

Client
Jim Pana

Date
16 July 2026

Planning

Transport

Urban Design

Waste

Transport Impact Assessment

Proposed Residential Hotel Development

253 Barnard Street, 144, 152-156
Wattle Street, Bendigo

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ratio:

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Project
253 Barnard Street & 144, 152-156
Wattle Street, Bendigo

Prepared for
Jim Pana

Our reference
21899T

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Version	Date	Issue	Prepared by	Checked by
F01	12/03/2026	Final	R. Tan	B. Young
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Table of Contents

Section		Page No.
1.	Introduction	5
1.1.	Overview	5
1.2.	Purpose and Structure of this Report	5
1.3.	References	5
2.	Existing Conditions	7
2.1.	Location and Environment	7
2.2.	Road Network	8
2.3.	Sustainable Transport	11
3.	Proposal	13
3.1.	General	13
4.	Car Parking Assessment	15
4.1.	Clause 52.06 – Car Parking Requirements	15
4.2.	Car Parking Demand Assessment	16
4.3.	Adequacy of Proposed Car Parking Provision	17
5.	Access and Car Parking Layout	19
5.1.	Clause 52.09 – Design Standard Assessment	19
5.2.	Swept Path Assessment	21
5.3.	Adequacy of Access Arrangement and Car Park Layout	21
6.	Bicycle Parking	22
6.1.	Clause 52.34 – Bicycle Parking Facilities	22
7.	Loading and Waste	23
7.1.	Statutory Requirement	23
7.2.	Loading Arrangements	23

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7.3.	Waste Collection	23
8.	Traffic Assessment	24
8.1.	Traffic Generation	24
8.2.	Traffic Impacts	25
9.	Response to DTP comments	26
10.	Conclusion	29

Appendices

Appendix A Development Plan

Appendix B Swept Path Assessment

Table of Figures

Figure 2-1: Aerial View of the Subject Site	7
Figure 2-2: Barnard Street Facing Northeast	8
Figure 2-3: Barnard Street Facing Southwest	9
Figure 2-4: Wattle Street Facing West	10
Figure 2-5: Wattle Street Facing South	10
Figure 2-6: Public Transport Services in Close Proximity of the Site	11
Figure 2-7: Bicycle Network in the vicinity of the site	12
Figure 3-1: Proposed Ground Floor Site Plan	14
Figure 9-1: Existing On-street parking space to be removed	26
Figure 9-2: Relocation of Existing On-Street Parking Spaces	27
Figure 9-3: Crossovers along Barnard Street	27
Figure 9-4: Crossover along Barnard Street (215-217 Barnard Street)	28

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Table of Tables

Table 2-1: Public Transport Services	11
Table 3-1: Summary of Transport Infrastructure	13
Table 5-1: Design Standard 1 Assessment - Accessways	19
Table 5-2: Design Standard 2 Assessment - Car Parking Spaces	20
Table 6-1: Clause 52.34 Statutory Bicycle Requirement	22
Table 8-1: Estimated Traffic Generation – Residential Hotel	25

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1. Introduction

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1.1. Overview

Ratio Consultants has been commissioned by Proplay Pty Ltd (the Applicant) to assess the transport aspects of the proposed three-storey residential hotel development on land located at 253 Barnard Street, 144, 152-156 Wattle Street in Bendigo. The pre-application documentation (Ref.: ENDQ511626) was submitted to the Department of Transport and Planning (DTP - Head, Transport for Victoria) on 17 March 2026, including a transport impact assessment (TIA) report dated 12 March 2026 prepared by Ratio Consultants. Following the review of the documentation, DTP issued a traffic and transport referral comment letter on 5 May 2026.

Subsequently, in relation to the pre-application submission lodged with the Development Facilitation Program (DFP) with DTP on 30/06/2025 (Ref. PPA-1218), a response letter requesting for further information to be provided has been issued on 19 June 2026, in particular the transport and traffic related comment (item 6b) has been reproduced in *italics* below:

"6. The following are to be updated:

b. The Traffic Impact Assessment prepared by Ratio, dated 12 March 2026, must be updated to include case studies representative of Bendigo's regional context (current examples are all in metropolitan NSW) and to calculate vehicle trip generation based on the number of hotel rooms rather than parking spaces, as requested by Council."

Accordingly, this traffic assessment has been updated accordingly to address item 6b of the DFP referral comments dated 19 June 2026, in the relevant sections of this report (Sections 4 and 8). Specific responses to the RFI matters raised in the referral letter dated 5 May 2026 have been addressed separately in Section 9 of this report.

1.2. Purpose and Structure of this Report

This report sets out an assessment of the anticipated parking, traffic and transport implications of the proposed Permit Application, including consideration of the:

- Existing transport conditions surrounding the site.
- Parking demand likely to be generated by the proposed development.
- Suitability of the proposed parking in terms of supply and layout.
- Proposed access arrangements for the site.
- Traffic generation characteristics of the proposed development.
- Transport impact of the development proposal on the surrounding road network.

1.3. References

In preparing this report, reference has been made to the following:

- Plans for the proposed development prepared by Life Architecture attached as Appendix A (Issue P06, Dated 11/03/2025).
- Greater Bendigo Planning Scheme
- Australian/New Zealand Standard, Parking Facilities Part 1: Off-Street Car Parking (AS2890.1:2004).
- Australian Standard, Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities (AS2890.1:2002).
- Australian/New Zealand Standard, Parking Facilities Part 6: Off-Street Parking for People with Disabilities (AS/NZS 2890.6:2009).
- Traffic surveys as referenced within this report.
- Other documents as nominated.

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2. Existing Conditions

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2.1. Location and Environment

The subject site is located on the northwestern corner at the Barnard Street and Wattle Street intersection in Bendigo. The site is irregular in shape, with a northern frontage of approximately 40 metres to Barnard Street, and a maximum depth of approximately 70 metres, along Wattle Street, for an overall site area of approximately 3,450 square metres.

An aerial photograph of the subject site relative to the surrounds is shown in Figure 2-1 below.

Figure 2-1: Aerial View of the Subject Site



Source: app.landchecker.com.au (image dated 25/03/2025)

The site is located within a Commercial 1 Zone (C1Z) and a General Residential Zone (GRZ). The site is subject to a Heritage Overlay (HO1) and a Parking Overlay – Precinct 1 Schedule (PO1). Land uses in the immediate vicinity of the site are predominantly residential and commercial.

2.2. Road Network

Barnard Street is an arterial road, classified as a Transport Road Zone 2 (TRZ2), under the care and management of the Department of Transport and Planning. It runs in a northeast-southwest alignment between Arnold Street to the east and Lily Street to the west.

In the vicinity of the site, Barnard Street has an approximate carriageway width 22 metres, accommodating two right-turn short lanes and two through lanes for the westbound traffic and two eastbound traffic lanes, separated by a median island.

On street parallel line-marked parking is provided on the southern side of Barnard Street, along the site's northern frontage. These spaces are subject to short term ¼ P restrictions between 6am and 6pm (Monday to Saturday).

Constructed footpaths as well as on road bicycle lanes are provided on both sides of Barnard Street and it has a posted speed limit of 60km/h in the vicinity of the site.

Views of Barnard Street facing northeast and southwest in the vicinity of the subject site are shown in Figure 2-2 and Figure 2-3, respectively.

Figure 2-2: Barnard Street Facing Northeast



Source: Site Visit (May 2025)

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Figure 2-3: Barnard Street Facing Southwest



Source: Site Visit (May 2025)

Wattle Street is a council managed local access street that runs in a general north-south alignment between Harrison Street and Queen Street.

In the vicinity of the site, Wattle Street has sealed carriageway width of approximately 17.5 metres, accommodating a single traffic lane in each direction with on-street parking on both sides of the road.

Footpaths are constructed on both sides of the road, and it has the default speed limit of 50km/h, applicable to built-up areas.

Views of Wattle Street in the vicinity of the subject site are shown in Figure 2-4 and Figure 2-5.

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Figure 2-4: Wattle Street Facing West



Source: Site Visit (May 2025)

Figure 2-5: Wattle Street Facing South



Source: Site Visit (May 2025)

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2.3. Sustainable Transport

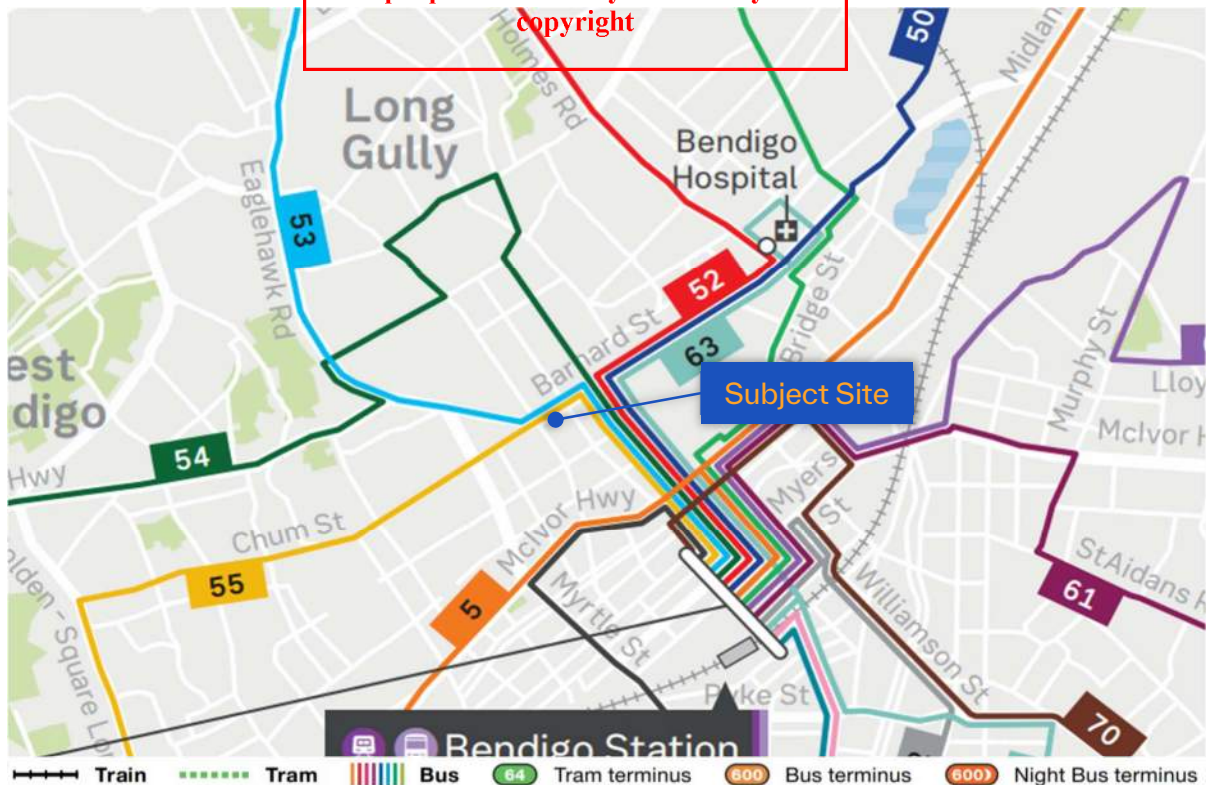
Public Transport

The subject site is conveniently located near a bus stop located approximately 125 metres northeast of the site. Several bus services operate in close proximity to the subject site, providing connections to nearby destinations, including the Bendigo Railway Station, as detailed in Table 2-1 and illustrated in Figure 2-6.

Table 2-1: Public Transport Services

Mode	Route No.	Route	Nearest Stop	Walking Distance
Bus	53	Bendigo Station – Eaglehawk via Eaglehawk Road	Forest Street/ Barnard Street	1 minute ~110 metres
	55	Bendigo Station – Kangaroo Flat via Golden Square		
	50	Bendigo Station – Epsom Station via Goynes Road		
	54	Bendigo Station – Maiden Gully via Calder Hwy	Queen Elizabeth Oval/ View Street	10 minutes ~750 metres
	55	Bendigo Station – Kangaroo Flat via Golden Square		
	63	Bendigo Hospital – Deakin University via Bendigo Station		

Figure 2-6: Public Transport Services in Close Proximity of the Site



Source: Transport Victoria

Pedestrian and Bicycle Network

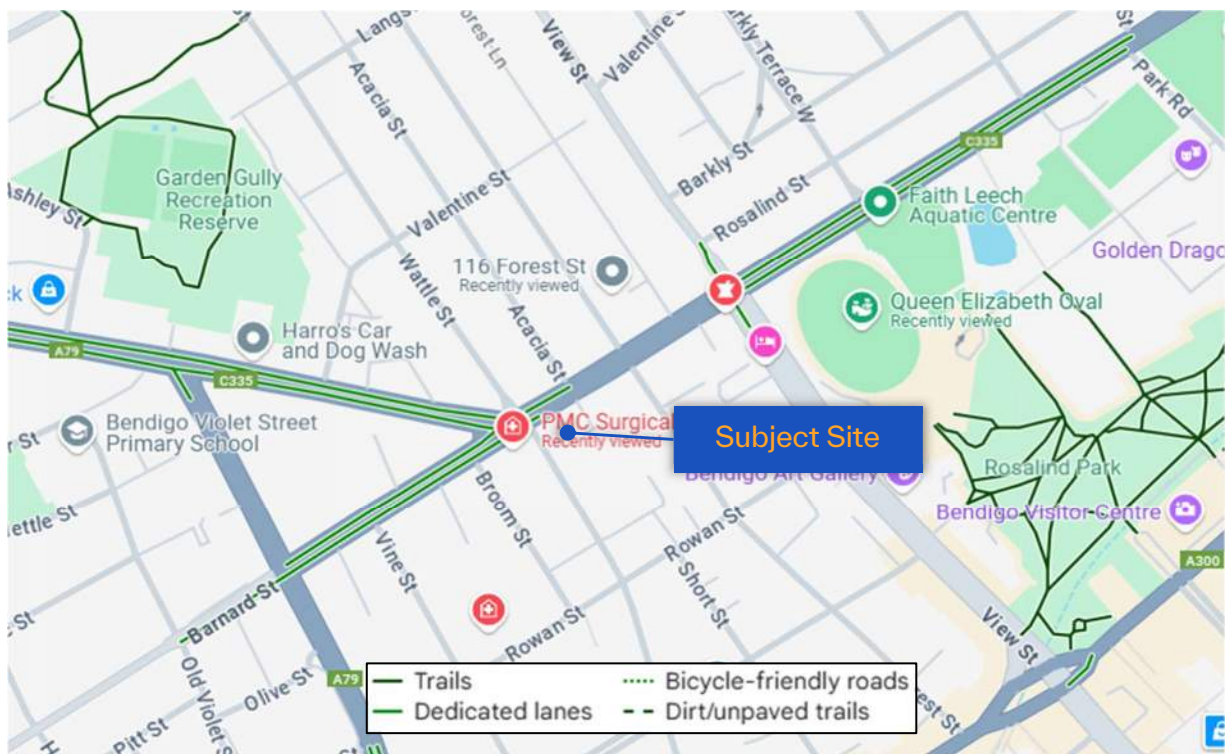
Pedestrian movements are well facilitated, with footpaths generally provided on both sides of the site along Barnard Street and along Wattle Street.

The subject site has good access to the bicycle network, with the following bicycle routes located in close proximity of the site:

- On-road bicycle lanes along sections of Barnard Street; and
- On-road bicycle lanes along Eaglehawk Road

Access to the nearby on and off-road bicycle facilities is available via the surrounding road network, as shown in Figure 2-7.

Figure 2-7: Bicycle Network in the vicinity of the site



Source: google.com/maps

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3. Proposal

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3.1. General

It is proposed to construct three-storey Residential Hotel, on land located at 253 Barnard Street and 144, 152-156 Wattle Street in Bendigo.

More specifically, the proposed development will consist of 88 hotel rooms across 3 storeys with associated ancillary on site facilities, including a gym and a dining/ function room for hotel guests.

A summary of the proposed transport infrastructure is provided in Table 3-1.

Table 3-1: Summary of Transport Infrastructure

Use	Description
Vehicle Access	Access to/ from the site is provided via a new 7 metre double-width crossover proposed via Barnard Street.
Pedestrian Access	Dedicated pedestrian access points connecting the site to/ from the existing footpaths along Barnard Street
Car Parking	38 x at grade on-site car parking spaces, inclusive of: • 1 DDA car parking space; and • 5 x hotel pick-up/ drop-off short term car parking spaces
Waste collection	Private waste collection proposed via an 8.8-metre-long Medium Rigid Vehicle (MRV).

An excerpt of the proposed site layout is provided in Figure 3-1 with the full architectural plans provided in Appendix A of this report.

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4. Car Parking Assessment

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4.1. Clause 52.06 – Car Parking Requirements

Car parking requirements for new developments are set out under in Clause 52.06 of the Greater Bendigo Planning Scheme. The purpose of Clause 52.06 is defined in the Scheme as follows:

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

The number of car parking spaces required for the specified uses is listed under Table 1 of Clause 52.06-5. The car parking requirement specified for a use listed in Table 1 does not apply if:

- A car parking requirement for the use is specified under another provision of the Planning Scheme; or
- A Schedule to the Parking Overlay specifies the number of car parking spaces required for the use.

As discussed, the car parking requirements for the development are subject to Schedule 1 to the Parking Overlay (PO1).

The PO1 states that for the uses listed in Table 1 of Schedule 1 to the Parking Overlay of the Greater Bendigo Planning Scheme, the number of car spaces required for those uses is to be calculated by using the rates in that Table. For all other uses, car parking must be calculated using the rates in Table 1 within Clause 52.06 of the Greater Bendigo Planning Scheme.

It is noted that a parking rate is not provided within Clause 52.06 for the residential hotel land use. Where a land use is not specified in Table 1 to Clause 52.06 or where a car parking requirement is not specified in another provision of the Planning Scheme or in a schedule to the Parking Overlay, car parking spaces must be provided to the satisfaction of the responsible authority.

In consideration of the above, an assessment of the car parking demand for the proposed office use is undertaken in the following Section 4.2.

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4.2. Car Parking Demand Assessment

Clause 52.06-7 states that an application to reduce the number of car parking spaces required under Clause 52.06-5 must be accompanied by a Car Parking Demand Assessment which must address the following matters:

- The likelihood of multi-purpose trips which are likely to be combined with a trip to the land in connection with the proposed use.
- The variation of car parking demand likely to be generated by the proposed use over time.
- The short-stay and long-stay car parking demand likely to be generated by the proposed use.
- The availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist access to the land.
- The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.
- The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.
- Any empirical assessment or case study.

An assessment of the relevant factors is provided below.

The Availability of Public Transport in the Locality of the Land

As discussed in Section 2.3, the site has good access to the public transport network, with bus routes 53 and 55 operating within convenient walking distance from the site, which connects to Bendigo Station. The closest bus stop is located approximately 125 metres northeast of the subject site on Barnard Street.

Accordingly, it is expected that some hotel guest will be able to travel to and from the site without reliance of private motor vehicles.

Empirical Assessment - Residential Hotel

Quest Serviced Apartments – Case Study Data

Given that the residential hotel land use does not have its own statutory car parking rate Clause 52.06, reference has been made to case study data provided for Quest Serviced Apartments across several comparable sites in NSW, over the past 15 years, summarised below:

- **Quest Campbelltown** – 81 keys / 35 spaces (ratio 0.43 spaces per room)
- **Quest Castle Hill** – 81 keys / 35 spaces (ratio 0.43 spaces per room)
- **Quest Mascot** – 91 keys / 40 spaces (ratio 0.44 spaces per room)
- **Quest Chatswood** – 100 keys / 45 spaces (ratio 0.45 spaces per room)
- **Average Parking Rate** – 0.44 spaces for every room

The case study data supports an average car parking benchmark rate of 0.44 spaces per room. This rate has been adopted for the purposes of this assessment as a car parking

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provision guideline, resulting in a demand for 39 car parking spaces for the proposed 88 residential hotel rooms.

The proposed car parking supply for the residential hotel equates to 0.43 spaces per room (38 spaces in total). This is considered sufficient to meet the anticipated parking demand, with only a minor variance from the adopted empirical benchmark. It is also consistent with four comparable Quest sites outlined above, where parking provision ranges between 0.43 and 0.45 spaces per room. This provision is considered conservative as residential hotels are rarely fully occupied, with rooms expected to operate closer to 80% capacity at peak periods.

In addition to the above, Ratio Consultants reviewed car parking demand surveys and historical aerial imagery of a comparable serviced apartment development within Victoria, namely the New Epping Serviced Apartments (Quest Epping) in Epping. Historical car park observations indicate an average parking occupancy of approximately 0.20 spaces per room, while the commissioned parking demand survey recorded an average peak demand of approximately 0.37 spaces per room. Both observed demand rates are considerably lower than the benchmark provision rate of 0.44 spaces per room adopted for this assessment, equating to an estimated parking demand of between 18 and 33 spaces.

Furthermore, on-site parking is typically managed by the hotel operator, with guests required to secure an on-site car parking space as part of the booking process. As such, guests will be aware prior to arrival whether a dedicated on-site car space has been allocated.

Bendigo Regional Case Study Data

The Mercure Bendigo Schaller at 60 Lucan Street, Bendigo, was selected as a relevant local case study due to its comparable scale and provision of on-site, at-grade car parking.

The hotel comprises 118 guest rooms and approximately 53 on-site car parking spaces, equivalent to a provision rate of approximately 0.45 spaces per guest room. A summary is provided in Table 4-1.

Table 4-1: Residential Hotels in Bendigo

Name of Accommodation	No. of Rooms	No. of At-Grade Spaces	Car Parking Rate
Mercure Bendigo Schaller (60 Lucan Street, Bendigo)	118 rooms ²	53 spaces*	0.45 spaces/ room

As shown in Table 4-1, the Mercure Bendigo provides approximately 0.45 parking spaces per guest room. The hotel is of a similar scale to the proposed development and provides a useful local comparison when considering the adequacy of the proposed car parking provision.

4.3. Adequacy of Proposed Car Parking Provision

The application proposes to provide a total of 38 car parking spaces on-site, which is considered adequate for the following reasons:

² Mercure Bendigo Schaller fact sheet - <https://accorevents.com/assets/HotelFiles/10888.pdf>

- The site has good access to the public transport network with bus services operating within close proximity to the site, providing alternative travel options for hotel guests.
- Based on the benchmark car parking provision associated with the residential hotel, the development is estimated to generate a demand for 39 spaces (0.44 spaces per room), which closely aligns with the proposed provision of 38 spaces (0.43 spaces per room).
- Empirical evidence from historical observations and commissioned car parking demand surveys at comparable serviced apartment developments indicate a peak demand of approximately 0.37 spaces per room (33 spaces), which is lower than the adopted benchmark rate of 0.44 spaces per room. This suggests the proposed provision represents a more conservative allowance for parking demand.
- Further case study analysis of a comparable hotel in the Bendigo region with a similar number of guest rooms and on-site at-grade parking has been undertaken, demonstrating a comparable parking provision of approximately 0.45 spaces per room.

As such, the proposed on-site car parking provision is considered acceptable and will satisfy the estimated peak demand.

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5. Access and Car Parking Layout

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5.1. Clause 52.09 – Design Standard Assessment

The proposed vehicular access arrangements and car parking layout have been designed in general accordance with the objectives and design requirements of Clause 52.06-9 of the Greater Bendigo Planning Scheme, AS/NZS 2890.6:2009 and with the relevant sections of AS/NZS 2890.1:2004.

An assessment against the relevant design standards of Clause 52.06-9 of the Planning Scheme is provided below.

Design Standard 1 – Accessways

Vehicular access to the on-site car park is proposed via Barnard Street.

Design Standard 1 of Clause 52.06-9 relates to the design of accessways. The requirements of Design Standard 1 are assessed against the proposal in Table 5-1.

Table 5-1: Design Standard 1 Assessment – Accessways

Requirements	Comments
Must be at least 3m wide.	Satisfied - All accessways have been provided with a minimum trafficable width of 3.0 metres.
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2m wide.	Satisfied - Change of directions in the accessway have been provided with least 4.2 metres.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	Satisfied - The proposed car park does not contain any dead-end accessways. Notwithstanding this, all vehicles are able to enter and exit the site in a forward direction suitably.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8m.	N/A - The proposed car park is provided within an open space.
If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway	Satisfied - All vehicles are able to enter/exit the site in a forward direction.

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must be designed so that cars can exit the site in a forward direction.

Provide a passing area at the entrance at least 6.1m wide and 7m long if the accessway serves ten or more car parking spaces and is either more than 50m long or connects to a road in a Road Zone.

Satisfied - The entrance is provided with an accessway width of 6.1 metres, providing sufficient width for opposing vehicle movements and facilitating passing.

Have a corner splay or area at least 50% clear of visual obstructions extending at least 2m along the frontage road from the edge of an exit lane and 2.5m along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.

Satisfied -

The pedestrian sightline triangle has been provided on the western entry/exit points in line with the intent of AS2890 and Clause 52.06 of the Planning Scheme. Given that the accessway is double width, a pedestrian sight triangle is not required adjacent to the ingress lane to the east.

If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6m from the road carriageway.

Satisfied - Access to the car spaces are provided with minimum setback of 6 metres from the Barnard Street carriageway.

Design Standard 2 – Car Parking Spaces

Design Standard 2 of Clause 52.06-9 relates to the design of car parking spaces. The requirements of Design Standard 2 are assessed against the proposal in Table 5-2.

Table 5-2: Design Standard 2 Assessment - Car Parking Spaces

Requirement	Comments
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 of Design Standard 2.	Satisfied - Standard car parking spaces are provided at a width of 2.6 metres, length of 4.9 metres and accessed from a 6.4 metre wide aisle. Five short-term drop-off car parking spaces are provided at a width of 2.9 metres, length of 4.9 metres and accessed from a 6.1 metres wide aisle. The above car parking spaces and accessway dimensions have been designed in accordance with Table 2 of Design Standard 2.
A wall, fence, column, tree or tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1 of Design Standard 2, other than: – A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram	Satisfied - All spaces located next to walls or obstructions that impact on the car parking envelope have been provided with 300mm clearance to that structure. Spaces next to landscaping areas will be provided with low-lying planting to allow for adequate vehicle door opening.

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– A structure, which may project into the space if it is at least 2.1 metres above the space.

Car spaces in garages or carports must be at least 6 metres long and 3.5 metres wide for a single space and 5.5 metres wide for a double space measured inside the garage or carport. **N/A** – No garages are proposed

Where parking spaces are provided in tandem (one space behind the other) an additional 500mm in length must be provided between each space. **N/A** – No tandem spaces are proposed.

Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover. **N/A** – No car parking spaces are provided for dwellings.

Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm. **Satisfied** – The DDA and adjacent shared space have been provided in accordance with AS2890.6-2009. It is noted that the 500mm length encroachment into the aisle is consistent with the allowances of this standard.

5.2. Swept Path Assessment

An assessment (refer to Appendix B) of the accessibility to/from critical parking bays using the 'Autodesk Vehicle Tracking' software has been conducted. The B99 (99th percentile car) and B85 (85th percentile car) were used in the assessment of the site's accessibility and it was demonstrated access could be achieved in a satisfactory manner.

The largest vehicle anticipated to access the site is associated with waste collection which will be undertaken by an 8.8-metre-long Medium Rigid Vehicle (MRV). The swept path assessment demonstrates that this vehicle can access and exit the site in a forward direction following collection.

Linen deliveries and collections are expected to be undertaken by small vans or courier vehicles, typically represented by the B99 design vehicle. Swept path assessment confirms that a B99 vehicle can access the loading bay in a forward direction.

5.3. Adequacy of Access Arrangement and Car Park Layout

Based on the preceding assessment, the proposed access arrangements and car park layout have been designed appropriately, in accordance with the requirements outlined within Clause 52.06-9 of Greater Bendigo Planning Scheme and/ or relevant sections of the Australian Standard (AS2890 series).

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6. Bicycle Parking

6.1. Clause 52.34 – Bicycle Parking Facilities

The provisions set out under Clause 52.34-3 of the Greater Bendigo Planning Scheme for the proposed development is set out in Table 6-1 below

Table 6-1: Clause 52.34 Statutory Bicycle Requirement

Use	Size (sqm)/ No. of dwellings	Statutory Employee Parking Rate	Statutory Parking Rate	Visitor Statutory Requirement
Residential Hotel	88 rooms	In developments of four or more storeys, 1 to each 10 lodging rooms	In developments of four or more storeys, 1 to each 10 lodging rooms	Not required (less than four storeys)
Total Bicycle Parking Requirement				None

Given that the residential hotel is less than four storeys in height and therefore does not trigger the requirement to provide any bicycle parking.

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7. Loading and Waste

7.1. Statutory Requirement

Clause 65.01 of the Greater Bendigo Planning outlines the provision of loading arrangements and states the following:

“Before deciding on an application or approval of a plan, the responsible authority must consider as appropriate:

The adequacy of loading and unloading and any associated amenity, traffic flow or road safety impacts.”

7.2. Loading Arrangements

Loading associated with the development is expected to be restricted to linen delivery/ collection vehicles and waste collection vehicles.

Linen delivery and collection are likely to be undertaken by a small van or courier vehicle. The B99 vehicle is generally considered representative of these types of vehicles and has been demonstrated to appropriately access the loading bay for loading and unloading activities, as shown in Appendix B.

7.3. Waste Collection

A Waste Management Plan (WMP) has been prepared by Ratio Consultants to inform the proposed development. As outlined in the WMP, waste collection is proposed to be undertaken via private collection services, outside of peak site operation.

The nominated collection vehicle is an 8.8-metre-long Medium Rigid Vehicle (MRV). As detailed in Section 5.2 of this report, a swept path assessment confirms that the MRV can appropriately access the site and exit the site in a forward direction upon completion of collection. Swept path diagrams are included in Appendix B.

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8. Traffic Assessment

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8.1. Traffic Generation

The anticipated traffic generation from the proposal has been estimated using the NSW Guide to Transport Impact Assessment (GTIA) rates as outlined in the following.

Residential Hotel

Traffic generation associated with hotels generally occurs outside of typical commuter peak times with check-in generally available from early afternoon and check out times available from mid until late morning.

Traffic generation rates for the proposed residential hotel have been adopted from the NSW GTIA motel rates, as motels and hotels typically share similar characteristics. The NSW GTIA specifies an evening peak period of traffic generation of 0.4 vehicles trips per room for a motel accommodation. This rate is based on survey data collected in 1979 and generally reflects a traditional motel format comprising single-storey units with typically one parking space provided per room. The adopted rate also implicitly assumes a 100% occupancy, as noted in the Guide.

The GTIA motel rate is not considered directly representative of the proposed residential hotel. In particular, the development provides car parking at a substantially lower rate of 0.44 spaces per room and is consequently expected to generate a lower level of vehicle activity when expressed on a per-room basis.

Given that the traditional motel developments underpinning the GTIA rate generally provided approximately one parking space per room, the rate of 0.4 vehicle trips per room can reasonably be interpreted as being broadly equivalent to 0.4 vehicle trips per available parking space. Applying the rate on a per-space basis more appropriately reflects the level of vehicle use that can be accommodated by the proposed development and avoids overstating traffic generation by assuming that every hotel room generates a vehicle trip.

Applying the GTIA rate of 0.4 vehicle trips to the 38 parking spaces proposed yields an evening peak traffic generation of 15 vehicle movements per hour.

As no AM peak rate is specified, the PM peak rate has been conservatively applied. Based on an anticipated peak parking demand of 38 spaces, the estimated traffic generation is 15 vehicle movements per hour.

Directional splits assume 80% outbound / 20% inbound in the AM peak and the reverse in the PM peak.

This assessment is considered to be conservative given that the occupation of accommodation uses such as hotel rooms vary seasonally, and it is rare for all rooms within such uses to be fully occupied. The estimated traffic generation from the residential hotel is summarised in Table 8-1.

Table 8-1: Estimated Traffic Generation – Residential Hotel

	AM Peak (vph)	PM Peak (vph)
Arriving Trips	3	12
Departing Trips	12	2
Total Trips	15	15

8.2. Traffic Impacts

The proposed development is conservatively estimated to generate up to 15 vehicle movements per hour during commuter peak periods, which represents one vehicle movement every 4 minutes on average.

In addition, the proposed left-in/ left-out access arrangement is an inherently high-capacity and low-impact configuration from both a safety and operational perspective. The permitted movements are considered to have a low associated crash-risk potential and unlikely to affect road efficiency given that Barnard Street operates under a relatively low posted speed limit of 60km/h and carries an approximate two-way traffic volume of 7,000 vehicles per day, which is at the bottom end of the typical traffic volume range for an arterial road. Against this background, the additional traffic generated by the development would represent only a very small proportion of existing traffic volumes and is unlikely to have any discernible effect on traffic flow or road network efficiency.

Overall, the traffic generated by the proposed development is expected to be readily accommodated by the surrounding road network. The development is therefore not expected to result in any material impact on the operation of nearby roads or intersections.

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9. Response to DTP comments

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The pre-application documentation was lodged with the Department of Transport and Planning (DTP) in March, including a transport impact assessment dated 12 March 2026 prepared by Ratio Consultants. Subsequently, DTP has issued a referral comment letter on 5 May 2026.

The transport and traffic items are reproduced below in *italics* with the associated response following.

1. On-street Parking and Sight Distance

- a. *On-street car parking along Barnard Street will likely need to be removed to ensure compliance with sight distance requirements. In accordance with AS/NZS 2890.1:2004, a minimum sight distance of 65 metres must be maintained for a 60 km/h road environment.*
- b. *Confirmation is required as to whether consultation has been undertaken with council and affected businesses regarding the proposed removal of car parking spaces, including details of any feedback received and how it has been addressed.*

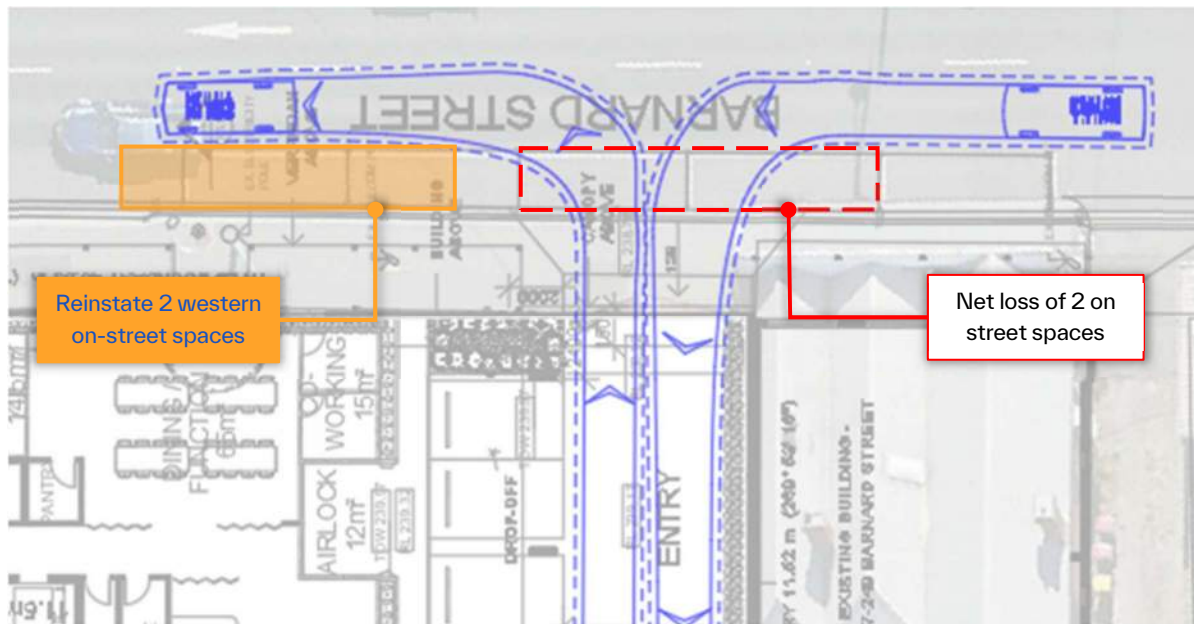
As demonstrated in the swept path planning (as attached in Appendix B), three existing on-street parking spaces as identified in Figure 9-1 below would be required to be removed to facilitate vehicle entry and exit via the proposed north-eastern crossover. The removal of these spaces is necessary to accommodate the turning path of the 8.8 m Medium Rigid Vehicle (MRV), during entry and exit manoeuvres in accordance with the design vehicle requirements.

There would be an opportunity to reinstate some of the on-street parking spaces while maintaining simultaneous vehicle entry and exit movements, resulting in a net loss of only two spaces, by relocating the two westernmost on-street parking spaces approximately 2 metres further west of the proposed crossover, as shown in Figure 9-2.

Figure 9-1: Existing On-street parking space to be removed



Figure 9-2: Relocation of Existing On-Street Parking Spaces



With respect to sight distance requirements, the removal of additional parking spaces to the east of the proposed crossover beyond the two identified spaces is not considered necessary. Similar sightline conditions already exist at numerous vehicle access points northeast of the site along Barnard Street as shown in Figure 9-3 and Figure 9-4 below, where on-street parking is provided between adjacent crossovers. The proposed crossover arrangement is therefore consistent with the prevailing streetscape conditions along Barnard Street and reflects a common and accepted part of parking configuration within the locality.

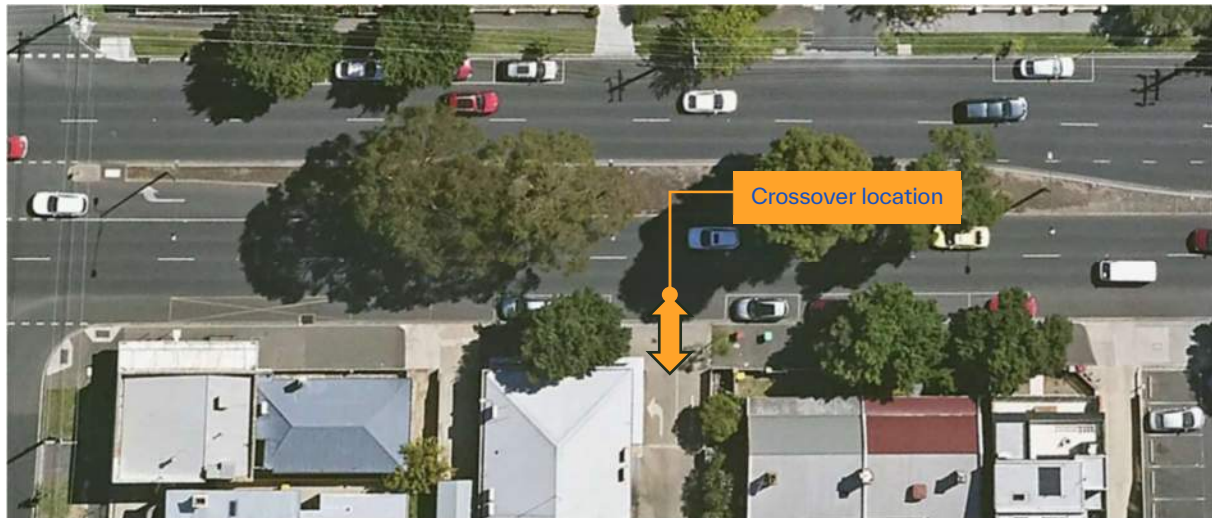
Based on site observations and a review of parking conditions, utilisation of the on-street parking spaces fronting the site is generally low. Accordingly, while the proposed access arrangement necessitates the removal of three on-street spaces, the reduction in parking supply is considered modest and is not expected to materially affect parking availability within the surrounding area.

Figure 9-3: Crossovers along Barnard Street



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Figure 9-4: Crossover along Barnard Street (215-217 Barnard Street)



2. Swept Path Assessment

- a. The submitted swept path diagrams currently illustrate simultaneous movements of B85 and B99 vehicles at the driveway. However, additional assessment is required to demonstrate a more realistic operating scenario, specifically an 8.8 m rigid truck entering the site while a B85 vehicle is exiting.
- b. Revised swept path drawings must be provided to confirm that such vehicle movements can occur safely, efficiently and without conflict at the access point. The current assessment for the 8.8 m truck is not considered satisfactory and requires further justification of the design.

Provision of a wider crossover to accommodate simultaneous passenger vehicles (B99 and B85) and truck movements giving the very low frequency of heavy vehicle access to the site. Clause 3.2.2 of the Australian Standard AS 2890.2 – Off-street commercial vehicle facilities recognises that on Major Roads such as Barnard Street, occasional service vehicles may utilise the full width of a crossover when entering and exiting a site, with occasional service defined as being serviced by the nominated design vehicle less than once per day.

Waste collection vehicles and other service vehicles associated with the proposed development are expected to access the site infrequently and, on average, less than once per day over a typical week. Accordingly, the proposed crossover width is considered sufficient to accommodate the anticipated vehicle movements and is consistent with the intent and design guidance of AS 2890.2.

Notwithstanding, in the very unlikely event that a service vehicle seeks to turn left into the site while another vehicle is exiting, the entering vehicle can safely pause momentarily to allow the exiting vehicle to clear the access. Given the relatively low frontage road speed and left-in/left-out configuration of the driveway, such interactions can be readily accommodated and do not present a traffic safety concern. Furthermore, unnecessarily widening the crossover would increase the extent of the pedestrian crossing width and reduce pedestrian amenity. Accordingly, the proposed crossover width is considered appropriate and should remain at its current proposed width.

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10. Conclusion

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A planning permit is sought for the development of a residential hotel on land addressed as 253 Barnard Street and 144, 152-156 Wattle Street in Bendigo.

More specifically, the application seeks the construction of the three-storey building comprising of 88 residential hotel rooms and 38 on site car parking spaces.

Based on the foregoing assessment, the following conclusions are drawn:

- The statutory requirement for the car parking provision is subject to the satisfaction of the responsible authority.
 - The site has good access to public transport, with bus services operating in close proximity and providing alternative travel options for hotel guests.
 - Based on the benchmark residential hotel parking rate of 0.44 spaces per room, the development is estimated to require 39 spaces, which closely aligns with the proposed 38 spaces (0.43 spaces per room).
 - Empirical evidence from a comparable serviced apartment development indicates a peak demand of 0.37 spaces per room, which is lower than the adopted benchmark and supports the proposed parking provision.
- Based on the car parking demand assessment, the proposed on-site parking is considered sufficient to accommodate the anticipated peak parking demands from the subject site for the nature and scale of the proposed development
- The proposed car parking facilities have been designed in accordance with the requirements set out within Clause 52.06 of the Greater Bendigo Planning Scheme and/or relevant sections of the Australian Standard (AS2890 series);
- Waste collection is to occur by a private collection service utilising an 8.8-metre-long Medium Rigid Vehicle (MRV). A swept path assessment confirms that the waste truck can appropriately access the site loading access and exit the site in a forward direction upon completion of collection.
- The site is expected to generate in the order of 15 vehicle movements during both AM and PM peak hours;
- This level of traffic is very low and would be barely discernible on the surrounding road network. Accordingly, the proposed development is not expected to result in any material impact on the operation of nearby roads or intersections.

On the basis of the assessment within this report, the development proposal is considered to be acceptable from a transport engineering perspective.

Appendix A Development Plan

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NO.
STOREY:

3

PARKING
SPACES:

38

HOTEL
ROOMS:

88

GFA:

4109m²

TP - Development Summary House				
LEVEL	House	Totals	Areas	
	House		GFA (Excluding Terrace)	NSA Total
GROUND FLOOR	1	0	80.52 m²	80.52 m²
	1	0	80.52 m²	80.52 m²

SITE AREA

3498m²

TP - Development Summary Hotel						
LEVEL	Hotel			Totals	Areas	
	Hotel Studio	Hotel 1 Bed	Hotel 2 Bed		GFA (Excluding Terrace)	NSA Total
GROUND FLOOR	11	6	0	17	990.86 m²	557.41 m²
LANDSCAPE GROUND FLOOR	0	0	0	3	98.69 m²	98.69 m²
LEVEL 01	19	15	2	36	1579.75 m²	1302.19 m²
LEVEL 02	18	16	1	35	1529.94 m²	1252.35 m²
	48	37	3	91	4199.24 m²	3210.64 m²

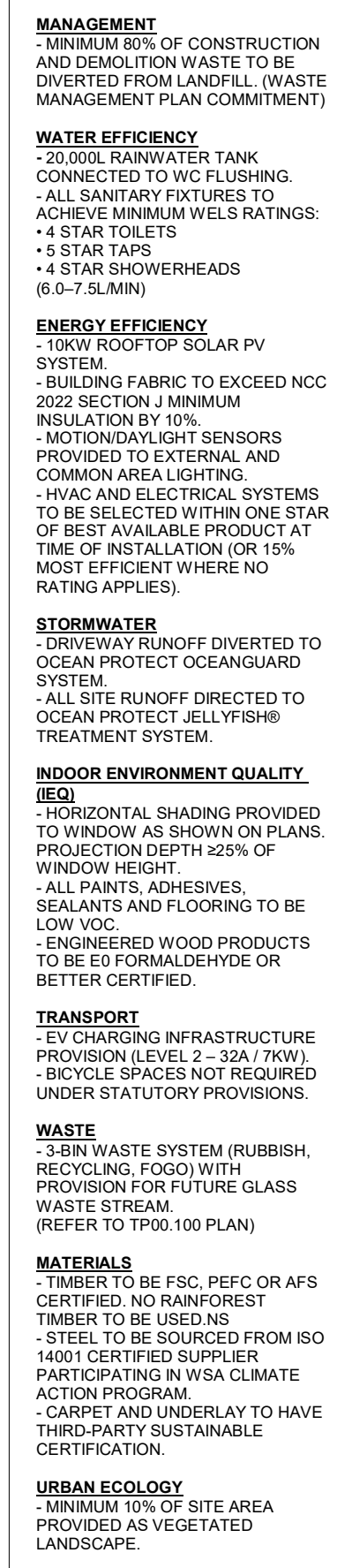
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TP - Development Percentage		
Area Category	NUMBER	MIX %
Hotel - 1 Bed	37	42%
Hotel - 2 Bed	3	3%
House - 4 Bed	1	1%
STUDIO	48	54%
TOTAL UNITS	89	100%

TP - Parking Car Allocation	
USE	SPACES
GROUND FLOOR	
DDA	1
HOTEL	37
TOTAL PARKING	38

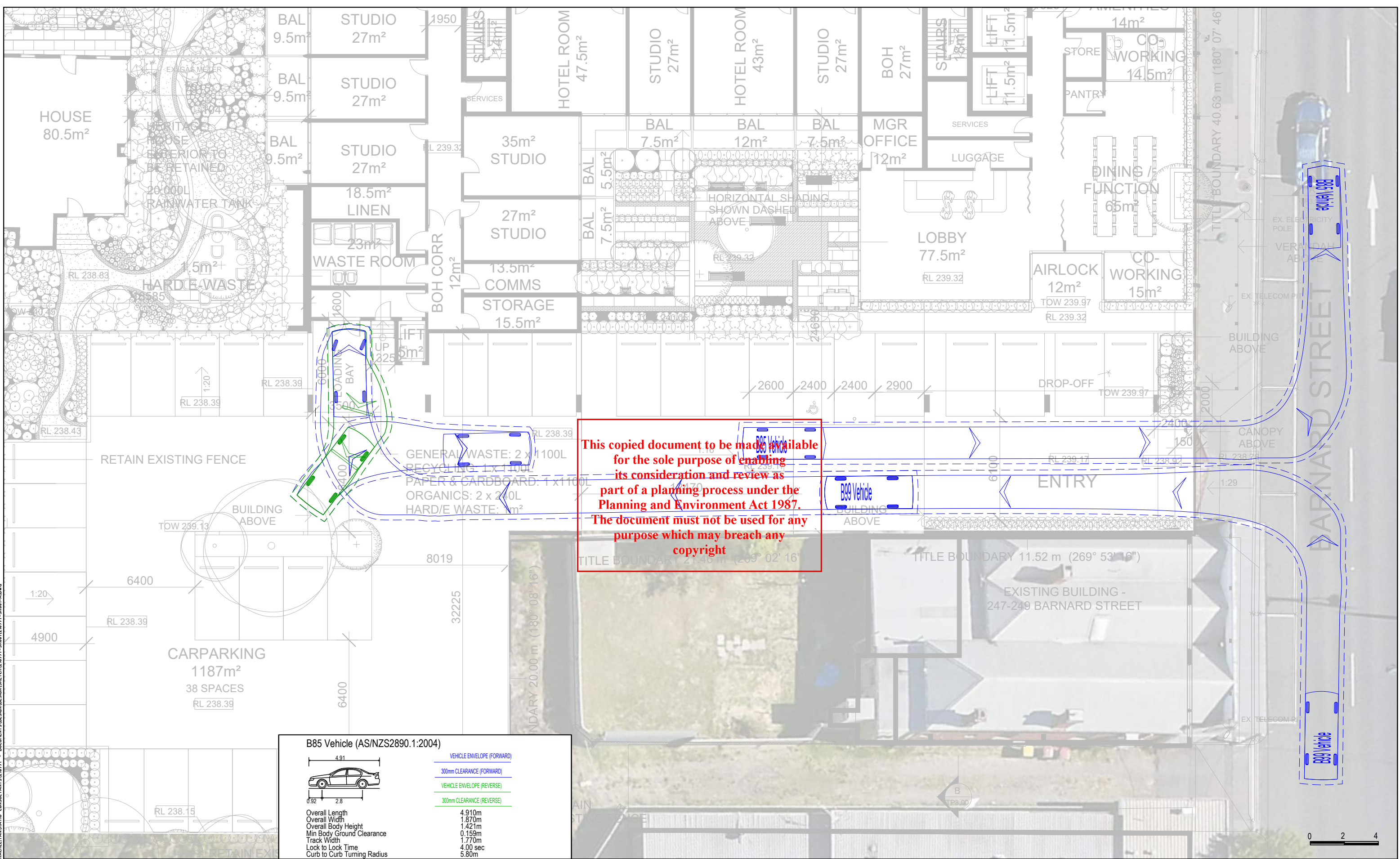
EX. FIRE PLUG EX. WATER VALV



Appendix B Swept Path Assessment

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TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

B85 Vehicle (AS/NZS2890.1:2004)	
	VEHICLE ENVELOPE (FORWARD) 300mm CLEARANCE (FORWARD) VEHICLE ENVELOPE (REVERSE) 300mm CLEARANCE (REVERSE)
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	5.80m
B99 Vehicle (AS/NZS2890.1:2004)	
	VEHICLE ENVELOPE (FORWARD) 300mm CLEARANCE (FORWARD) VEHICLE ENVELOPE (REVERSE) 300mm CLEARANCE (REVERSE)
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	6.30m

Proposed Residential Hotel Development
253 Barnard Street & 144, 152-156 Wattle Street, Bendigo
Swept Path Assessment

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NOTE:
1) Base Plan Supplied By Life Architecture
2) Maximum Design Speed 10km/h

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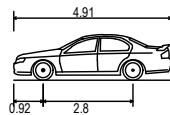
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B85 Vehicle (AS/NZS2890.1:2004)



Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Curb to Curb Turning Radius

VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

4.910m
1.870m
1.421m
0.159m
1.770m
4.00 sec
5.80m

Proposed Residential Hotel Development
253 Barnard Street & 144, 152-156 Wattle Street, Bendigo
Swept Path Assessment

NOTE:
1) Base Plan Supplied By Life Architecture
2) Maximum Design Speed 10km/h

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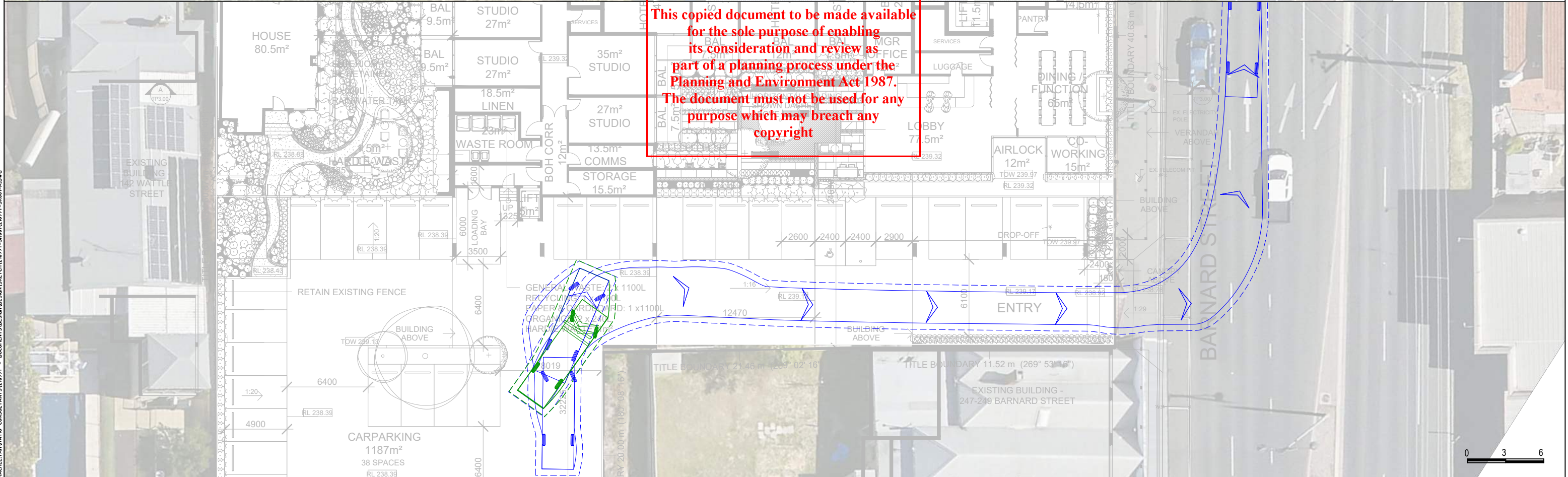
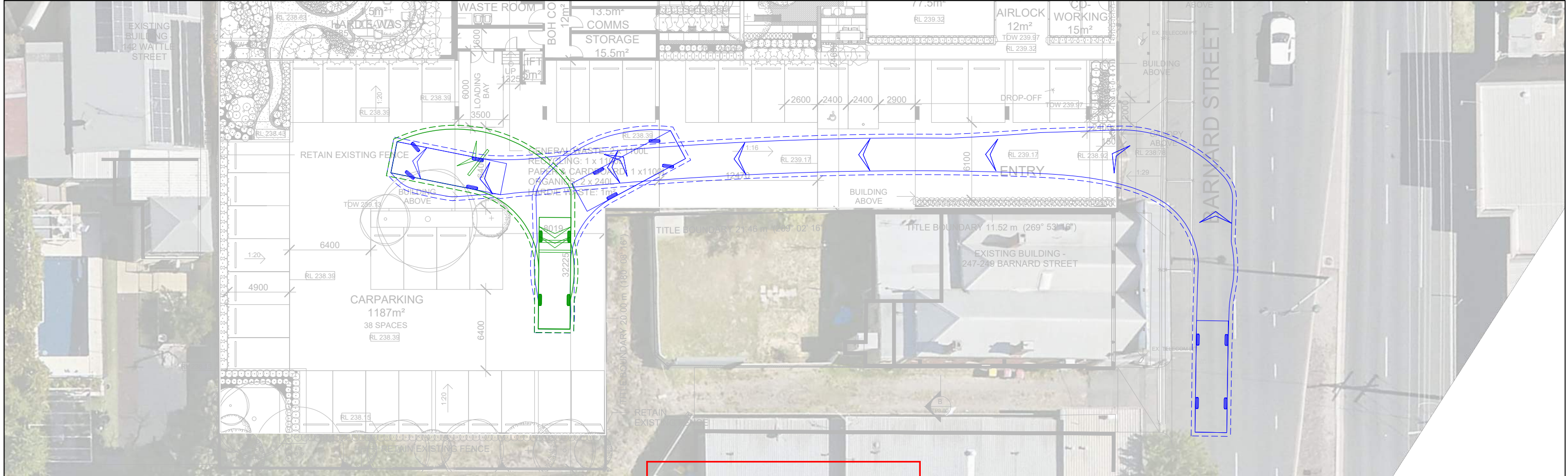
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MRV - Medium Rigid Vehicle (AS/NZS2890.2:2002)

8.8

1.5

5.0

VEHICLE ENVELOPE (FORWARD)

500mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)

500mm CLEARANCE (REVERSE)

Overall Length

Overall Width

Track Width

Lock to Lock Time

Curb to Curb Turning Radius

8.800m

2.500m

2.500m

4.00 sec

10.000m

Proposed Residential Hotel Development

253 Barnard Street & 144, 152-156 Wattle Street, Bendigo

Swept Path Assessment

NOTE:

1) Base Plan Supplied By Life Architecture

2) Maximum Design Speed 10km/h

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