Planning Assessment Officer Report

PA2604485
253 Barnard Street and 144 Wattle Street, BENDIGO



Planning Assessment Officer Report
Development Assessment

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Reviewed / Approved by: 31

Executive Summary

Key Information	Details		
Application No:	PA2604485		
Received:	**22 June 2026**		
Applicant:	Proplay Pty Ltd c/- Ratio Consultants		
Planning Scheme:	Greater Bendigo		
Land Address:	253 Barnard Street & 144 Wattle Street Bendigo		
Proposal:	Demolition, use and development of the land for a three-storey residential hotel and associated car parking, removal of an easement and create or alter access to a road in a Transport Zone 2.		
Development Value:	$21m		
Why is the Minister responsible?	In accordance with Clause 72.01 of the Planning Scheme, the Minister for Planning is the responsible authority for this application because it is a matter under Divisions 1, 1A, 2 and 3 of Part 4 of the Act and Clause 53.22 (Significant Economic Development) (Category 1) applies.		
Why is a permit required?	**Clause**	**Control**	**Trigger**
Zone:	Clause 32.08-2	General Residential Zone (GRZ)	• *To use land for a residential hotel (Accommodation)*
	Clause 32.08-4	General Residential Zone (GRZ)	• *To construct a residential hotel (Accommodation)*
	Clause 32.08-10	General Residential Zone (GRZ)	• *Construct a building or construct or carry out works associated with a section 2 use*
	Clause 34.01-1	Commercial 1 Zone (C1Z)	• *Use of the land for a Residential Hotel (Accommodation) where the frontage at ground level exceeds 2 metres* • *Construct a building or construct or carry out works*
Overlays:	Clause 43.01-1	Heritage Overlay (HO1)	*To demolish or remove a building and to construct a building or construct or carry out works*
Particular Provisions:	Clause 52.02	Easements, Restrictions and Reserves	*Remove an easement*
	Clause 52.29-2	Land Adjacent to the Principal Road Network	*Create or alter access to a road in a Transport Zone 2.*
Cultural Heritage:	N/A		
Total Site Area:	3498	m²	
Gross Floor Area:	4100	m²	
Height:	12m (3 storeys)		
Land Use:	Residential Hotel (Accommodation)		
Parking:	38 car parking spaces, including 1 DDA space and 5 drop off spaces.		
Referral Authorities:	Head, Transport for Victoria (s55 – determining) City of Greater Bendigo (section 52 (1)(b) - Notice)		
Public Notice:	Notice of the application was undertaken by the applicant at the direction of the Minister for Planning		

	from 2 September 2026 until 17 September 2026 in the following manner: • Notice poster erected on the Barnard Street and Wattle Street frontages • Owners and occupiers surrounding the subject site (refer to notice section below for further detail). 7 objections have been received, at the time of writing.
Delegates List:	Approval to determine under delegation received on **6 October 2026.**

Proposal

Application Process

1. The key milestones in the application process were as follows:

Milestone	Date
Pre-application meeting (Council & applicant)	**2 April 2025.**
Application lodgement	**2 July 2026.**
Section 50 Amendment	Requested on 21 July 2026 and approved on 21 July 2026. The amendment sought to respond to the outstanding matters listed in the eligibility letter. The following amended documents were provided: • Amended Architectural Plans prepared by LIFE Architecture, dated 6 July 2026. • Amended Landscape Plans prepared by GROUND Landscape Studio, dated 8 July 2026. Amended Green Travel Plan prepared by Melbourne Sustainability Consultants, dated 16 July 2026. • Amended Traffic Impact Statement prepared by Ratio Consultants, dated 16 July 2026
Public notice	2 September 2026 until 17 September 2026
Decision Plans	Amended Architectural Plans prepared by LIFE Architecture, dated 6 July 2026.
Other Assessment Documents	• Eligibility letter to lodge under Category 1 of Clause 5 3.22 from DTP, dated 19 June 2026. • Copy of Title. • Letter of Consent to Lodge Application from Head, Transport for Victoria, dated 5 May 2026. • Planning Report prepared by Ratio Consultants, dated 22 June 2026. • Urban Design Report prepared by LIFE, dated March • Heritage Impact Statement prepared by Trethowan Architects, dated 12 March 2026. • Sustainability Management Plan prepared by Melbourne Sustainability Consultants, dated 10 March 2026. • Existing Building Structure Condition Assessment prepared by SCE Australia, dated 15 October 2025.

2. The subject of this report is the decision plans (as described above).

Proposal Summary

3. The proposal can be summarised as follows:

Proposal:	
Proposal:	It is proposed to demolish, use and development of the land for a three-storey residential hotel and associated car parking, removal of an easement and create or alter access to a road in a Transport Zone 2. The building will comprise of:

- 88 hotel rooms including
  - 48 x studio rooms
  - 37 x 1-bed rooms
  - 3 x 2-bed rooms
- Lobby, dining / function area, co-working space, gym, management office, back of house rooms, services and a lift / stair core at the ground floor.
- Landscaped courtyard at the ground floor.
- An awning / canopy over the footpath along Barnard and Wattle Streets.
- The first floors to cantilever over the internal car parking area
- Vehicular access to the site via the existing crossover along Barnard Street.
- Constructed from a mixture of materials including, timber look cladding, brick, precast concrete, glazing and varying metal finishes.
- 20,000L tank to collect rainwater from the roof and to be used for toilet flushing.
- A BESS score of 58% demonstrating 'best practice'.

144 Wattle Street (house to be retained)

- The existing dwelling is proposed to be retained, refurbished and used as a part of the broader hotel offering.

Including the retained 144 Wattle Street building, a total of 89 hotel units are proposed.

Height:	12m (3 storeys) along the southern elevation and a maximum overall height up to the lift overrun of 14.5m.
Setbacks:	There are no building setbacks to the north, south and western elevations. The proposed built form is setback 18.5m south-eastern boundary.
Land Uses:	Residential Hotel (Accommodation)
Car Parking:	38 spaces
Bicycle Parking:	0
Motorcycle Parking:	0
Loading and Waste arrangements:	Vehicle access to the site is via the eastern side of the Barnard Street frontage, where a double width vehicle crossover is proposed. Waste collection is proposed to be collected on site from the ground level car park by a private waste collection contractor, directly adjacent the loading bay.

- No vegetation is proposed to be removed as part of the application. Existing trees in the southeastern corner of the site, as well as a large tree on Wattle Street are to be retained and protected during works.
- Three existing on-street parking bays are proposed to be removed to facilitate safe vehicle entry and exit via the proposed northeastern crossover.

4. The applicant has provided the following concept image/s of the proposal:





Figure 1: Proposed ground floor
Figure 2: Proposed render of Wattle Street frontage

Subject Site and Surrounds

Site Description

5. The site is located at 253 Barnard Street and 144 Wattle Street, within the City of Greater Bendigo municipality. It is situated on the southeastern corner of Barnard and Wattle Street near the Bendigo central business district.

6. The existing site irregular in shape, with a total site area of 3498m^2. The site has a 40.6m frontage to Barnard Street and a 70.8m frontage to Wattle Street.

7. The subject site is predominantly vacant with the exception of two buildings; one located to the east of Barnard Street frontage and one located to the south of the Wattle Street frontage. Prior to the clearing of the land, the site was partially used as a car sales yard.

8. On 27 February 2023, Planning Permit No. DM/699/2022 was granted for the removal of contaminated soil and reinstatement of clean fill to the existing ground level. Given this, as well as the site not being located within an Environmental Audit Overlay, any matters regarding contaminated soil have been satisfactorily addressed and do not form part of this assessment.

9. The site is formally described as comprising the following land parcels:

    - Lot 1 and Lot 2 on Title Plan 841848G (easement is on this allotment)
    - Lot 1 on Title Plan 892419T
    - Lot 1 on Title Plan 891957T
    - Lot 1 on Title Plan 891926F
    - Lot 1 on Title Plan 891933J
    - Lot 1 and 2 on Title Plan 703155N

10. The site is not burdened by a Covenant or Section 173 Agreement.

11. A 0.57m wide and 10.39m long, drainage easement is located towards the Barnard Street frontage. However, it is proposed to remove this easement.

12. The site features two existing crossovers to Wattle Street. A single width crossover is located to the north of 144 Wattle Street and a double width crossover is located toward the north Wattle Street frontage.



Figure 3: Aerial view of subject site, outlined in red

Site Surrounds

13. The surrounding development consists mainly of Victorian era residential dwellings and commercial buildings leading into the Bendigo CBD.

14. Development surrounding the site can be described as follows:

- To the **north** of the site: Barnard Street, a two-way arterial road contained within TRZ2.
- To the **south** of the site: No.142 Wattle Street abuts the eastern boundary of the site and has been developed with a single storey dwelling that is covered by a heritage overlay.
- To the **east** of the site: No. 247-249 and No.93 Barnard Street both abut the eastern boundary of the site.
- To the **west** of the site: The western boundary of the site fronts Wattle Street, a two-way local street with parallel and angled street parking on either side of the street.



Figure 4: Corner of Barnard and Wattle Street



VIEW FROM BARNARD STREET



VIEW FROM BARNARD STREET

Figure 5:View looking south toward subject site (top) and west (bottom)



Figure 6: Typical Victorian-era dwelling character

Planning Provisions

Municipal Planning Strategy

15. The following objectives and strategies of the Municipal Strategic Statement of the scheme are relevant to the proposal:

Clause	Description
02.01	Context
02.02	Vision
02.03-1	Settlement
02.03-5	Built environment and heritage
02.03-7	Economic development
02.03-8	Transport
02.03-9	Infrastructure
02.04	Strategic framework plans

Planning Policy Framework

16. The following objectives and strategies of the Planning Policy Framework of the scheme are relevant to the proposal:

Clause 11	Settlement
11.01-1S	Settlement
11.01-1R	Settlement – Regional Victoria
11.01-1L	10-minute neighbourhoods – Greater Bendigo
11.02-1S	Development Capacity
11.03-6L-01	Bendigo City Centre
Clause 15	**Built Environment and Heritage**
15.01-1S	Urban Design
15.01-1L-01	Landscaping – Greater Bendigo
15.01-2S	Building Design
15.01-2L	Environmental sustainable development – Greater Bendigo
15.01-3L	Historic and distinctive streetscape
15.01-5S	Neighbourhood character objective
15.01-5S	Neighbour character
15.01-5L-02	Central Bendigo neighbourhood character
15.03-1S	Heritage Conservation
15.03-1L	Post contact heritage conservation – Greater Bendigo
Clause 17	**Economic Development**
17.01-1S	Diversified economy
17.01-1L	Diversified economy – Greater Bendigo
17.02-1S	Business
17.02-1L	Business – Greater Bendigo

17.04-1S	Facilitating tourism
17.04-1L	Tourism – Greater Bendigo
Clause 18	**Transport**
18.01-3L	Sustainable Personal transport – Greater Bendigo
Clause 19	**Infrastructure**
19.03-3S	Integrated water management
19.03-3L	Integrated water management – Greater Bendigo

17. Check any local planning policies
18. The assessment section of this report provides a detailed assessment of the relevant planning policies.

Zoning and Overlays

Applicable Zone/s

Commercial 1 Zone

19. A planning permit is required to use the land for a Residential Hotel and construct a building or construct or carry out works in accordance with **the Commercial 1 Zone (C1Z)**. The purpose of the **C1Z** is:
    - *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
    - *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*
    - *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*
20. Pursuant to Clause 34.01 Section 1 use 1, the use of the land for a Residential Hotel (Accommodation), is a (permit not required), pursuant to the following condition:
    - *Any frontage at ground floor level must not exceed 2 metres (other than a bed and breakfast and caretaker's house).*
21. Given the proposed residential hotel will occupy more than 2 metres of the ground floor frontage, a planning permit is required for the use of the land for a residential hotel.
22. Pursuant to Clause 34.01-2, a *use must not materially affect the amenity of the neighbourhood, including through the:*
    - *Transport of materials, goods or commodities to or from the land.*
    - *Appearance of any building, works or materials.*
    - *Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.*
23. Pursuant to Clause 34.01-4, a permit is required to construct a building or construct or carry out works.
24. The following sections include a discussion of how the proposal responds to these requirements.

General Residential Zone

25. A planning permit is required to use the land for a Residential Hotel construct a building or construct or carry out works in accordance with the **General Residential Zone (GRZ)**. The purpose of the **GRZ** is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To encourage development that is responsive to the neighbourhood character of the area.*
- *To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.*
- *To allow educational, recreational, religious, community and a limited range of other non-reisdential uses to serve local community needs in appropriate locations.*

26. Pursuant to Clause 32.08-2, the use of the land for a Residential Hotel (Accommodation) is a Section 2 use, therefore a permit is required.
27. Pursuant to Clause 32.08-7, a permit is required to construct a residential hotel. A development should also meet the requirements of Clause 55.
28. Pursuant to Clause 32.08-10, a permit is required to construct a building associated with a Section 2 use.
29. Pursuant to Clause 32.08-4, mandatory minimum garden area requirements apply to construct a residential building. Given the area of No. 144 Wattle Street is located within the GRZ and is 1859sqm, a minimum garden area of 35% applies to the site.
30. Pursuant to Clause 32.08-11, a building must not exceed a maximum building height of 11m and 3 storeys. A building may exceed the maximum building height by up to 1 metre if the slope of the natural ground level, measured at any cross section of the site of the building wider than 8 metres, is greater than 2.5 degrees. As demonstrated on the south elevation plans on Drawing TP2.01, the slope measure is 3 degrees across an 8m wide cross section. Accordingly, the maximum building height is 12 metres.

Transport Zone

31. The purpose of **Clause 36.04**, **Transport Road Zone 2 (TRZ2**) are:
    - *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
    - *To provide for an integrated and sustainable transport system.*
    - *To identify transport land use and land required for transport services and facilities.*
    - *To provide for the use and development of land that complements, or is consistent with, the transport system or public land reservation.*
    - *To ensure the efficient and safe use of transport infrastructure and land comprising the transport system.*
32. Barnard Street is located in the TRZ2. Proposed construction of verandas over pedestrian footpaths and a new crossover are located in the TRZ2. Pursuant to Clause 36.04-3, Head, TfV provided consent to lodge an application on 5 May 2026.
33. A permit is only required pursuant to Clause 52.29 to create or alter access to a road in the Transport Zone 2 as a permit is only required to construct or carry out works for a Section 2 use under Clause 36.04. As no uses are specified as Section 2 under Clause 36.04 and consent has been granted to lodge an application by Head, TfV, a trigger under Clause 36.04-2 does not apply. In addition, Head, TfV have provided support of the application subject to conditions relating to street-parking bays and single point access arrangements.

Applicable Overlay/s

Heritage Overlay – Schedule 1 (Barnard Street Precinct)

34. A planning permit is required to demolish or remove a building, and to construct a building or construct or carry out works in accordance with **Clause 43.01 (HO1)**. The purpose of the HO is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To conserve and enhance heritage places of natural or cultural significance.*
- *To conserve and enhance those elements which contribute to the significance of heritage places.*
- *To ensure that development does not adversely affect the significance of heritage places.*
- *To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.*

35. Pursuant to Clause 2.1 Barnard Street, Bendigo of the Schedule the HO1 relates to the 'Barnard Street Precinct' of Barnard Street, Bendigo. The associated statement of significance primarily relates to groups of well-preserved housing from Bendigo's golden mining era.

Parking Overlay – Schedule 1 (Bendigo City Centre)

36. Schedule 1 of the Parking Overlay relates to 'Bendigo City Centre'. Clause 3.0 of the overlay relates to car parking rates; however, Residential Hotel is not a listed use.

Particular and General Provisions

Provisions that Require, Enable or Exempt a Permit

Clause 52.02 – Easements, Restrictions and Reserves

37. The purpose of Clause 52.02 is:

    - *To enable the removal and variation of an easement or restrictions to enable a use or development that complies with the planning scheme after the interests of affected people are considered.*

38. A permit is required to create, vary or remove an easement. It is proposed to remove the existing drainage easement located on located on Lot 2 of TP841848G (Barnard Street northern frontage) new development on the land.

Clause 52.06 – Car Parking

39. Clause 52.06 sets out the requirements of car parking requirements for new uses. Table 1 of Clause 52.065 sets out the relevant car parking rates for various uses; however, Residential Hotel is not a listed use.

40. Section 3.0 of schedule 1 to the Parking Overlay states that for all uses not contained within Table 1, that the rates must be calculated using the rates in Table 1 within Clause 52.06 of the Greater Bendigo Planning Scheme.

41. As the use 'residential hotel' is not listed within Table 1 to Clause 52.06, the number of car parking spaces must be provided to the satisfaction of the responsible authority.

Clause 52.34 – Bicycle Parking

42. Clause 52.34 sets out the requirements of bicycle parking and associated facilities for a new use.

43. Pursuant to Clause 52.34-3, bicycle parking requirements apply to a residential hotel of four or more storeys, 1 to each 10 lodging rooms. As the proposed hotel is 3 storeys in height, bicycle parking requirements do not apply to the proposal and do not trigger a permit requirement.

Clause 52.29-2 – Land adjacent to the principal road network

44. The purpose of Clause 52.29-2 is:

    - *To ensure appropriate access to the Principal Road Network or land planned to form part of the Principal Road Network.*

- *To ensure appropriate subdivision of land adjacent to Principal Road Network or land planned to form part of the Principal Road Network.*

45. Pursuant to Clause 52.29-2, a permit is required to create or alter access to a road in the Transport Zone 2.

General Requirements and Performance Standards

Clause 53.18 – Stormwater Management in Urban Development

46. Clause 53.18 seeks to manage the impacts of stormwater management on the environment and applies to the application.

Clause 53.22 – Significant Economic Development

47. Clause 53.22 applies to applications of significant economic development that will make a significant contribution to Victoria's economy and provide substantial public benefit, including jobs for Victorians. The proposal has an estimated cost of at least $5 million dollars (approx. $21 million), meeting the requirements of Category 1 of Clause 53.22.

48. An eligibility letter was issued on 19 June 2026 confirming the proposal is eligible for consideration under Clause 53.22. Pursuant to Clause 53.22-2, the responsible authority may waive or vary any building height or setback requirements.

49. Pursuant to Clause 53.22-4, an application exempt from the decision requirements of sections 64(1), (2) and (3), and the review rights of sections 82(1) of the Act.

Relevant Strategic Plan / Background Documents

Bendigo City Centre Plan – Urban Design Framework Plan (December 2022)

50. The Bendigo City Centre Plan – Urban Design Framework Plan (UDFP) outlines a broad vision for development within and surrounding the city centre. While the UDFP is not an incorporated document within the Greater Bendigo Planning Scheme and therefore carries no statutory weight, it provides useful context regarding anticipated development outcomes in the surrounding area.

51. Although the site is located outside the city centre boundary, the UDFP identifies indicative building heights of 3-4 storeys (approx. 14m) along Barnard Street, and up to 3 storeys (11m) along Forest Street. While these guidelines do not directly apply to the site, they provide an indication of the preferred future built form character for the surrounding area.

52. The proposed development is generally consistent with their broader strategic framework and is expected to complement the existing and future character of the area.

53. Refer to Assessment section of this report for further design detail.

Heritage Design Guidelines (September 2020)

54. The City of Greater Bendigo Heritage Design Guidelines is an incorporated document that guides the assessment of development within the Heritage Overlay.

    The objectives for fill in development are as follows:

    - *To encourage new buildings that do not adversely affect the significance, character or appearance of the heritage precinct and are visually recessive.*

    - *To ensure that the design of new buildings responds to the context of the heritage precinct and nearby contributory buildings including scale, height, mass, form, siting, setbacks and materials.*

- *To encourage new development within a heritage precinct that is contemporary in appearance and does not copy historic styles or details.*

55. The proposed hotel is modern and responds to the heritage character of the precinct through its setbacks, scale, form, materials and detailing, resulting in a design that is respectful of, and complementary to, the surrounding heritage context.

56. Refer to Assessment section of this report for further heritage considerations and design detail.

Referrals and Notice

Referrals

57. The application was referred to the following groups:

Provision / Clause	Organisation	Response and date received
Section 55 Referral – Determining	Head, Transport for Victoria (Head, TfV)	Subject to resolution of RFI item issued on 23 July 2026, a no objection response subject to conditions was provided on 11 September 2026.
Section 52(1)(b) - Notice	City of Greater Bendigo (the council)	No objection subject to recommendations response provided 5 August 2026.

Municipal Council Comments

58. The **City of Greater Bendigo (the council)** considered the application and provided a no objection response subject to recommendations on 5 August 2026. The council supports the demolition of 253 Barnard Street with the expectation that appropriate heritage archival records are collected and submitted for endorsement prior to major works commencing. Other recommendations surrounding urban design refinements, activation of the ground floor and ESD comments were also provided.

59. The councils' general comments on the proposed are surmised as follows:

- *The use of the site for a residential hotel is supported in this location, particularly give the proximity to the View Street Precinct and broader City Centre. The building design is generally well considered in regard to bulk, scale and transition between the proposal and adjacent sites. The relatively simple design and colour pallet presents well, adopting the Bendigo style of a narrower vertical form of façade treatment which breaks up the length of the frontage.*

  This is a prominent corner site, however, the design hasn't taken full advantage of this opportunity, instead relying on a landscape element to hold the corner. Despite this missed opportunity the overall design presents well to the public area and will enhance the existing built form streetscape. The design is modern and functional, achieving the outcomes envisaged in the Urban Design Framework.

Notice

60. The application is not exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the *Planning and Environment Act 1987* pursuant to the following provisions:

- Clause 34.01 (Commercial 1 Zone)
- Clause 32.08 (General Residential Zone)
- Clause 43.01 (Heritage Overlay)
- Clause 52.02 (Easements, Restrictions and Reserves)

61. The application is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the *Planning and Environment Act 1987* pursuant to the following provisions:

- Clause 52.29 (Land Adjacent to the Principal Road Network)

62. The applicant was directed to give notice by way of erecting a sign/s on the site and notifying adjoining and nearby owners and occupiers.

63. 7 objections have been received, raising the following key issues:

- Traffic generation and impacts on existing street parking on adjoining streets
- Height and visual bulk
- Shadow impacts
- Overlooking

Refer to Appendix 1 of this report for a detailed objector response assessment.

Key Considerations

64. The following are deemed the key considerations in assessing the acceptability of the proposal:

    - Heritage Conservation and Adaptive Reuse
    - Built Form and Neighbourhood Character
    - Car Parking and Access
    - Amenity Impacts

Strategic Direction and Land Use

65. The *Planning Policy Framework* encourage appropriate land use and development which enhances the built environment, supports economic growth, meets the community expectations on retail and commercial provision, delivers diversity in housing supply to meet existing and future needs, and integrates transport and infrastructure planning.

66. The subject land is strategically located within an established commercial precinct adjoining the Bendigo City Centre. The proposed development will facilitate the delivery of 88 hotel rooms, increasing the supply of visitor accommodation within the municipality and supporting the continued growth of the regional visitor economy. The proposal will further reinforce the role and function of the activity centre, consistent with the objectives of Clauses 11.03-1S, 11.03-1L and 11.03-6L-01.

67. The development will contribute to the renewal and activation of this prominent corner site at the intersection of Barnard and Wattle Streets through the provision of a high-quality built form that enhances the public realm and positively responds to its urban context. The proposal is consistent with the policy objectives of Clauses 15.01-1S and 15.01-2S, which seek to promote excellence in urban and building design.

68. As detailed later in this report, the architectural response has been carefully informed by the site's heritage context and will preserve and complement the historic character, significance and distinctive street pattern of the surrounding area, in accordance with Clauses 15.02-3L and 15.03-1S.

69. The proposed residential hotel will support the ongoing economic development of the municipality by strengthening the tourism sector, creating employment opportunities and attracting additional visitor expenditure to the region. These outcomes are consistent with the strategic objectives of Clause 02.02, Clause 17.01-1S and Clause 17.01-1L.

70. The proposed use and development represent an appropriate planning outcome having regard to the Commercial 1 Zone and General Residential Zone. The residential hotel use is a contemplated outcome within the applicable zones, and the proposed built form demonstrates an appropriate response to the relevant development standards, including building height, garden area and the provisions of Clause 55 applicable to the GRZ portion of the site.

Buildings and Works

Height and Setbacks

71. Pursuant to the GRZ (Clause 32.08-11), a building must not exceed a maximum building height of 11m and 3 storeys. A building may exceed the maximum building height by up to 1 metre if the slope of the natural ground level, measured at any cross section of the site of the building wider than 8 metres, is greater than 2.5 degrees. As demonstrated on the south elevation plans on Drawing TP2.01, the slope measure is 3 degrees across an 8m wide cross section. Accordingly, the maximum building height is 12 metres. No maximum building heights apply under the C1Z.

72. As the proposed maximum building height is 12m, the height complies with the scheme.



Figure 7: Proposed Barnard Street frontage



Figure 8: Proposed Wattle Street frontage including retained heritage building

Design Detail

73. The proposal has been designed as a contemporary response that complements, rather than imitates, the historic character of the precinct. This approach is consistent with the City of Greater Bendigo Heritage Design Guidelines, which encourage new development to be contemporary in expression while drawing reference from the prevailing characteristics of the heritage context. The proposal avoids replication of historic detailing and instead establishes a clear distinction between old and new built form, ensuring that the retained heritage assets remain legible and prominent within the streetscape.

74. Importantly, the proposal provides an appropriate transition between the larger-scale commercial built form of Barnard Street and the lower-scale residential heritage character of Wattle Street. This transition is achieved through the retention and refurbishment of the heritage dwelling, substantial separation between the retained dwelling and the proposed hotel building, generous landscaping, recessed upper-level built form, and lightweight architectural treatments. Collectively, these design measures reduce the visual prominence of the development when viewed from adjoining residential properties to the south and ensure the development responds sensitively to its heritage context. The resulting built form appropriately mediates between the commercial character of Barnard Street and the

traditional residential character of Wattle Street while maintaining the heritage significance and residential presentation of the retained dwelling.

75. The development achieves an active street interface through extensive glazing, integrated landscaping and a contemporary architectural response, providing visual interest and opportunities for passive surveillance. The landscaped corner setback at the intersection of Barnard Street and Wattle Street has been intentionally incorporated to improve pedestrian sightlines, create a landscape feature of interest, and reduce the visual bulk of the building at a prominent corner location.

76. The design incorporates a number of elements that respond positively to the established character of Barnard Street, including:

- A street wall form that aligns with the commercial character of the precinct.
- Vertical window proportions that reference the rhythm and proportions evident within nearby heritage buildings.
- Footpath canopies that reflect the traditional commercial presentation of buildings along Barnard Street.
- A terracotta material palette of brick, textured masonry elements, metal and natural-toned finishes that provide visual depth while remaining recessive and complementary to surrounding heritage fabric.
- Articulated facades that break down building mass and avoid visual bulk.



Figure 9: Render showing proposed streetscape and canopy arrangement

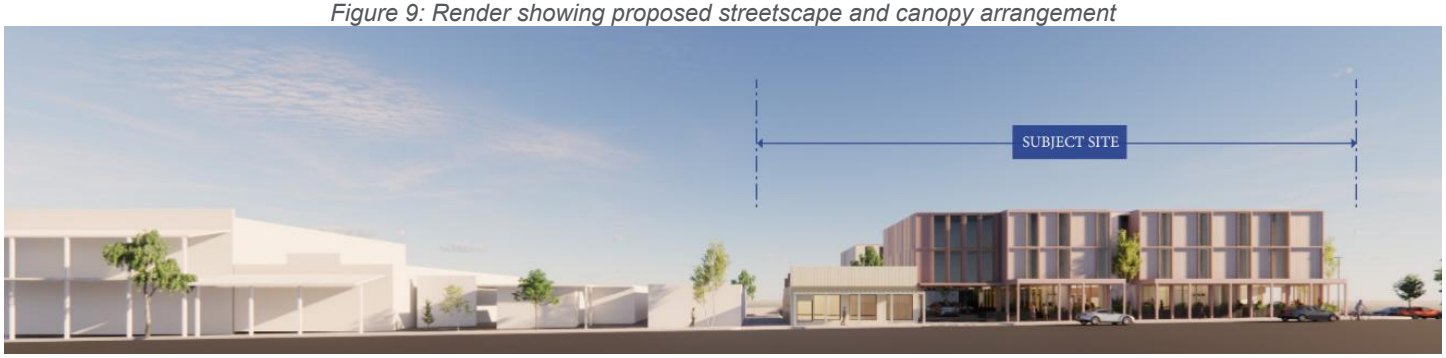


Figure 10: Proposed height and streetscape study

Heritage

77. The subject site is located within the Heritage Overlay Schedule 1 (HO1 - Barnard Street Precinct). The entire site is located within the Heritage Overlay and not included within the Victorian Heritage Register.

78. Under the Schedule, the Statement of Significance indicates that the Former Bendigo Residential Precinct contains some of the study area's most prestigious houses, predominantly from the 19th and early 20th century era. It is important to note that the dwelling at No. 144 Wattle Street is to be retained and repurposed as a hotel suite.

79. The Heritage Impact Statement (HIS) prepared by Trethowan Heritage, dated 12 March 2026, concludes that while the building at 253 Barnard Street is considered locally significant, its heritage value is limited due to the extensive alterations to the façade, which have reduced its integrity and contribution to the streetscape.



Figure 11: View of 253 Barnard Street front and western facades



Figure 12: Internal view of 253 Barnard Street and fire damage

253 Wattle Street – Shop

80. The existing building at 253 Barnard Street has been substantially altered, exhibits poor integrity and has been significantly affected by fire damage. Having regard to the submitted heritage evidence, the council now supports the demolition of the building, recognising that it makes a limited contribution to the significance of the heritage precinct. To ensure an appropriate heritage outcome, the councils support is subject to a planning permit condition requiring the preparation of archival photographic and historical recording of the building prior to demolition.

81. The replacement development adopts a contemporary architectural expression that respects the established heritage context without replicating historic forms. Through its articulated façade treatment, complementary materials, appropriate scale and retention of the heritage dwelling, the proposal maintains the prominence and legibility of heritage fabric while providing a clear distinction between historic and contemporary development.

144 Wattle Street – Dwelling

82. The proposal includes the retention and refurbishment of the existing dwelling at 144 Wattle Street, a contributory building within the heritage precinct. The works will support the ongoing conservation and adaptive reuse of the building, ensuring its heritage significance and contribution to the Wattle Street streetscape are maintained.



Figure 13: View of 144 Wattle Street frontage and southwestern facade

83. The dwelling will remain a prominent heritage element on the site, with appropriate setbacks, landscaping and separation from the new development preserving its visual prominence and heritage character. Accordingly, the retention and refurbishment of the dwelling represents a positive heritage outcome that secures the long-term conservation of a contributory heritage asset.

84. External works are not proposed to the heritage building outside of general repair and façade refresh. Internal controls do not apply to the HO1 and is therefore not a relevant consideration of the application unless there were to be subsequent increases to floor area etc, which is not proposed. However, to ensure that appropriate maintenance measures are shown on the plans, a condition will be included on the permit to insert an annotation stating "*make good and routine maintenance on dwelling. Finish and detailing to match existing"* or similar.

85. Overall, the proposal is considered to appropriately conserve the heritage significance of the precinct by retaining contributory heritage fabric, facilitating the removal of a building with limited heritage value subject to archival recording, and delivering a contemporary built form that responds positively to the character and significance of the surrounding heritage environment. Accordingly, the proposal is considered consistent with the objectives of the Heritage Overlay and relevant heritage policy of the planning scheme.

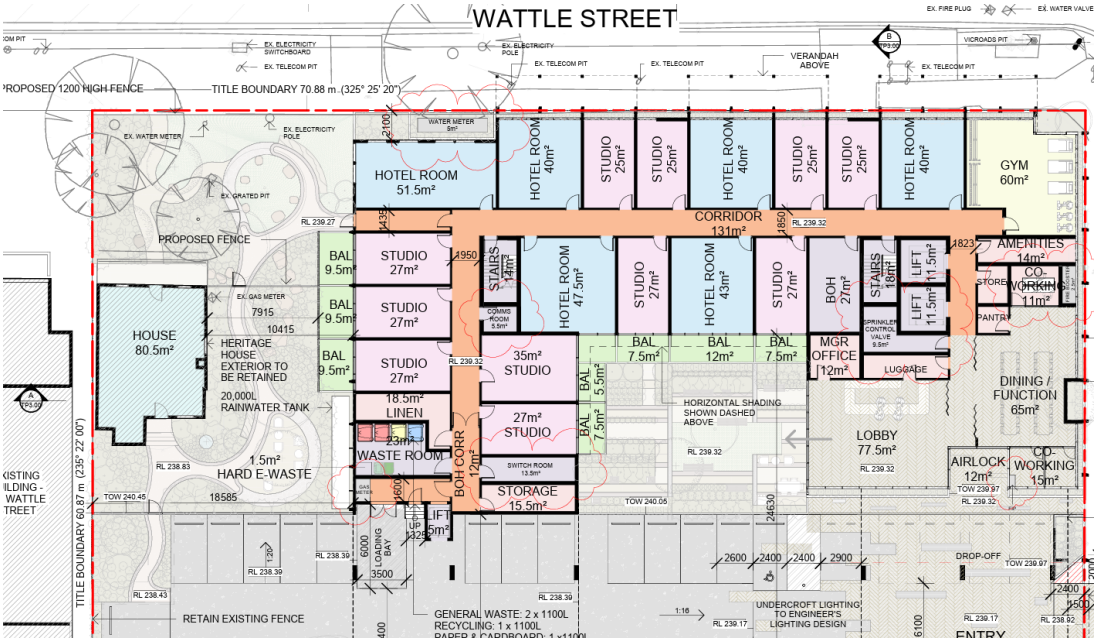


Figure 14: Ground floor plan showing house to be retained and refurbished along southeastern boundary

Amenity

Offsite impacts

86. Pursuant to the GRZ controls, the extent of the proposed building envelope within the GRZ is limited and confined to a relatively small portion of the site. As a result, the development will have negligible external amenity impacts on adjoining residential properties, including 142 Wattle Street and 93 Forest Street. The generous setbacks and separation distances ensure that overlooking, visual bulk, and other amenity impacts are appropriately managed, resulting in a development that responds sensitively to its residential interface.

Overlooking

87. The proposal incorporates substantial setbacks from adjoining residential properties, significantly exceeding the separation distances typically required under Clause 55 and otherwise not considered under the Commercial 1 Zone. The retention of the dwelling at 144 Wattle Street provides an appropriate transition to lower-scale residential and subsequent setbacks of 18.5m and 10.4m from the southern property boundary. These generous setbacks, together with the building orientation and landscaping, ensure there will be no unreasonable overlooking of neighbouring habitable room windows or secluded private open space.

Overshadowing

88. The submitted shadow diagrams demonstrate that the development will not result in unreasonable overshadowing of adjoining residential properties. The proposal maintains appropriate solar access to neighbouring secluded private open spaces and habitable room windows, consistent with the objectives of Clause 55 and otherwise not considered under the Commercial 1 Zone

Noise

89. The proposal is located within a mixed-use planning context on the edge of the Bendigo activity centre. Given the substantial setbacks to residential interfaces and the nature of the proposed use, noise impacts are expected to be limited. In addition, patron and staff movement will be restricted to the access point on Barnard Street, well setback from any sensitive interfaces to the south.

Refer to Appendix 1 of this report for a detailed assessment against objector amenity concerns.

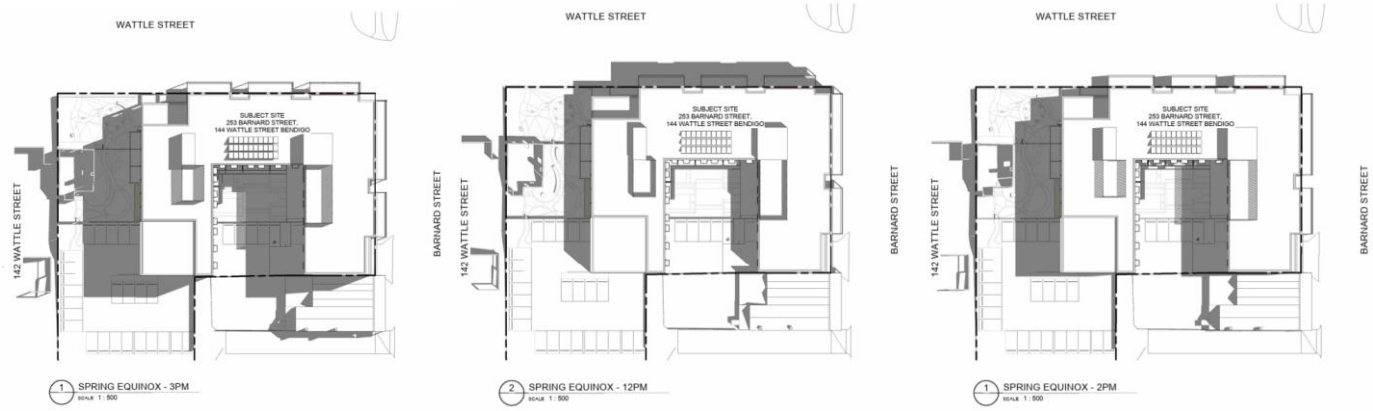


Figure 15: Shadow impacts limited to title boundary and Wattle Street

Clause 55

90. Pursuant to the GRZ controls, the extent of the proposed building envelope within the GRZ is limited and confined to a relatively small portion of the site of which the retained residential building resides at 144 Wattle Street. Notwithstanding the fact the proposal is not dwelling based, an assessment against Clause 55 is required. The relevant Clause 55 standards are assessed below:

Clause	Standard	Response
55.02-1	Objective	The proposal retains and refurbishes the heritage dwelling at 144 Wattle Street and locates the majority of the hotel development within the Commercial 1 Zone. Significant setbacks, landscaping, recessed upper levels and lightweight architectural treatments provide an appropriate transition to the lower-scale residential heritage character of Wattle Street.
55.02-2	Objective	The proposal supports strategic planning objectives by facilitating visitor accommodation within a central and accessible location while appropriately responding to the surrounding residential and heritage context.
55.03-1	Standard B6 - Street Setback	The retained heritage dwelling maintains the established Wattle Street streetscape character. The new building is located well behind the dwelling, ensuring the historic residential presentation to Wattle Street is retained.
55.03-8	Standard B13 - Landscaping	Extensive landscaping is proposed throughout the site, including substantial garden areas surrounding the retained dwelling and along residential interfaces. Landscaping assists in softening the built form and reinforcing neighbourhood character outcomes.
55.03-9	Standard B28 - Garden Area	The portion of the site within the GRZ provides greater than the minimum 35% garden area requirement. This exceeds the standard and contributes to landscape character, permeability and residential amenity outcomes.
55.04-1	Standard B17 - Side and Rear Setbacks	Based on the height of the proposed building, minimum setbacks of approximately 7.09 metres (south) and 7.04 metres (east) would ordinarily apply. The proposal provides setbacks of approximately 18.5 metres to the south and 20.3 metres to the east, substantially exceeding the standard.
55.04-2	Standard B18 - Walls on	No walls are proposed on boundaries adjoining residential land. Significant separation is maintained to adjoining properties, providing opportunities for

	Boundaries	landscaping and reduced visual bulk.
55.04-3	Standard B19 - Daylight to Existing Windows	Given the substantial separation distances and limited extent of development within the GRZ, the proposal will not unreasonably reduce daylight access to habitable room windows on adjoining residential land.
55.04-5	Standard B21 - Overshadowing Open Space	Shadow diagrams demonstrate that the proposal will not cause unreasonable overshadowing of adjoining secluded private open space areas.
55.04-6	Standard B22 - Overlooking	The generous setbacks and separation distances between the proposed building and adjoining residential properties ensure overlooking is appropriately avoided and neighbouring privacy is maintained.
55.05-4	Standard B27 - Overshadowing of Solar Energy Systems	The proposal will not unreasonably impact the operation of existing solar energy systems on adjoining properties, including the dwelling at 142 Wattle Street.

Amenity (Onsite)

91. The proposal provides a high standard of internal amenity through well-designed accommodation, communal facilities, landscaped open space, and a ground-floor gym for guests.

92. The design has regard to the strategic intent of the ongoing Amendment C270gben and associated urban design objectives, notwithstanding that the subject site is located outside the Bendigo City Centre. The ground-floor gym has been deliberately positioned to provide an ongoing source of activity throughout the day despite the council's recommendation to relocate it internal to the building.
93. Overall, the proposal delivers a high-quality urban design outcome, appropriate internal amenity, and a positive contribution to the public realm.

Landscaping

94. The proposal provides a high-quality landscaping outcome that will enhance the visual amenity of the site and reinforce the landscape setting of the retained dwelling at 144 Wattle Street. Intermittent landscaping is proposed across the site, including in the street setbacks, carparking area and courtyard area. A considerable landscape area is proposed within the southern portion of the Wattle Street frontage, surrounding the heritage cottage to be retained.

95. Three existing trees will be retained and integrated into the overall site design. The retention of established vegetation, together with substantial new planting throughout setback areas, communal spaces and the car parking area, will soften the appearance of the development and strengthen the transition to the residential neighbourhood.

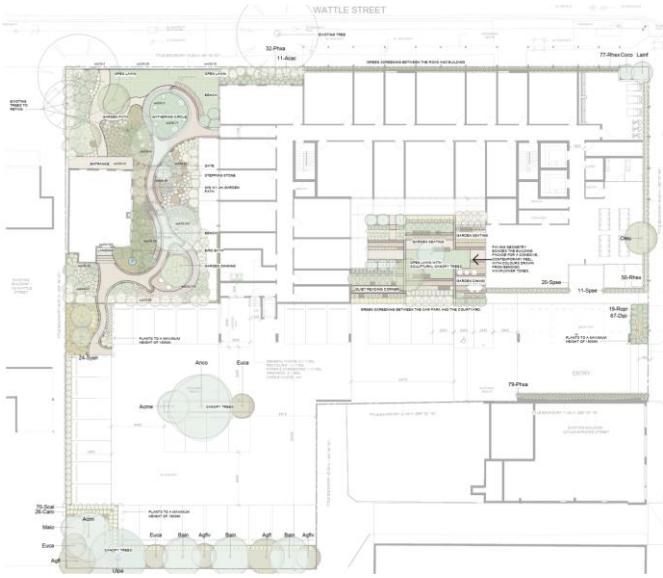




Figure 16: Proposed landscaping at ground floor and trees to be retained in southern corner

Figure 17: Onsite trees to be retained (green) and Wattle Street tree to be protected during works (red)

96. The landscaping response contributes to the heritage presentation of the retained dwelling and assists in reducing the visual prominence of the proposed hotel building when viewed from Wattle Street and adjoining residential properties.

97. Appropriate tree protection measures will be secured via permit condition in addition to the notes included on the landscape plans. These measures will require the establishment of tree protection zones and protective fencing in accordance with the project arborist's recommendations prior to the commencement of any demolition or construction works. This will ensure the ongoing protection and viability of retained trees throughout the construction process.

Car and Bicycle Parking, Loading, and Other Services

Car Parking

98. A Traffic Impact Assessment (TIA) prepared by Ratio Consultants and dated 16 July 2026 has been to support the application.

99. As the use ‘residential hotel’ is not listed within Table 1 to Clause 52.06, the number of car parking spaces must be provided to the satisfaction of the responsible authority pursuant to Clause 52.06-6.

100. The application proposes a total provision of 38 parking spaces on site, including 4 drop off spaces and 1 DDA space. The provision is considered sufficient having regard to the nature of the residential hotel, the site's highly accessible location adjoining the Bendigo City Centre, and the findings of the supporting Traffic Report utilising local hotel operations as case studies with an average rate of 0.45 spaces per room. The parking supply is expected to adequately accommodate the demands of the development at a rate of 0.43 spaces per room, while minimising reliance on on-street parking and ensuring the efficient operation of the site. Accordingly, the proposed parking provision represents an appropriate outcome and satisfies the requirements of Clause 52.06.

101. 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.

Design Standards for Car Parking

102. The proposed car parking layout has been designed to satisfy the requirements of Clause 52.06, providing appropriately dimensioned parking bays, access aisles and circulation areas to facilitate the safe and efficient operation of the site. The layout enables convenient vehicle access, supports safe pedestrian movement, and allows vehicles to enter and exit the site in a forward direction. Accordingly, the proposal achieves an acceptable car parking outcome that is consistent with the relevant design standards of the planning scheme.

Access, Traffic Movement and Circulation

103. Three existing on-street parking spaces 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.

104. 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.

105. Head, TfV has provided sufficient conditions to place onto the planning permit relating to vehicle access points and removal of existing on-street parking bays on Barnard Street and potential reinstatement.



Figure 18: Existing on-street parking spaces to be removed and allow new crossover



Figure 19: Potential relocation of on-street car parking bays

Bicycle Facilities

106. Pursuant to Clause 52.34-3, bicycle parking requirements apply to a residential hotel of four or more storeys, 1 to each 10 lodging rooms. As the proposed hotel is 3 storeys in height, bicycle parking requirements do not apply to the proposal and do not trigger a permit requirement.

107. However, for a motel use the requirement is 1 per 40 rooms (employee / resident). The BESS standard is 50% above Clause 52.34 or two bicycle parking spaces if there is no requirement.

108. Considering this, as well as the location of this development close to Bendigo CBD cycling infrastructure, a condition will be included on the permit requiring at least 2 bicycle parking spaces for employees.

Waste

109. A waste management plan was not prepared as part of the application; however, the Traffic Impact Assessment investigates waste collection arrangements and appropriate swept path implementation.

110. Vehicle access to the site is via the eastern side of the Barnard Street frontage, where a double width vehicle crossover is proposed. Waste collection is proposed to be collected on site from the ground level car park by a private waste collection contractor, directly adjacent the loading bay. The nominated waste collection vehicle is the 8.8m rear loader, which has a travel height clearance requirement of 3.4m and an operational height clearance requirement of up to 4.0m.

111. A condition will be included on the permit requiring the preparation and submission of a Waste Management Plan in general accordance with the Traffic Impact Assessment.

Sustainability

Environmentally Sustainable Design (ESD) & Water Sensitive Urban Design (WSUD)

112. A Sustainability Management Plan (SMP) has been prepared by Melbourne Sustainability Consultants, dated 10 March 2026 in support of the application and demonstrates that the proposal will achieve best-practice environmentally sustainable design outcomes, consistent with the objectives of Clause 15.01-2L (Environmentally Sustainable Development). The SMP outlines a comprehensive range of sustainability initiatives incorporated into the design, construction and operation of the development, resulting in an overall BESS score of 56%, exceeding the benchmark for best practice performance.

Key sustainability measures include:

- A 20,000-litre rainwater tank to collect roof runoff for reuse in toilet flushing.
- Motion, daylight and timer sensors to reduce energy consumption associated with external and common-area lighting.
- Installation of a 10kW solar photovoltaic system to offset operational energy demand.
- External shading to all north-facing windows, including horizontal projections with a depth of at least 25% of window height, improving thermal performance and occupant comfort.
- Dedicated waste and recycling facilities to support ongoing waste minimisation and resource recovery.
- Landscaping and vegetation covering at least 10% of the site area, contributing to urban greening and improved environmental performance.
- Preparation and implementation of a Green Travel Plan to encourage sustainable transport choices.

113. Collectively, these initiatives demonstrate a strong commitment to sustainability and ensure that the development responds appropriately to the objectives of Clause 15.01-2L of the Bendigo Planning Scheme. The proposal will deliver meaningful reductions in energy and water consumption, improve operational efficiency, and contribute to broader environmental sustainability outcomes.

114. The SMP states that electric vehicle charging will be provided (Level 2 – 32A / 7kW) and is annotated on the development plans. A permit condition will be included for the plans to show the indicative locations of the charging stations and nominated carparking bays.

Stormwater Management

115. A stormwater management plan has been prepared as part of the submitted SMP (Appendix 1). The report has been prepared in accordance with 15.01-2L-05 and 53.18 of the Greater Bendigo Planning Scheme. The report appropriately demonstrates that the proposed development will achieve best practice standards and has been designed to maximise permeable areas; resulting in decreased stormwater outflows from the site.

116. To appropriately capture the stormwater management systems proposed on site, a condition will be included on the permit requiring the preparation and submission of a stormwater management plan in accordance with the SMP.

117. Subject to the above conditions, the proposal will result in appropriate stormwater management outcomes.

Removal of easement

118. The proposal requires the removal of the existing drainage easement affecting the land to facilitate the approved development outcome.

119. Before deciding on an application for the removal of an easement, and in addition to the decision guidelines in Clause 65, the responsible authority must consider the interests of affected people

120. During the pre-application stage, notice was provided to Goulburn Murray Water as the areas listed water authority; of which the authority stated that the assets were not relevant to them.

121. The easement dates back to 1918 for the purposes of drainage in favour with another lot that forms part of the subject site. The permit applicant provided 'Dial Before you Dig' evidence showing that there are no council drainage assets in the easement. Council have not stated that the asset belongs to them and does not object to the easement removal.

122. Based on the information provided, there is no evidence of a relevant asset owner within the easement and as not above the easement is listed in favour of a lot forming part of the subject site. Accordingly, it is understood that this easement is redundant and its removal will not affect the interests of a third party, given none have been identified.

123. The proposed easement removal will be subject to the relevant statutory processes under the Subdivision Act and the consent of the appropriate servicing authority may occur at that stage (should one be identified).

Recommendation

124. The proposal is generally consistent with the relevant planning policies of the Greater Bendigo Planning Scheme and will contribute to the provision of hotel accommodation within the Central Bendigo area.

125. The proposal is generally supported by the various referral agencies.

126. It is recommended that Planning Permit No. PA2604485 for the use and development of a residential hotel, removal of an easement and alter access to a road in the Transport Zone 2 at 253 Barnard Street & 144 Wattle Street, Bendigo be issued subject to conditions.

127. It is recommended that the applicant and the council be notified of the above in writing.

Prepared by:

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

☒ **No Conflict**

☐ Conflict and have therefore undertaken the following actions:

☐ Completed the **Statutory Planning Services declaration of Conflict/Interest form.**

☐ Attached the Statutory Planning Services declaration of Conflict/Interest form on to the hardcopy file.

☐ Attached the Statutory Planning Services declaration of Conflict/Interest form into the relevant electronic workspace.

Name: [redacted]

Title:

Signed: [redacted]

Phone: [redacted]

Dated: 16/10/2026

Reviewed / Approved by:

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

☒ **No Conflict**

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Name: [redacted]

Title:

Signed: [redacted]

Phone: [redacted]

Dated: 16 October 2026

Appendix 1: Objector and Amenity Assessment

The following table comprises an assessment of the primary objector concerns raised in regard to the proposed application:

Objector Item	Assessment
Overlooking and loss of privacy to 142 Wattle Street, including habitable windows and secluded private open space.	The proposed hotel building has been designed with substantial separation from adjoining residential land. The southern elevation is setback approximately 18.6 metres from the southern boundary and the eastern elevation over 20 metres from residential interfaces. These setbacks significantly exceed the requirements of Clause 55 Standard B22 relevant to the GRZ affecting the southern portion of the subject site and otherwise provide separation distances that effectively address overlooking impacts and maintain residential privacy.
Overshadowing of neighbouring dwellings, private open space and solar infrastructure	The development plans include shadow diagrams which demonstrate that the development will not result in additional unreasonable overshadowing of adjoining residential land. The planning assessment concludes that the proposal satisfies Clause 55 Standard B21 and will not adversely affect secluded private open space, existing windows or domestic solar energy systems at adjoining properties.
Loss of daylight to neighbouring windows and internal living areas	The proposed building achieves generous setbacks to residential interfaces, substantially exceeding the minimum Clause 55 requirements that otherwise affect the southern portion of the subject site. As a result, adequate daylight access to neighbouring habitable room windows is maintained and the proposal complies with Standard B28 relating to daylight to existing windows.
Traffic generation and local road impacts	The submitted Traffic Impact Assessment estimates the development will generate approximately 15 vehicle movements per hour during both the AM and PM peak periods, equating to approximately one vehicle movement every four minutes. The assessment concludes that this level of traffic represents only a minor increase relative to existing traffic volumes on Barnard Street, which carries approximately 7,000 vehicles per day, and will be readily accommodated by the surrounding road network without adversely affecting road efficiency or intersection performance. The site benefits from direct access to an arterial road and proximity to public transport services and the Bendigo city centre.
Insufficient on-site car parking and overspill into surrounding streets	Statutory car parking rates under Clause 52.06 do not apply to a Residential Hotel use. Accordingly, parking must be provided to the satisfaction of the Responsible Authority. The Traffic Impact Assessment applies empirical parking demand analysis and concludes that the proposed 38 parking spaces are sufficient to accommodate expected demand. The provision equates to 0.43 spaces per room, which closely aligns with the assessed benchmark demand of 0.44 spaces per room and is comparable to similar hotel developments, including the Mercure Bendigo Schaller, which provides approximately 0.45 spaces per room. The assessment therefore finds that overspill parking is unlikely. Furthermore, parking is typically managed through the hotel booking process, allowing guest parking demand to be controlled.
Loss of on-street parking along Barnard Street	The Traffic Impact Assessment acknowledges that three existing on-street spaces would need to be removed to facilitate vehicle access. However, two spaces can be relocated immediately west of the crossover, resulting in a net loss of only two spaces. The Traffic Impact Assessment notes that utilisation of these spaces is generally low and concludes that the small reduction in parking supply will not materially affect parking availability within the surrounding area.

Servicing and waste collection vehicles may interfere with traffic operations	The Traffic Impact Assessment and swept path assessment demonstrate that an 8.8-metre Medium Rigid Vehicle can safely access and exit the site in a forward direction. Loading and waste collection activities are expected to occur infrequently and outside peak operational periods along Barnard Street only. As such, servicing activities are not anticipated to adversely impact traffic flow or road safety.
Impacts associated with staff parking, function room and ancillary facilities	The dining/function area, gym and co-working spaces are ancillary components of the residential hotel and are intended to support hotel guests only. The transport assessment considered the operational requirements of the development as a whole and concluded that the proposed parking provision in appropriate for the anticipated demand generated by the use.
Noise from hotel operations, car parking, servicing and plant equipment	The proposed development is located on the edge of the Bendigo City Centre within a mixed commercial and residential urban environment. The building has been designed with substantial setbacks to residential interfaces, while associated operational matters can be appropriately managed through permit conditions relating to plant, servicing and waste collection, should a permit be granted. It is anticipated that off-site amenity impacts will be limited and primary activity reserved to Barnard Street; the commercial frontage and non-sensitive interface.
Demolition of the existing building at 253 Barnard Street and heritage impacts	A Heritage Impact Statement concludes that the existing Barnard Street building has little or no heritage significance due to extensive alteration, poor integrity and fire damage. The proposal retains and restores the contributory Victorian dwelling at 144 Wattle Street and introduces a contemporary building designed to respond to the heritage precinct through its scale, materiality, articulation and streetscape presentation consistent with Clause 43.01 and Clause 15.03 of the Greater Bendigo Planning Scheme. Additionally, the council supports the proposed demolition of the building subject to appropriate heritage archival records prior to any works occurring on site.
Building height, scale and neighbourhood character impacts	The proposed three-storey form complies with the maximum allowable building height under the General Residential Zone. The design incorporates substantial setbacks, retention of the heritage dwelling, landscaped separation and a transition to the lower-scale residential context along Wattle Street. The scale and massing are considered appropriate in relation to the mixed zoning and strategic location of the site.
Visual bulk and amenity impacts on adjoining residential properties	The proposal provides setbacks significantly greater than those required by Clause 55, with no walls on boundaries adjoining residential land. The retention of the heritage dwelling and the generous, landscaped separation reduce perceptions of bulk and ensure the development does not overwhelm neighbouring properties.
Flooding, drainage and servicing concerns	The site is not affected by a flood overlay, and the development has been designed in consideration to civil engineering and stormwater management advice. Stormwater management measures, including water collection and reuse systems, are proposed and can be further refined through permit conditions and relevant civil approvals.
Potential contamination from historic motor vehicle use of the site	The planning report notes that Planning Permit DM/699/2022 authorised the removal of contaminated soil and reinstatement of clean fill across the site. The proposal therefore proceeds on a site that has already been subject to contamination remediation works and is suitable for redevelopment.
Need for additional	The proposal accords with state and local planning policy encouraging tourism,

accommodation and hotel demand in Bendigo	economic development and visitor accommodation near the Bendigo Activity Centre. The planning report identifies ongoing growth in domestic and international visitation to Bendigo and concludes that additional accommodation will support tourism, employment and economic activity within the municipality.
Construction impacts on nearby residents and businesses	Construction-related impacts are temporary in nature and are commonly managed through permit conditions requiring a Construction Management Plan. Such matters do not weigh against the strategic merits of the proposal and can be appropriately addressed through the permit process.