development strategy, indicating the preferred staging of the development of the site including transport enabling works, public realm works and landscaping works.
- Environmentally Sustainable Design principles for buildings, landscaping, internal environments, and construction practices.
- The interface and integration required for nearby land and roads identified by the above site analysis.
- A demonstrated response to the following urban design principles for the Precinct:

Site Configuration

- The site configuration, including movement networks and building locations, should:
 - Be informed by the siting and position of the heritage Goods Shed and reinforce the importance and prominence of the Goods Shed.
 - Provide for improved visual permeability and wayfinding within the Precinct and promote pedestrian activity.

Landscaped Plaza

- The area between the Goods Shed, North Station building and the Lydiard Street boundary is to be the key public realm space within the Precinct and should be designed to provide maximum interaction with the Goods Shed's uses and functions.
- To maintain the visually open spatial quality of this area, and the visual connection between the Goods Shed and north station building, new buildings or structures are not recommended to be introduced. However, some scope exists for modest, low scale and lightweight weather protection/cover structures which are set off from the heritage buildings' facades, and do not conceal or obstruct views of the facades.
- The original entrance elevation of the North Station building should remain unobstructed.
- This area should incorporate hard and soft landscaping with contemporary materials which draw on or complement the existing palette of materials of the station complex.

Commuter car parking with associated access and internal roadways

- Car parking directly abutting the walls of the Goods Shed should be avoided.
- Landscaping should be used to soften the appearance of the car park.
- Where possible, the layout of new internal roads should be used to frame views of the heritage buildings, such as the North Station building or east end of the Goods Shed.

Goods Shed

- Any internal subdivision, partitioning, new linings to internal walls or new contemporary fittings and fixtures should be restricted to limited areas of the Goods Shed, should avoid or limit physical impacts on the historic fabric of the interior and should ultimately be reversible.

- The existing openings in the side (north and south) elevations can be utilised for access to the building. Options include:
 - Retaining the timber doors, but fixing them in an open position with contemporary glazed doors inserted in the openings.
 - Retaining the timber doors in a closed position.
 - Retaining and maintaining the doors as operable.
 - A combination of all the above.
- A substantial part of the interior should be retained as a large space and open volume, with the internal structure (timber roof trusses, posts and beams) and side walls exposed.
- An internal vista which reflects or emphasises the length of the Goods Shed should be maintained.
- The existing internal flooring form of lowered central bay should be retained or identifiable as part of any new internal floor.
- New services, including plumbing, should be limited in terms of visual and physical impacts.
- The existing skylights to the roof can be retained; the original skylights were larger than the current and these could be reinstated.
- At the east end, to balance changes at the west end, the original triple arched form of the east gabled elevation (three narrow openings to the central bay) should be reconstructed.
- The external platforms to the north and south sides should be retained, but could be adapted to ensure compliance.
- To help maintain the historic industrial character, new linings to internal walls should be limited in extent, with the majority of bluestone walls remaining exposed. Removal of paint from the bluestone is also encouraged. Similarly, the large structural timbers should remain exposed, and not be boxed (other than where this allows for running services).

New development

- New development should:
 - Demonstrate excellent contemporary urban design and architecture.
 - Provide active frontages to Lydiard Street and Nolan Street.
 - Avoid obstructing significant elevations of heritage buildings.
 - Maintain views into the site to existing heritage buildings from the public realm.
 - Respond to identified viewlines and vistas within the Ballarat CBD including skyline views of spires and towers and the Yarrowee escarpment.
 - Maintain the reasonable privacy of residential properties in Lydiard Street North and Nolan Street.

Site layout plans and elevations drawn to scale showing the proposed use and development of each part of the land including:

- The layout of proposed buildings and works including building setbacks from boundaries, finished floor levels, and an indicative internal layout for each building.
- Proposed subdivision boundaries.
- Elevations, showing the dimensions, colours and materials of all buildings and works.

- Coloured perspectives of proposed buildings in the context of the streetscape and surrounding area.
- Driveways, vehicle parking areas, car parking spaces, and loading and unloading areas.
- Finished site levels and the location of any proposed cut and fill.
- Any proposed advertising signage, having regard to the requirements of Clause 52.05.
- External storage and waste treatment areas.

A **Landscaping Plan** that includes a demonstrated response to:

- Existing landscape features of the site and immediate surrounding area such as significant trees, including retention and protection of those features to the extent practicable.
- The streetscape of Lydiard Street North and Nolan Street.
- The heritage and cultural values of the precinct, and includes interpretation of those values within public open space areas.
- The following landscape design principles:
 - Create a public plaza / forecourt maintaining the visually open spatial quality of the area between the Goods Shed and North Station building.
 - Seek to interpret the former uses of the Goods Shed in the design of the forecourt / plaza.
 - Use landscaping to soften the appearance of the car parking areas and break up expansive areas of tarmac.

A **Movement Network and Car Parking Plan** which provides the following details:

- The likely traffic impacts of the proposed development on the surrounding road network and any mitigation measures required.
- Proposed site access and road layout, including a new internal access road that provides vehicular and pedestrian access to the Precinct from Nolan Street, and provides for the future relocation of the Bus Interchange.
- Loading and unloading arrangements for commercial uses.
- The conceptual design of footpaths, bicycle paths, and shared pathway networks.
- Internal and external intersections, performance and treatments.
- Traffic management measures including any required external works and the staging of the measures and external works.
- Details of proposed car parking arrangements including provision to maintain current levels of formal and informal commuter car parking and adequate car parking for new uses, having regard to the requirements of Clause 52.06.
- Details of proposed bicycle facilities, including number, location and design, having regard to the requirements of Clause 52.34.
- Improved connectivity between new land uses, transport functions and commuter car parking areas to ensure safe and efficient movement of vehicles, pedestrians and cyclists.

An **Environmental Site Assessment** prepared by an Environment Protection Authority appointed environmental auditor including:

- A determination of the condition of the site and its suitability for proposed use and development.

- Specific actions about how protection and remediation are to be managed.
- Requirements for subsequent proposals that require a planning permit.

If an environmental site assessment recommends an environmental audit of all or part of the land, then:

- Before the commencement of any sensitive use; or
- Before the commencement of construction or carrying out of buildings and works for the purpose of a sensitive use -

whichever comes first, the following must be provided to the responsible authority, either:

- A Certificate of Environmental Audit issued for the relevant land in accordance with Part 1XD of the *Environment Protection Act 1970*, or
- A Statement of Environmental Audit issued for the relevant land in accordance with Part 1XD of the *Environment Protection Act 1970* stating that the environmental conditions of the relevant land are suitable for a sensitive use (with or without conditions on the use of the site).

A **Water and Sewerage Management Plan** including:

- Design detail to ensure flooding on and off site and downstream is managed and there is no deterioration in water quality in the area surrounding the site as a result of the development.
- Water sensitive urban design principles for any proposed use of the site, to the satisfaction of Central Highlands Water.

A **Construction Management Plan** including:

- The measures proposed to ensure that construction activity does not have an unreasonable impact on the surrounding areas.
- A management regime for any landscape features to be retained, in particular existing trees.

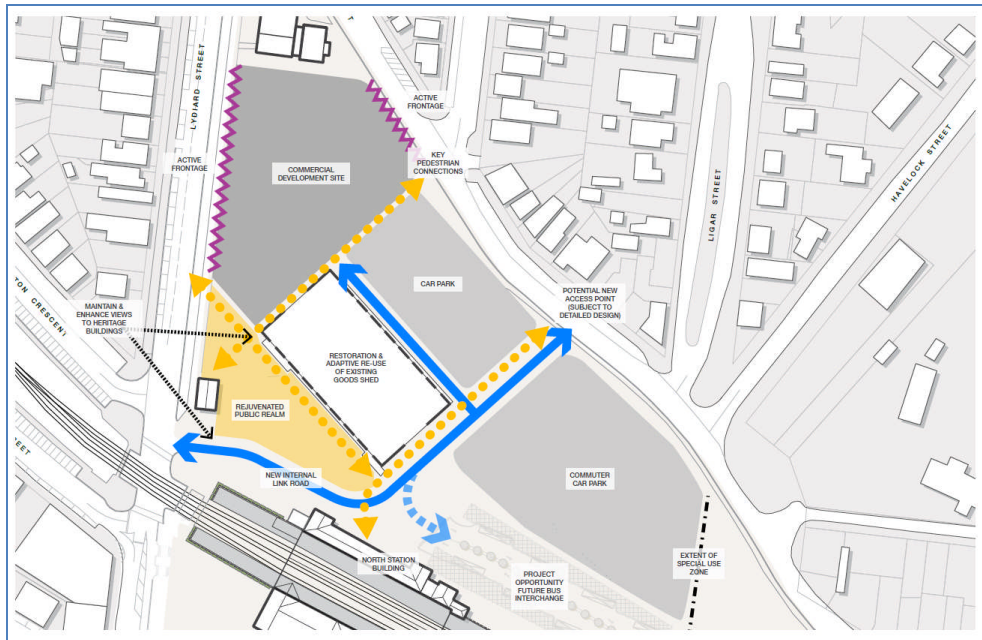
An **Operations Management Plan** including:

- Hours of operation and patron numbers for any proposed Place of Assembly, Food and drink premises or premises required to be licensed under the *Liquor Control Reform Act 1998*.
- The area to which any liquor licence will apply.
- Measures to attenuate any significant noise generated on the site.
- Maintenance of landscaping areas.
- Proposed arrangements for waste storage and collection.
- Proposed management and security arrangements for car parking, loading and unloading.
- Traffic management.

3.0

Precinct Conceptual Plan

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Source: SJB Architects, July 2016