

Project: **Ballarat
North**

ID	Q1. Your name	Q2. Your email	Q3. Your postal address	Q4. You can enter your submission	Q5. You can upload your submission	Date
1394868				Please consider how people will actually use and navigate this new precinct. I live in the western growth zone and while access by car is well thought through, for people walking or cycling it is often difficult and unpleasant. For example, walking between estates is challenging because developers build without consideration of connections. Footpaths often stop suddenly, fail to connect across boundaries. Linear parks, which should connect estates to the neighbourhood activity centre (NAC), are frequently cut through by roads without proper pedestrian connections, effectively severing the parks and isolating communities. Lighting is also inadequate — meaning walking home through these parks after work is often done in the dark. Crossings over major roads are scarce, forcing a 200m detour to cross a 50m road reserve, so people naturally take risks by crossing directly. We must learn from Delacombe Town Centre, which seemed to prioritise car access and developer returns on investment at the expense of community-friendly design. Large surface car parks		2025-09-22 10:37:07

				dominate the area, leaving the “Town Centre” feeling like a ocean of cars. Footpaths often lead straight into car parks, assuming pedestrians can “share space” with cars — which is neither safe nor inviting. A better approach would be to require underground parking or consolidated multi-storey parking, freeing up land for people-oriented spaces, such as public plazas. Neighbourhood Activity Centres should be designed as genuine hubs of community life. Mixed-use, multi-storey design (retail at ground level with apartments above) would embed a community that supports the centre throughout the day and after business hours. Surrounding streets should feature medium to high-density housing (e.g. 4–5 storeys), creating a vibrant, walk-able urban core. This would reduce reliance on cars and add safety and activity after hours, in contrast to DTC, which is inactive and unwelcoming outside trading hours, especially after dark. Finally, just as arterial roads provide efficient car movement, precincts should provide safe, direct, and attractive walking and cycling routes. Linear parks could be designed as pedestrian and cycling “arteries” linking NACs, schools, and housing estates — offering children and adults safe routes away from traffic, rather than relegating shared paths to noisy arterial roads. In short, please prioritise people as much as cars. Design the precinct so that walking, riding, and community interaction are safe, convenient, and enjoyable right from the beginning and not an afterthought.		
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