

PLANNING REPORT

VicTrack

Bendigo Tramways Expansion Project

48 Hopetoun and 75 Hargreaves Streets, Bendigo



conceptz
TOWN PLANNERS

October 2021

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	Site and Development Plans	<i>Y2 Architecture</i> 12 plans
	Feature Survey	<i>Adrian Cummins & Associates</i> 5 plans
	Geotechnical Assessment	<i>Senversa</i> Report
	Environmental Site Assessment	<i>Senversa</i> Report
	Classification 2021 / 547	<i>EPA</i> Statement
	Cultural Heritage Assessment	<i>Heritage Insight</i> Report
	Archaeological Assessment	<i>David Bannear HHA</i> Report
	Heritage Impact Statement	<i>Minerva Heritage</i> Report
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	Biodiversity Assessment	<i>Biosis</i> Report
	Traffic and Transport Assessment	<i>Impact</i> Report
	Sustainability Management Plan	<i>Integral</i> Report
	Stormwater Management Plan / Design	<i>ACOR</i> Report
	Landscape Drawings	<i>3 Acres</i> 6 plans

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1. Project Context

1.1 Project Background

In 2017 VicTrack initiated its “Retired Tram Strategy” to clear the VicTrack owned Newport railyards of vintage tram and locomotive rolling stock. This was so the significant Newport site could be better utilised as part of the State’s public transport infrastructure.

The project involved finding new homes for more than 800 train carriages, locomotives and trams that were to be retired from service, in particular, many popular W-Class trams. An Expression of Interest process was commenced and in 2019, the vintage rolling stock was gifted to successful candidates that included schools, commercial enterprises, museums and community centres. Despite this strategy, many of the Newport stored trams had to be retained for their significant heritage value.

In 2019 VicTrack purchased the land at 48 Hopetoun Street, Bendigo to implement the final stage of its Retired Tram Strategy, which was to find a permanent home for important heritage trams that must be retained and stored for VicTrack. The site was chosen because it is immediately adjoining the existing Bendigo Tramways site at 75 Hargreaves Street.

In May 2019, the Minister for Transport the Hr. Jacinta Allen, and Member for Bendigo East, announced that the tramways would be expanded.

Bendigo’s Heritage Rail Workshop is world renowned for its ability to restore heritage trams in their entirety as well as repurposing trams for various uses or providing customised tram components.

The vision is to create a world class facility enabling Bendigo Tramways to become an international leader in heritage vehicle manufacturing and restoration, and continue to build its reputation as Australia’s pre-eminent tourist tramway.

The major expansion of the Tramways Depot and Workshops will:

- Create a new purpose built national restoration centre of excellence, for not only trams, but also for heavy rail and other restoration projects.
- Opportunities to create new positions, including apprenticeships.
- Provide training rooms and facilities for other heritage and community groups.
- Allow Bendigo Tramways to gain further restoration projects.
- Create storage spaces for retired W-Class trams from the Newport workshops in Melbourne, as well as facilitating the relocation of Bendigo Tramways from the former Bendigo Gasworks site.
- Revitalise, restore and expand the visitor experiences at the heritage-listed Bendigo Tramways Depot, Australia’s oldest operating tram depot.
- Provide for landscaping of the balance of the land linked to the bike paths along the creek.

The project will enhance the visitor experience through:

- Increased heritage tram and artefact display areas.
- Enhanced depot entrance precinct with expanded hospitality and function spaces – including a Tram Café.
- Restoration works to the heritage-listed depot to maintain its reputation as Australia’s oldest operating tram depot.
- Improved disability access around the depot and workshops.

1.2 Stakeholders

The project is led by VicTrack partnered by the City of Greater Bendigo, the Bendigo Tramways and Regional Development Victoria who are members of a Project Steering Committee which are guiding the project.

VicTrack

VicTrack is owner of the majority of Victoria's railway land and infrastructure, including the application site and the adjoining rail corridor to the east.

Under the Transport Integration Act 2010, VicTrack's role is as the custodial owner of the State's transport-related land, infrastructure and assets consistent with the vision statement and the transport system objectives.

Two of VicTrack's functions under the *Transport Integration Act 2010 (TIA)* pertinent to the project are to:

- provide support to tourist and heritage railway operations and operators within the meaning of the *Tourist and Heritage Railways Act 2010*; and
- ensure, in collaboration with the Secretary, that transport-related land, infrastructure and assets which are registered as heritage infrastructure and assets in the Victorian Heritage Register are protected and maintained whilst ensuring that reasonable access is provided for public enjoyment and historical appreciation.

Since 2018, VicTrack has been implementing its Retired Tram Strategy which has involved vacating VicTrack's Newport Workshops and finding new homes for more than 200 trams through gifting trams to community groups.

While the majority of the trams have gone to community groups, education centres and private persons, there remains a core group of historically important trams which must be retained and stored by VicTrack into the future as part of its remit and obligations under the TIA.

This project's main purpose is therefore to meet this need by providing the necessary storage of trams in Bendigo under the custodianship of the Bendigo Tramways which have unique, internationally recognised expertise in heritage rolling stock maintenance and restoration.

The project also gives the opportunity of reorganising and improving Bendigo Tramways' operations in the process.

Bendigo Tramways

Bendigo Tramways was initially established in 1970 and operates a number of heritage activities within the Greater Bendigo area including the Bendigo Tramways, Central Deborah Gold Mine and Bendigo Joss House Temple. The Bendigo Tramways includes operating tram tours as well as the tram depot and workshop. Bendigo Tramways operates the attraction whilst the City of Greater Bendigo owns the various sites and assets.

The Bendigo Tramways website includes:

"Today, Bendigo Tramways is Australasia's largest tourist tramway and welcomes over 40,000 visitors annually. The Bendigo Tramways Depot is the oldest operating tram depot in Australia and is listed on the Victorian Heritage Register. We currently have 45 trams in our fleet (13 of which operate as part of the 'Talking' Tram service) ... and artefacts, which create a direct link to our heritage, are protected and available for future generations."

The Bendigo Tramways is a not for profit entity. It has been operating as a tourist entity since 1973 however the depot and workshop have been operating since 1903 and is one of the oldest urban tram networks in continuous operation in the world.

The City of Greater Bendigo owns the 75 Hargreaves Street site and leases it to Bendigo Tramways.

1.3 Ministerial Authorisation – “State Project”

The Minister for Planning declared the project as a State Project under the provisions of Clause 52.30-2 of the Greater Bendigo Planning Scheme on 5 September 2021.

The project is of state and regional significance and will have a significant short-to-medium term economic impact. The project has significant capital expenditure; safeguards the existing Bendigo Tramways Workshop; and creates a significant number of new regional jobs through construction and ongoing. The imminent delivery of this project will support regional Victoria's economic recovery from the impact of the COVID-19 pandemic (the pandemic).

The Victorian Rail Track (VicTrack) successfully applied and received \$ 3.7 million (exclusive of GST) in financial assistance under the *Regional Tourism Infrastructure Fund* and *Regional Jobs and Infrastructure Fund* towards the project.

The *Bendigo Tramways Expansion Project* is a State Project which will be carried out in partnership with the State of Victoria, VicTrack and the City of Greater Bendigo. It is jointly funded and will be carried out on VicTrack and City of Greater Bendigo land.

The project has secure funding. The project funds include:

- Victorian Government: \$ 3.7 million
- VicTrack: \$ 6 million
- City of Greater Bendigo: \$ 1 million

The project has been delayed due to the Covid pandemic. The current completion date under the pre-pandemic project plan is March 2022. This is no longer a viable completion date due to the delays.

Priority project approval will allow the project to be delivered without further delay.

The project aligns with government policy and priorities and will deliver a project of significant public benefit. The project also provides significant environmental, commercial, recreational and educational services and supports the region's manufacturing and transport industries and the tourism sector.

1.4 State Project Requirements

Clause 52.30 State Projects

The purpose of the clause is:

- To facilitate the development and delivery of projects by or on behalf of, or jointly or in partnership with, or funded by the State of Victoria or a public authority, or on Crown land.
- To prioritise the planning and assessment of those state projects to support Victoria's economic recovery from the coronavirus (COVID-19) pandemic.

State Project decision

The Minister for Planning has decided that the project meets criteria of Clause 52.30-2 for declaration as a **State Project**, meaning the exemption contained in Clause 52.30-3 applies to this project.

Any requirement of this planning scheme to obtain a permit or any provision of this planning scheme that prohibits the use or development of land, requires the use or development of land to be carried out in a particular manner, or requires a specified thing to be done to the satisfaction of a specified person or body, does not apply to the use or development of land determined by the Minister for Planning under clause 52.30-2 to be a state project if the requirements of clause 52.30 are met.

None of the exclusions in Clause 52.30-3 apply to this project.

Use and development requirements

The use and development of land must be carried out generally in accordance with the plans and documents approved under this clause, to the satisfaction of the Minister for Planning.

Consultation requirements

Before the use or development commences:

- Public consultation, including consultation with relevant public authorities and the municipal council for the municipal district within which the proposed use or development will be carried out, must be carried out to the satisfaction of the Minister for Planning.
- A report that summarises the consultation undertaken and the feedback received, and explains how the feedback has been considered and responded to must be prepared to the satisfaction of the Minister for Planning.

VicTrack is undertaking comprehensive public consultation, and is consulting with relevant public authorities and Greater Bendigo City Council.

Public Consultation

The first round of public consultation focused on key features of the site, including the location of the new storage sheds and workshop facilities. An online survey requesting feedback on the concept design was hosted from Monday 7 June to Wednesday 30 June 2021. The first round received input from over 70 individuals.

The survey was promoted through a range of different channels including; City of Greater Bendigo social media, Bendigo Tramway's Facebook page, VicTrack's website and social media, on signage at Bendigo Tramways, via a flyer distributed to local properties and with media coverage in The Bendigo Advertiser on 7 June 2021.

There will be a final stage of consultation in October 2021 via an online survey, which will focus on the design of the new storage and workshop facilities, and how we can minimise impacts during construction. The final stage will run for two weeks. The final stage will also be advertised through a range of different channels.

Consultation with Council and Authorities

Consultation has been occurring with Greater Bendigo and relevant authorities during the preparation of project documentation.

There has been early engagement with Heritage Victoria.

There will be a formal stage of consultation with Council and authorities in October 2021.

Responses will be included in an Addendum Report to be submitted to the Minister for Planning following completion of consultation.

Pre-commencement requirements

Before the use or development commences, plans, documents and information must be prepared and submitted to the satisfaction of the Minister for Planning.

The planning report and supporting plans / documentation address the specified requirements.

Responses are provided in Table 1.

Table 1 Response to the State Project requirements

Requirement	Response
A plan that shows the boundary of the land on which the use or development will be carried out.	Refer to <i>Feature Survey Plans</i> and plans prepared by Y2 Architects attached to this report
A site and context description that accurately describes and analyses the natural, physical, cultural heritage, built heritage, landscape, vegetation, access and any other notable features, characteristics and significance of the land and surrounding area, including any existing use and development.	Refer to Section 2.2 of this report and supporting documentation.
A description of the proposed use including: <ul style="list-style-type: none">– The activities that will be carried out.– The likely effects, if any, on the land, and surrounding land and land uses, including noise levels, traffic, air-borne emissions, emissions to land and water, light spill, glare, solar access and hours of operation.	Refer to Section 2.3 of this report and supporting documentation.
Detailed plans and elevations of the proposed development drawn to scale and dimensioned, including details of any buildings or works proposed to be demolished or removed, and any vegetation proposed to be retained or removed.	Refer to plans prepared by Y2 Architects forming part of this report. Refer to <i>Biodiversity Assessment</i> prepared by Biosis.
A report that addresses how the proposed use or development responds to purposes, objectives, or statements of significance or risk of any zone, overlay, or other provision that would apply to the use or development but for the exemption in clause 52.30-3.	Refer to Section 3 of this report.

<p>A schedule of works and development including staging and the expected commencement and completion times.</p> <p>If the Minister for Planning has decided that an assessment under the <i>Environment Effects Act 1978</i> is not required for the proposed development and the Minister's decision is subject to conditions:</p> <ul style="list-style-type: none"> – A report that details how each condition has been considered and addressed in the design, construction and operation of the proposed development. – A copy of any report, plan or other document required to be prepared under those conditions. <p>A plan for the management or mitigation of potential adverse effects or impacts on the environment or amenity from the proposed use or development, during and following construction.</p> <p>If the proposed use or development would require a permit but for the exemption in clause 52.30-3 and a copy of the application for that permit would be required to be given to a referral authority under section 55 of the Act, the comments of that referral authority on the proposed use or development.</p> <p>A report that demonstrates that the environmental conditions of the land are or will be suitable for the proposed use or development including any significant effects which the use or development may have on the environment or which the environment may have on the use or development including water, noise, air or land pollution impacts on the environment, amenity or human health.</p> <p>Any other plan, document or information the Minister for Planning considers necessary to assist the Minister's assessment of the proposed use or development or the plans and documents required to be prepared under this clause.</p>	<p><u>Proposed Completion Times:</u></p> <table> <tr> <td>Stage 1: Design</td><td>April 2022</td></tr> <tr> <td>Stage 2: Tender and contracts</td><td>July 2022</td></tr> <tr> <td>Stage 3: Refurbishment and Construction</td><td>June 2023</td></tr> </table> <p>New construction to be completed in one phase and may be completed earlier.</p> <p>Refurbishment of existing building to be scheduled to align with tram restoration works.</p> <p><i>Not applicable to this project</i></p> <p>The Officer of National Rail Safety Regulator (ONSR) requires that a complaint escalation register is kept by all accredited rail operators. Bendigo Tramways, in accordance with Rail Safety National Law, keeps such a register and this would be an appropriate avenue for potential impacts on the environment or amenity to be recorded and managed. In addition, the site is owned by Council and leased to Bendigo Tramways. Accordingly, any complaints relating to amenity or environment could also be managed through Greater Bendigo Shire Council's customer service system.</p> <p>Responses will be included in an Addendum Report to be submitted to the Minister for Planning following completion of consultation.</p> <p>Comprehensive assessments relating to development and use of the land and the environmental conditions have been undertaken to ensure there are no adverse / external impacts.</p> <p>VicTrack undertakes to provide further information on the Bendigo Tramways Expansion Project as requested by the Minister for Planning.</p>	Stage 1: Design	April 2022	Stage 2: Tender and contracts	July 2022	Stage 3: Refurbishment and Construction	June 2023
Stage 1: Design	April 2022						
Stage 2: Tender and contracts	July 2022						
Stage 3: Refurbishment and Construction	June 2023						

2. Site Context

2.1 Site and Neighbourhood Description

2.1.1 Site Description

The site comprises two properties at 48 Hopetoun Street (comprising 11 Crown allotments) and 75 Hargreaves Street, Bendigo (2 Titles).

Title Information:

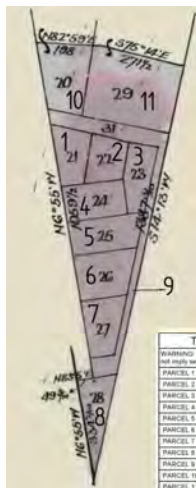
48 Hopetoun Street, Bendigo

CA's 21, 22, 23, 24, 25, 26, 27, 28, 31, 20 (pt) and 29 (pt) Section 144 at Bendigo Parish of Sandhurst

75 Hargreaves Street, Bendigo

Land in Plan of Consolidation 166839M ... and ...

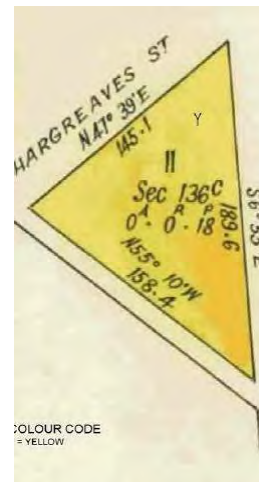
CA 11 Section 136C at Bendigo Parish of Sandhurst



48 Hopetoun Street, Bendigo



75 Hargreaves Street, Bendigo (two parts)



The land at 48 Hopetoun Street is a wedge or cone shaped site immediately adjoining and to the south of the existing Bendigo Tramways Workshop and Depot at 75 Hargreaves Street Bendigo, and the abutting property at 4 Lansell Street, which is occupied by the Bendigo Woollen Mills. The area of the site is 12612 m2.

- The land falls ~ 2 m from the railway embankment that defines the eastern boundary of the site towards Back Creek on the western boundary. There is a relatively similar fall from McIvor Road at the southern tip to the rear of the Tramways workshop that forms the northern site boundary.
- The land is not occupied or fenced. *The historical use of the land and features are described in more detail in Sections 2.2.1 and 2.2.2 of this report.*

The land at 75 Hargreaves Street has an area of 5494 m2 (including the triangular parcel to the west) and contains the Bendigo Tramways depot and workshop, tram tracks, museum / café building and amenities building.

The Title Search identifies that there are no Agreements, Covenants or other restrictions on development applying to the land. The Title Plans to the land do not identify any easements or other restrictions on the property.

A copy of the Titles is attached. Survey Plans are attached.

Site photographs are included at the end of Section 2 in this report.

2.1.2 Neighbourhood Description

The site is zoned Public Use 7 and is situated ~ 1 km to the east of the Bendigo CBD area.

The land zoned Public Use 7 is occupied by the undeveloped land at 48 Hopetoun Street, the existing Bendigo Tramways workshop / depot site and the Bendigo Woollen Mills.

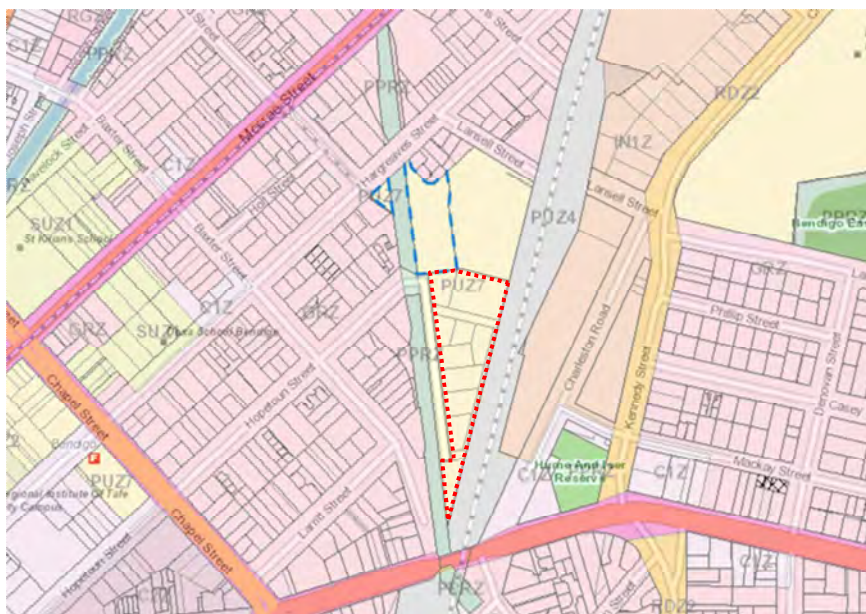
The land to the east is used as a single-track rail corridor owned by VicTrack and zoned PUZ4.

Across the rail corridor is land in the Industrial 1 Zone occupied by trade supply businesses (Mitre 10 store and a cluster of trade businesses) and industry (mill).

The land to the west is a residential interface and is a key factor in the planning of the site. The land to the north is also a residential interface.

Between the subject site and the residential properties to the west is Back Creek which has been sealed as a drain. A bicycle path is situated along the western side of Back Creek. An unmade Council road reserve abuts the eastern side of Back Creek and the land at 48 Hopetoun Street.

The land to the south is bisected by the Mclvor Highway and features a mixture of zoning including Road Zone 1 (RDZ1), Public Park and Recreation Zone (PPRZ), Commercial 1 Zone (C1Z) and General Residential Zone (GRZ).



48 Hopetoun Street (red outline) and 75 Hargreaves Street (blue outline)

Hopetoun and Hargreaves Streets are both local roads managed by Council. Concrete kerb and channel is present on both sides of the streets. Line marked parallel parking spaces are provided on both sides of the streets.

Hopetoun Street terminates at Back Creek (court bowl). Access to 48 Hopetoun Street is via a narrow bridge from the end of the street, owned and managed by Council.

Access to 75 Hargreaves is via similar narrow bridge from Hargreaves Street (also owned and managed by Council).

The neighbourhood setting is shown in the aerial photographs at the end of Section 2 in this report.

2.2 Site Assessments

2.2.1 Historical Land Use

The history of the area is identified in the *Aboriginal Heritage Due Diligence Assessment* report prepared by Heritage Insight (pp 9-12) ...

"The study area has been subject to intensive land use since the settlement of the Bendigo region. The floodplain at the confluence of the then Spring Creek and Bendigo Creek, and the entire Spring Creek creekline itself, was subject to extensive shallow alluvial gold mining as shown on an 1873 map of the Bendigo Goldfields.

1873 and 1881 Department of Mines maps of Sandhurst shows the original course of Back Creek as a meander channel in the southern half of the study area before continuing north west and crossing Midland Highway at the Arnold Street intersection. At this location the original creek channel is some 130 m west of its current location. Back Creek was subject to such intense sedimentation from the Spring Gully workings that a contract of government sponsored sluicing was granted in 1889 to clear the channel of sludge (The Age 1899).

In 1901, work begun on cutting and filling the study area for the construction of the new Bendigo Tramways Depot. Because the infrastructure of the Bendigo Tramway Company at Mitchell Street was inadequate, the building started on a generating plant, sub-station, workshop, stores, a tram depot and offices to support the rollout of a new electrified tram network. The depot was opened in 1903 ('The Bendigo Tramways Story' n.d.).

Back Creek was realigned, straightened and channelised in 1915 (The Age 1914). A 1926 oblique aerial image shows the ground surface largely clear of vegetation with evidence of ground disturbance.

A 1967 aerial image shows that the study area contains the Bendigo Tramways facility in the north and a fuel depot has been constructed and is in use in the centre of the study area. The southern half of the study area shows patchy vegetation with a mix of large trees, small shrubs and erosion. This was typical of the study area for much of the 20th century. A 1980's aerial image was also reviewed which showed no change between 1967 and 1980.

Aerial imagery from 2005 and 2006 show that the fuel depot was decommissioned in 2005 with no buildings present on the site. By 2006 the depot buildings are present, likely portables, and was operating as a storage yard. The storm water drain is evident in the 2005 aerial image and was therefore installed through the centre of the study area between 1980 and 2005. A number of large trees in the centre of the study area are evident in the 2005 image and are removed by the 2006 aerial image with the central part of the study area cleared and levelled.

A 2010 aerial image shows little change since the 2006 image although the scope of ground disturbance in the central and northern sections of the land is clearer. The levelled area through the centre of the study area looks to be used as a laydown area.

A 2013 aerial image shows that some form of ground disturbance has occurred to almost the entirety of the central and southern parts of the study area. This aerial image shows that the topsoil through this area has been disturbed by the stripping or filling of the study area, with the exception of the southernmost tip of the study area. A 2018 aerial image shows that the southernmost tip of the study area was disturbed during the construction of the Back Creek trail creek crossing.

A review of the land use history shows that the study area has undergone a substantial degree of ground disturbance. In the first instance, the study area has been subject to shallow alluvial gold mining which likely involved hydraulic sluicing which was common for shallow alluvial workings. Subsequent to this, the study area was subject to hydraulic sluicing for the purposes of clearing excess sludge from the creekline.

The original creek alignment within the study area was a meander bend with a course vastly different to its current channelised alignment. Back Creek was then completely realigned to run along the western boundary of the study area. The construction of the Bendigo Tramways facility and deep excavation for the fuel depot further compounded this ground disturbance in the central and north sections of the study area. In the south, the study area was subject to more recent ground disturbances in the 21st century, including widespread disturbance to the topsoils in 2013 and localised disturbance at the southernmost tip in 2018. There does not appear to be any part of the study area which was spared the impacts of these works."

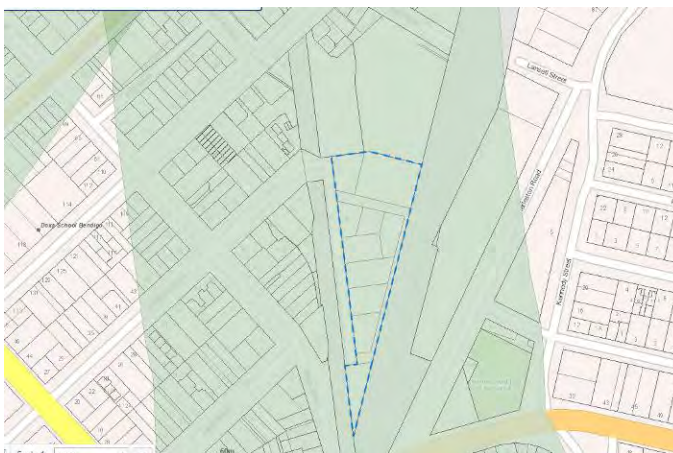


1926 oblique aerial image of the study area (view south) showing a largely disturbed ground surface.

Refer to the *Aboriginal Heritage Due Diligence Assessment* report for figures, images and maps in the text.

2.2.2 Cultural Heritage

The *Aboriginal Heritage Due Diligence Assessment* report was prepared by Heritage Insight as the site is located within an area mapped as being culturally sensitive area under the Aboriginal Victoria Cultural Heritage Sensitivity mapping.



VicPlan: Cultural Heritage Sensitivity Mapping

The assessment of the study area found that the property has been subject to significant ground disturbance as defined in the *Aboriginal Heritage Regulations 2018*, and therefore, in accordance with reg. 26(2), the study area is not an area of cultural heritage sensitivity.

The report stated for this reason, a mandatory CHMP is not required by the *Aboriginal Heritage Regulations 2018* as the study area is not within an area of cultural heritage sensitivity.

Direct evidence from the geotechnical report suggested that much of the study area has been disturbed to some 700 mm depth. The long history of ground disturbance in the study area extending back to at least 1783, coupled with the lack of Aboriginal heritage discovered in the local area, suggests that there is a low likelihood for Aboriginal cultural heritage to occur in the study area.

2.2.3 Archaeological Assessment

An Archaeological Assessment was undertaken by *David Bannear Historic Heritage and Archaeology*.

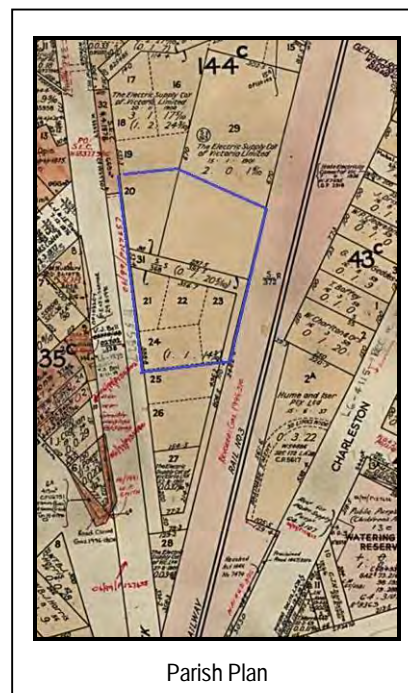
The report presents the findings of an investigation into impacts from the Bendigo Tramways Expansion Project on potential historic archaeological values of the construction site.

The Study Area (part of 48 Hopetoun Street) was the proposed construction site outlined in blue on the Parish Plan, comprising CA's 20, 21, 22, 23 and part 29 Section 144C Parish of Sandhurst.

This report does not deal with heritage places, only with the archaeological sites. The report clarifies that:

"The Heritage Act 2017 provides statutory protection for archaeological sites listed on the Victorian Heritage Inventory (VHI). However, it must be understood, that it is the intention of the Heritage Act 2017 to afford protection for all archaeological sites, not just those that are listed."

The archaeological investigation entailed historical research and a site inspection in accordance with Heritage Victoria's Guidelines for Conducting Archaeological Surveys (2020).



Parish Plan

The only substantiated construction in the study area occurred in the early 1940s when Caltex established a fuel depot (decommissioned). The current condition of the former fuel depot site was described through the aerial photograph (Figure 12 in report), site photographs (Figures 13 – 31 in report) and table describing site features (Table 4 in report):



Site Features	
Location	Description
1	Brick office - badly vandalised. Along eastern side and southern end are pipes and sumps
2	Concrete sump with pipes located at the entrance, on the northern side of concrete driveway
3	Corrugated iron toilet with concrete cess pits
4	Small corrugated iron storage shed
5.	Large corrugated iron storage shed
6	Former site of large corrugated iron storage shed - <i>removed</i>
7	Former site of above-ground storage tanks - <i>removed</i>
8	Curving driveway

Conclusions

On the basis of the historical research, it was predicted that the study area will contain no archaeological sites that will meet the threshold for listing on the Victorian Heritage Inventory. This prediction was based on the fact that the Study Area:

- was a flood plain that during the last half of the 19th-century was inundated by floodwaters and sludge, remaining vacant land as it was not suitable for permanent occupation;
- any occupation that may have occurred until the 1940s was ephemeral, e.g., a weatherboard building shown in an early 1930's aerial photograph (*refer pp 8-10 in report*);
- was a dumping ground for ash and coke from the adjoining power station (*refer pp 9-10*); and
- was only subjected to one phase of use (fuel depot) whose dating range falls outside the 75-year bar for archaeological sites

The investigation determined that the *Bendigo Tramway Expansion Project* poses a very low risk to historic archaeological sites. The lack of a statutory listing for the site and the nature of former land use underpin this finding.

The report sets out a proposed methodology for monitoring ground disturbance and for dealing with any unexpected archaeological discoveries (pp 22-24). The methodology should be incorporated into any Construction Management Plan prepared for site development.

2.2.4 Geotechnical Assessment

Senversa PL was engaged by VicTrack to conduct a *Limited Geotechnical Assessment* at 48 Hopetoun Street, Bendigo. Previous investigations at the site had identified the site to be underlain by contaminated material including uncontrolled fill, and soft natural clays.

The primary objectives were to determine the geotechnical site conditions, identify any data gaps to inform future works and provide advice on geotechnical considerations / constraints focusing on pavement design and in situ soil treatment to improve fill suitability.

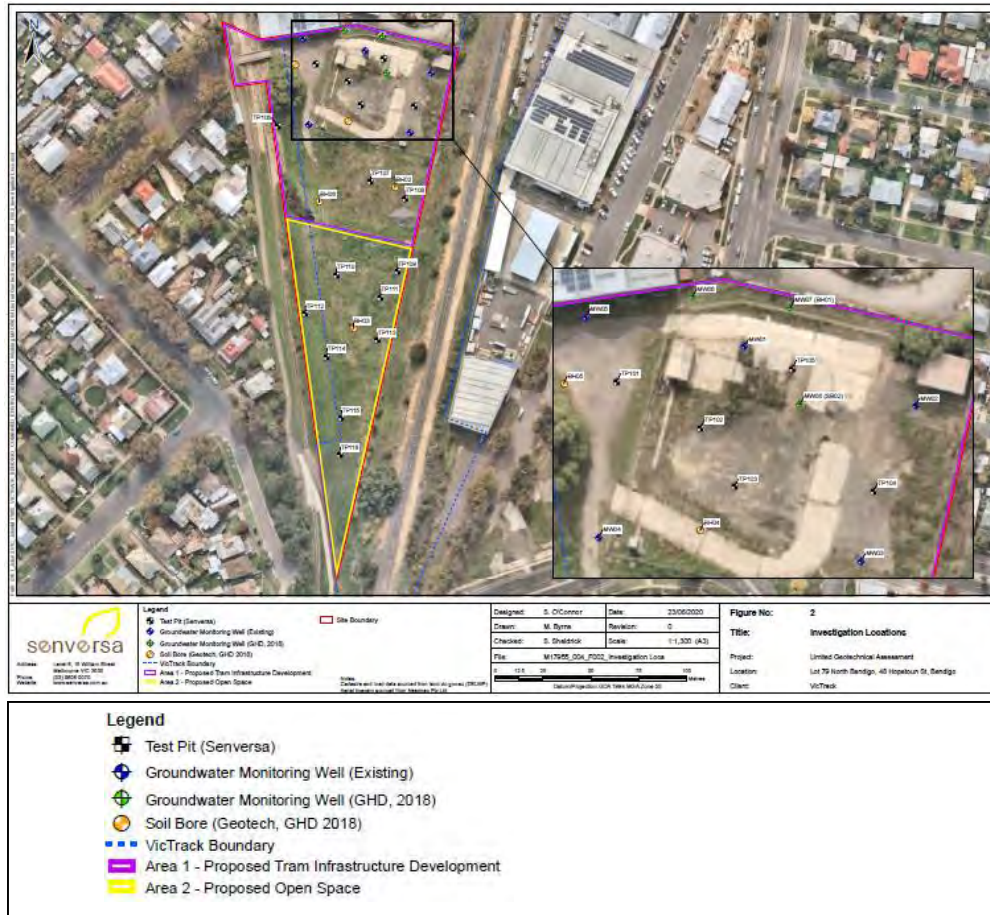
The objectives were achieved by undertaking an intrusive geotechnical investigation consisting of eight test pits (TP101-TP108) excavated up to 3.5 m below ground level (bgl) and conducting a stabilisation trial using samples collected from site. Lime stabilisation was trialled for clay dominant materials and cement stabilisation was trialled on silty materials. Laboratory analysis was also conducted on samples collected from site for material characterisation.

Suitability of the Site for the Proposed Development

The limited geotechnical site assessment identified that there are significant issues at the site associated with the condition and extent of the uncontrolled fill present. Whilst this does not make the site unsuitable, significant consideration is needed on either improving the condition of the fill or leaving the fill *as is* and founding all structures through the fill in the underlying natural soils or weathered rock.

This uncontrolled fill can be expected to undergo settlement over time, both as total and differential settlement, and is both time and load dependent. These findings are in line with previous investigations at the site. There are options for subgrade improvement. Deep foundations may be considered as an alternative to shallow footings where stabilisation or treatment to the existing uncontrolled fill does not occur.

The selection of the footing system depends on the footing arrangement, resultant structural loading and an assessment of the most economical and efficient foundation system. While AS2870-2011 *Residential Slabs and Footings* was identified as being not directly applicable to the proposed development, it can be used as a guide for the design of shallow foundations. Based on the geological profile and soil type encountered, Senversa recommended that the site be classified as 'P' (Problem Site) in accordance with AS2870-2011 *Residential Slabs and Footings* due to the presence of uncontrolled fill up to 4 m in depth (all locations greater than 0.5 m in depth) on the site.



Investigation Locations (Figure 2 in Senversa Geotechnical Assessment)

Recommendations

Senversa recommended:

- Where deemed a viable option, the stabilisation additive amount can be refined by completing a series of laboratory tests to determine the most suitable percentage of stabilising agent.
- Where deemed suitable for the proposed site development, a detailed earthworks design and *Engineered Fill Specification* for the bulk earthworks for the subgrade improvement works should be developed.
- An Environmental Management Plan will be required for earthworks to ensure appropriate controls for handling of contaminated material, segregation and off-site disposal (where required) of the soils with differing waste categories.
- The existing groundwater level monitoring wells on site should be maintained and used to check water levels including seasonal variation prior to construction.
- If pile foundations are adopted, it may be necessary to conduct an additional investigation comprising deep boreholes to inform detailed design.

The report noted Limited Geotechnical Assessment report should be read in conjunction with the following report that details of the contamination status of the site and waste category of the soils:

- Senversa, 2020. *Supplementary Environmental Site Assessment, 48 Hopetoun Street, Bendigo*.

2.2.5 Environmental Site Assessment

Senversa PL (Senversa) was also engaged by VicTrack to complete a *Supplementary Environmental Site Assessment* (ESA) for a proposed public open space area on the southern area of 48 Hopetoun Street, Bendigo site.

The objectives of the Supplementary ESA works were to:

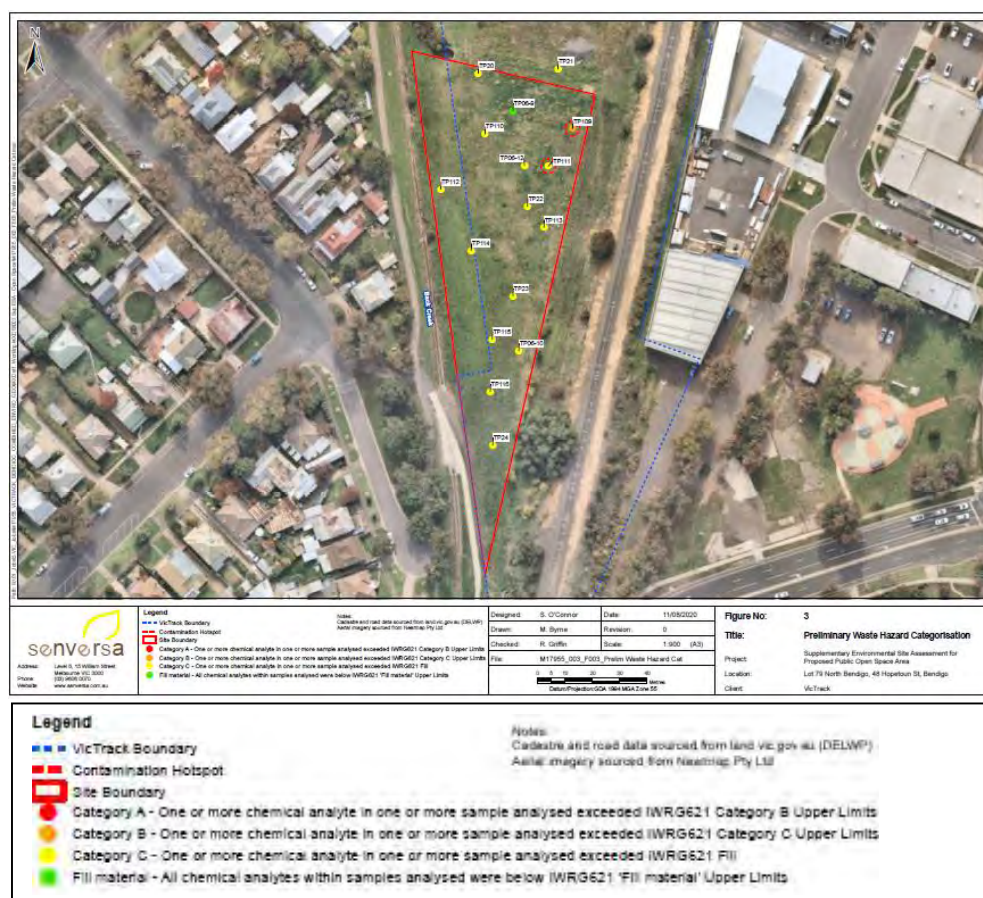
- Further assess the potential human health and environmental risks for the proposed public open space redevelopment.
- Provide further information on the likely waste categorisation of soils at the site.

Previous investigation works focused on the northern portion of the land and investigation works on the southern portion of the lot (the site) had been limited to soil sampling from seven test pits (Beveridge and Williams 2006; Beveridge and Williams 2016) and one soil bore (GHD, 2018).

VicTrack requested supplementary assessment works to increase the sampling density across the site and assess potential risks associated redevelopment and future use of the site for public open space. Eight soil test pits were excavated and sampled by Senversa and the results of laboratory analyses were interpreted alongside eight historic investigation locations sampled by Beveridge Williams (2006, 2016) and GHD (2018).

The findings were:

- A shallow fill site in the north eastern corner of the land (where the Storage Building and associated works are proposed) was deemed to be contamination hotspot that poses a potential health risk. This would require the hotspot to be excavated and disposed off-site or for a suitable barrier layer to be installed and maintained in the area.
- Fill soils within the remainder of site were not considered to constitute a risk. The risk to proposed terrestrial ecosystems was deemed to be low and these soils were not considered to require additional management.



Preliminary Waste Hazard Categorisation (Figure 3 in Senversa ESA)

2.2.6 Floodplain Assessment

ACOR Consultants were engaged to prepare a Flood Impact Assessment for the proposed *Bendigo Tramways Expansion* project. Their report identifies:

- The existing site at 48 Hopetoun Street has an area of 12612 m² and is generally cleared of building structures.
- The existing site at 75 Hargreaves Street has an area 5494 m² (including the triangular parcel to the west) and has a workshop, tram maintenance and multi-purpose sheds, tram tracks, museum/café building and amenities building.
- A 1/2100 dia. RCP stormwater pipe traverses the site and outlets to Back Creek. The invert at the outlet is 211.15 m AHD.

Extensive consultation took place with the floodplain management authority, being the North Central Catchment Management Authority. The authority advised that the flood impact assessment:

- Should adopt the TUFLOW model for the Bendigo Urban Flood Study (2013) by Water Technology.
- Can be a cut-down version of the full TUFLOW model to focus on the proposed development and surrounding areas.
- Should simulate the 10% and 1% AEP flood events for Back Creek (NCCMA provided the flood hydrographs for these flood events using Australian Rainfall and Runoff 2019 (ARR19) rainfall intensities and temporal patterns).
- Should present the flood impacts (changes in water surface levels and inundation extents) caused by the proposed development.

The authority also advised that it:

- supports opportunities to enhance the environmental values and community use of Back Creek; and
- does not support the construction of works such as vehicle tracks, roads, tram tracks or sheds within the Back Creek waterway or where the depth of flooding exceeds 0.5 metres

The ACOR assessment is based on the modelling and requirements specified by the NCCMA.

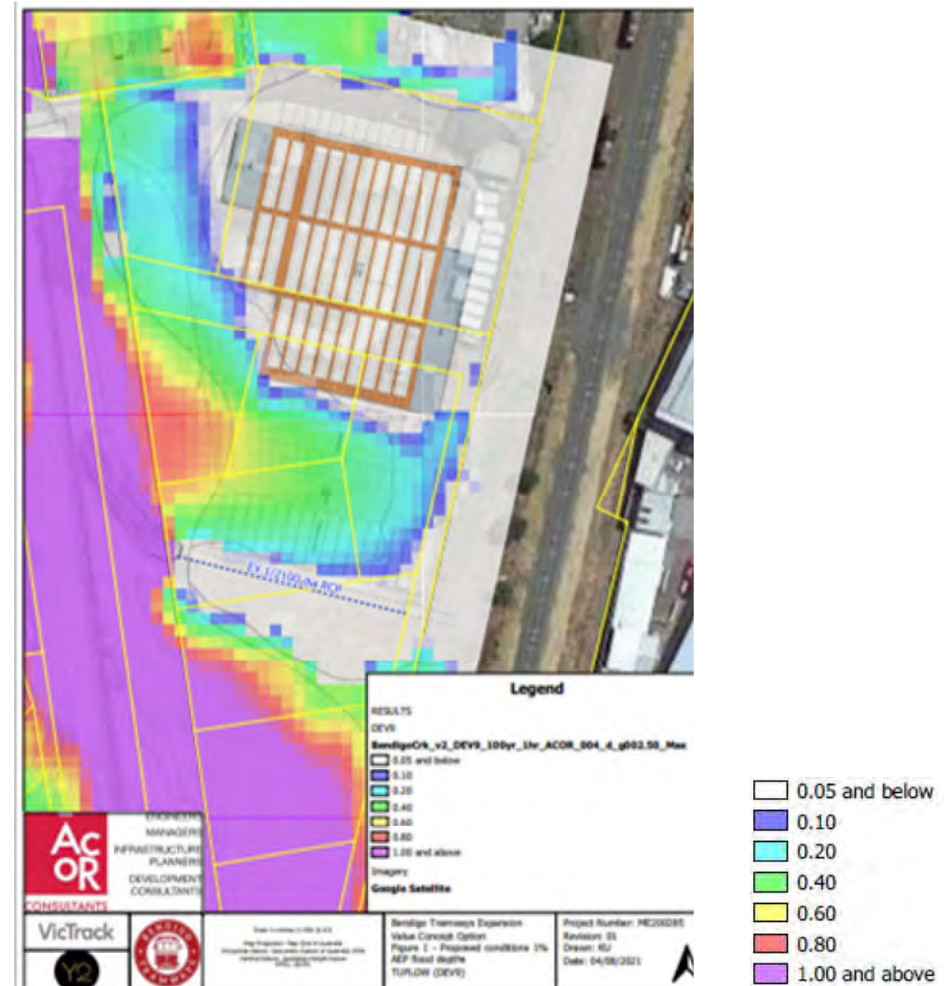
The report concluded:

- The finished floor level of the Tram Storage building achieves 300 mm freeboard above the 1% AEP flood level.
- The results demonstrated that the criteria for depth, velocity and flood hazard per the Floodplain Management Advice by NCCMA have been satisfied in the simulated 1% AEP flood.
- The two recommendations made by ACOR have been accepted:
 - *Three car parking spaces have been removed from an area subject to 0.5 m deep inundation;*
 - *Containers in the container storage area (15 storage bays shown on development layout) should be elevated no more than 100 mm above the finished ground level to allow surface drainage (sheet flow) to pass beneath the containers, and be anchored so they do not become buoyant during flood conditions (containers are typically water tight).*
- Flood impact maps also demonstrate that increases in water surface level and inundation extent are confined to the Bendigo Tramways site. Flood impacts are similar for the simulated 10% AEP flood in that increases in water surface level and inundation extent are primarily confined to the tramways site area.
- Minor changes in water surface elevation occur within the drainage reserve of Back Creek upstream of the site, which were considered to be acceptable and within model tolerance limits. It was concluded that minor increases in inundation ... within the drainage reserve outside the tramways site do not constitute a worsening of conditions or an actionable nuisance.

ACOR Flood Modelling Plans



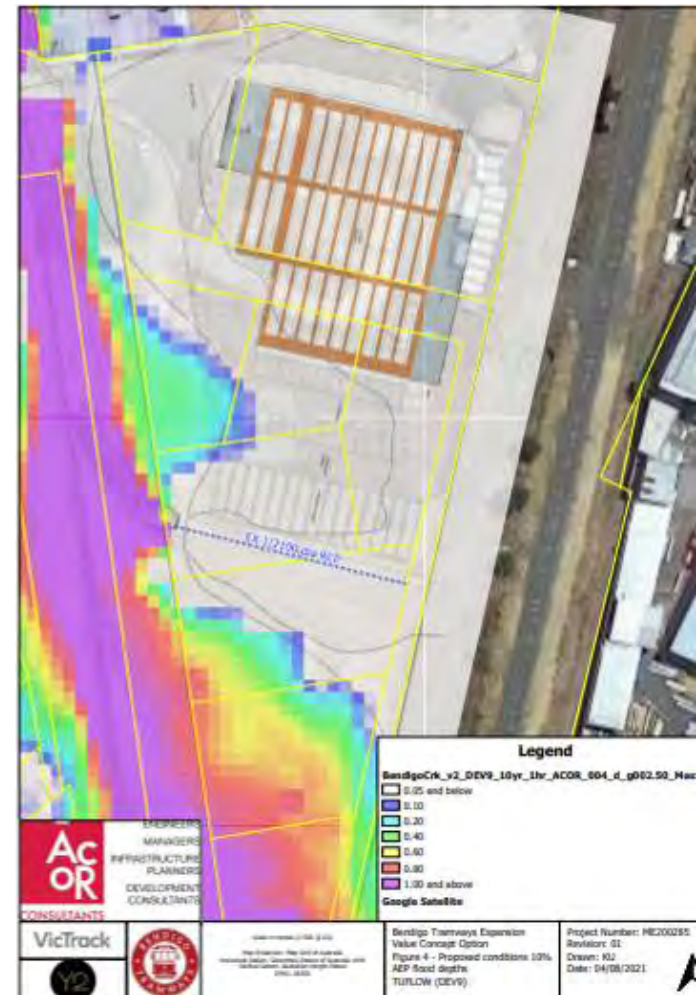
Existing conditions – 1% probability flood depth



Post development – 1% probability flood depth



Existing conditions – 10% probability flood depth



Post development – 10% probability flood depth

Refer to ACOR Flood Assessment Report for all mapping / modelling of the Back Creek floodplain.

2.2.7 Ecological Assessment

Biosis was commissioned to undertake a biodiversity assessment at 48 Hopetoun Street to determine ecological values and constraints associated with development of the land parcel.

The site was inspected on 11 September 2018 and again on 24 June 2021. The area is predominantly vegetated over the southern half of the land parcel, while the northern half of the land parcel supports remnants of infrastructure, foundations and construction slabs

A flora species list was collected, and will be recorded into the Victorian Biodiversity Atlas. In total, 3 native species and 42 introduced species were identified within the study area.

A planning permit under the *Planning and Environment Act 1987* would be required for the removal of the 3 native species:

- Variable Willow-herb *Epilobium billardioreanum*,
- Broom Rush *Juncus sarophorus*
- Knead Wallaby-grass *Rytidosperma geniculate*.

These Victorian species are located sporadically through-out the middle and southern portions of the site, covering less than 1 % of the total perennial understorey vegetation within the study area. These native plants only have a sparse cover and do not constitute a scattered tree or patch of native vegetation under the Guidelines for the removal, destruction or lopping of native vegetation (DELWP 2017). Therefore, no offsets will be required.

The report noted all areas will require consideration of the *Catchment and Land Protection Act 1994*. The land owner (VicTrack) must take reasonable precautions to ensure that all vehicles leaving the study area are free from the seeds or propagules of noxious weeds.

No other ecological constraints were identified within the study area.

A copy of the Biosis report is included in the Attachments.

2.3 Project Description

2.3.1 Development Approvals

The planning approvals that would apply to the *Bendigo Tramways Expansion Project* if this project was a planning application to Greater Bendigo Council (responsible authority) are listed in Section 3.1 of this report.

In addition to *State Project* approval from the Minister for Planning, a permit is required from Heritage Victoria for the heritage listed area (HO144).

2.3.2 Existing Depot and Workshop

The Bendigo Tramways depot and workshop situated at 75 Hargreaves Street (and the connected tracks in Bendigo) has operated as a tramways since 1903, and have been used by Bendigo Tramways since the 1970's.

The current use involves:

- storage and restoration of Bendigo Tramways trams;
- storage, manufacturing and restoration of heritage trams and vehicles for external clients that use those trams elsewhere;
- a tram depot operated by Bendigo Tramways; and
- tourist viewing of workshops and related tourist activity including gift shop and ticketing.

The site comprises two Titles, separated by Back Creek.

- The Title containing the depot, workshop, café / tourism visitor centre is zoned Public Use and has existing use rights for "*Tramways*" and "*Service Industry*". All proposed buildings and works will be within the curtilage of HO144 (VHR registered site) and therefore require approval from Heritage Victoria only.

The buildings and works proposed in the depot and workshop areas involve reorganisation of work spaces and activities within the constraints established by the heritage of the site. The proposed enhancements to modernise the workplace include reorganisation of administration and workspaces.

The area between the building and Back Creek would be enhanced by placement of a tram able to be used for community use and a museum tram.

- The second Title (a triangular parcel) is on the Hargreaves Street side of the Back Creek (site entrance). The parcel is zoned Public Use and has existing use rights for "*Tramways*" use. Heritage Overlay HO2 applies to the parcel. Buildings and works approval under the overlay is required as part of the State approval.

The buildings and works proposed at the site entrance aim to enhance the visitor (tourism) experience. A "Ticketing and Coffee Display Tram" would be positioned within the space. Seating and decking with a roof over is proposed.

Refer to Plans TP02, TP03, TP05 and TP08 prepared by Y2 Architects.

2.3.3 Proposed Storage Building

The proposed storage building is to be located in the north eastern corner of the site off the floodplain. The building would house 30 retired / historic trams.

The siting of the building has been informed by a range of factors including (but not limited to):

- the cone shape of the site, dimensions and topography
- avoiding land subject to inundation
- the large drain that traverses the site
- vehicle access
- the residential interface to the west.

The proposed storage building would have an area of 2305 m².

The presentation of the building facing the public domain (Back Creek) is ~ 50 m.



Perspective showing the view of the Tram Storage Building from Back Creek

The height of the walls would be 4.5 m extending to a total height of 8 m including the roof trusses.

The proposed external materials are metal sheet cladding with painted graphics inspired by transport art themes symbolised by artist *Jeffrey Smart*. A large aluminium framed window would showcase an historic tram, facing in the direction of Back Creek.

A number of features designed to meet ESD principles include sisalation (a reflective membrane designed to protect buildings), solar panels, and tanks to harvest rainwater for internal re-use.

Car parking spaces for 48 vehicles will be located around the building, primarily on the southern side (40 spaces).

A total of 15 containers (end painted to create a visual image when viewed from the south) would be sited parallel to the southern end of the car parking area to be used for storage of tramways equipment and parts.

The area around the buildings and containers will be fenced for security purposes to the satisfaction of the floodplain authority. The landscaped area at the southern end of the site will be landscaped, but not be fenced.

Refer to Plans TP02, TP04, TP06, TP07 and TP08 prepared by Y2 Architects.

2.3.4 Current and Future Staff Numbers

The existing Bendigo Tramways Depot and Workshop has a staff of 21 FTE. The expansion envisages the opportunity to increase staffing to 46 FTE as the business expands. Most the expansion proposed is focussed on restoration activities.

In this context, the proposed storage building will be a relatively benign site, and probably only 1-2 of the staff are likely to be working at that site at any time. The site will provide an important function in providing for employee car parking for the depot and workshop staff.

Function	Operating Times	Current FTE	Future FTE
Admin	Mon-Fri, 8:30am - 5:30pm	4	9
Operations	Mon-Sat, 8:30am - 5:30pm*	3	8
Maintenance	Mon-Fri, 8:30am - 5:30pm	4	5
Restoration	Mon-Fri, 8:30am - 5:30pm**	10	24
Total		21	46

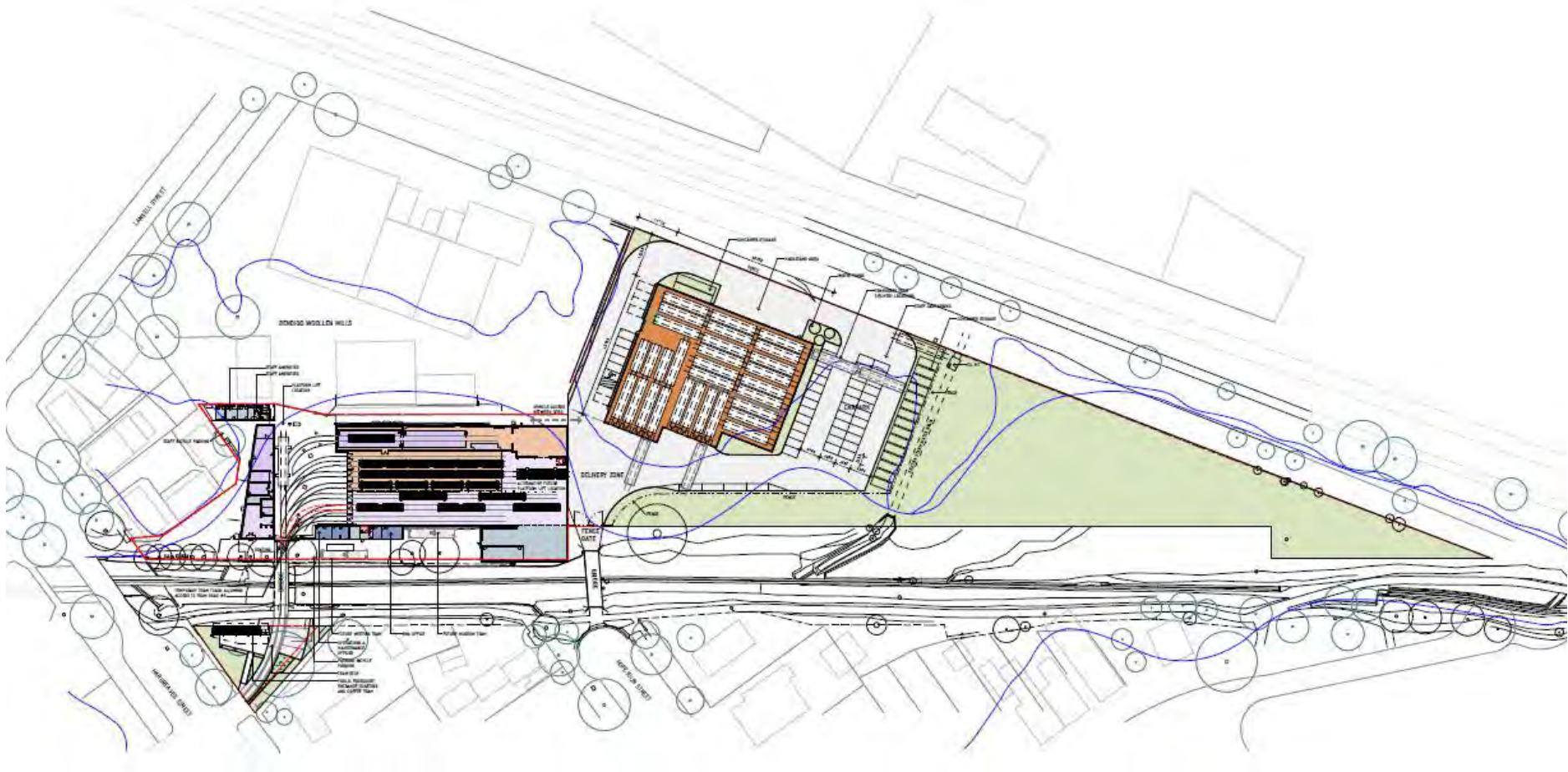
FTE = Full-Time Equivalent

*with occasional after hours requirement

**however potential to also operate on Saturdays in the future

Proposed Staff Numbers and Hours of Operation

Site Plan



*Bendigo Tramways Expansion Project
Site Layout*

2.3.5 Traffic and Transport

A *Traffic and Transport Assessment* for the Bendigo Tramways Expansion Project has been undertaken by *Impact Traffic Engineering PL*. A copy of their report is attached.

The report addresses the road network / site access requirements, traffic movements / generation, loading / unloading, car parking provision and bicycle facility requirements.

The key elements underpinning site access for tram deliveries / collection, general deliveries and waste collection, employee vehicle movements / on site car parking, and site visitation are:

- Access to / traffic movements on Hargreaves and Hopetoun Streets
- Access arrangements at each of the site entrances
- Internal traffic movements and proposed car parking provision

Road Network

Access to the existing Tramways Depot and Workshop is from Hargreaves Street, a local road with 15m wide sealed carriageway. The street provides for one lane of traffic in both directions with unrestricted on-street parallel parking on both ends of the carriageway.

Access to the proposed Tram Storage Building is from Hopetoun Street, a local road with 17m wide sealed carriageway. The street provides for one lane of traffic in both directions with unrestricted on-street angled parking on both ends of the carriageway. No Standing parking restrictions apply at the court bowl at the eastern end, being the site entrance to 48 Hopetoun Street.

General Deliveries

Deliveries (general deliveries and waste collection) will primarily be to the storage building site.

Tram Deliveries

Tram deliveries to / from the Workshop and / or proposed Storage Building are major undertakings but do not occur very often. The frequency is expected to be ~ 1 tram movement per month (12 p.a.) at the workshop and ~ 1 tram movement every 6 months (2 p.a.) for the storage building (once the trams have been stored). Suitably qualified contractors are engaged and all regulations are complied with when trams are transported.

- Depot / workshop

For trams being delivered for restoration, or collected from the workshops, the existing arrangements will prevail.

The semi-trailers will enter the site from the bridge on Hargreaves Street. Trams will be loaded / unloaded in the tram rail fan area in front of the workshop.

- Storage building

For trams being delivered to or collected from the proposed storage building, semi-trailers will enter / egress Hopetoun Street at the intersection of Chapel and Hopetoun Streets. Turning movements will be predominantly left in / right out.

A swept path analysis is provided in the Traffic Report showing turning movements for 12.5 m trucks (general deliveries) and 25 m semi-trailers (used to transport trams) at the intersection, and also at the site entrance at the eastern end of Hopetoun Street where the semi-trailers will access the site across the bridge.

The analyses show that the site is accessible by such semi-trailers. Two car parking spaces in the road reserve in front of 59 and 61 Hopetoun Street may need to be vacated when these deliveries occur. Bendigo Tramways will consult with Council and the residents well in advance to make suitable arrangements when these movements are necessitated.

A swept path analysis is also provided for internal site movements around the storage building, showing semi-trailers will travel in an anti-clockwise direction around the building perimeter and egress the site travelling in a forwards direction.

Access for Employees and Visitors

Employees and visitors to both sites may reach their destination by travelling on either Hargreaves or Hopetoun Streets, by choice of light vehicle, bicycle or foot. Both streets can be accessed in different directions. Another option is via the bicycle path along Back Creek.

Access at the entrances to both sites is via the existing bridges across Back Creek. Both bridges are owned and managed by Greater Bendigo City Council.

Traffic Generation

The Traffic Report assessed traffic generation on the basis of the expansion of the Tramways Depot and Workshop and addition of the Storage Building to a maximum of 46 staff during business hours.

The peak traffic demand is expected to occur during the morning arrival AM peak and afternoon departure PM peak.

It was conservatively assumed that 100% of staff will arrive and depart during the changeover period. On this basis, the proposed development will generate a maximum 46 vehicle movements in each of the morning and afternoon peak periods. Although comparative analysis provided based on traffic guidelines and their experience suggest the generation may be lower.

This level of traffic is not expected to have an adverse impact on the operation of the surrounding road network.

Employee Car Parking

There is currently limited employee onsite parking at the Depot and Workshop for employees. Many employees park in the surrounding street network. Availability is constrained by residential parking and the proximity of the Bendigo CBD.

A total of 48 new car parking spaces is planned to be provided on the proposed Storage Building site for tramway's employees use. The number of spaces significantly exceeds the statutory requirement for the new development (36 spaces are required for a building with an area of 2300 m²).

The significance of this quantum of parking provision is that all employee parking requirements (now and in the future following expansion of the tramways business) would be met on site, removing the current need for employee parking that occurs in surrounding streets.

Visitor Car Parking

There is no visitor car parking on either site currently, and this situation will continue to prevail following completion of the project.

This provision for all employee parking on site will benefit the local community and visitors to the site.

Bicycle Parking

The development plans contemplate an open area dedicated to bicycle parking with numbers to be confirmed at a later stage. The provision of any bicycle parking will exceed the statutory requirement as the Tramways depot and Workshop is an existing use and there is no bicycle parking requirement for a storage building.

2.3.6 Infrastructure / Services

All services will be and / or can be connected to the requirements and standards of the relevant servicing authorities.

A *Sustainable Management Plan* has been prepared by *Integral Group*. The findings of their report are summarised in Section 3.2 of this report.

A *Stormwater Management Plan* addressing the objectives of Clause 53.18 (Stormwater Management in Urban Development) has been prepared by *Acor*. The findings of their report are summarised in Section 3.4 of this report.

2.3.7 Landscaping

A *Landscape Plan* has been prepared by "3 Acres".

The landscaping design addresses:

- The presentation of the site entrance to 75 Hargreaves Street where the "Ticketing and Coffee Display Tram" would be positioned by establishing paving, garden beds and lawns; and
- The areas of 48 Hopetoun Street that are not proposed to be developed, in particular the area to the south of the large drain that traverses the site and the interface to Back Creek and residential areas to the west. In this area, it is proposed plant canopy trees (the floodplain restricts lower planting) and improve the ability for maintenance.

2.4 Design Response

The *Bendigo Tramways Expansion Project* will deliver a modern, integrated facility that will expand capacity of Bendigo Tramways to deliver heritage rolling stock restoration services and a first-class visitor experience.

This is part of building Bendigo Tramway's long term sustainability and reputation as Australia's pre-eminent restoration and tourist tramway.

In particular, the project will:

1. Expand the Bendigo Tramways storage capacity to accommodate additional historic trams and other heritage rolling stock. This is critical to enabling future productive uses of both sites.
2. Upgrade the Bendigo Tramways workshop to meet current and future demand for heritage tram and vehicle restoration services.
3. Enhance the visitor experience at Bendigo Tramways and embed it as a key part of Central Victoria's tourism, heritage, and cultural offerings, generating local economic and employment activity
4. Support local economic development in Bendigo through the delivery phase. On completion, the expanded Bendigo Tramways will support the growth of local manufacturing jobs as part of the resurgence of heavy manufacturing in Bendigo, and opportunities for skills development in the sector.

Approval is required for the new tram storage building, upgrading of the existing workshop and depot, with associated tourist facilities, along with any other required land use and heritage permissions.

Overall, the final siting and design responds to:

- The required internal reorganisation of operations within the Depot and Workshop buildings, with due respect to heritage considerations related to alterations proposed to the heritage listed building;
- Functional and physical integration between 75 Hargreaves Street and 48 Hopetoun Street;
- The most appropriate location for the new storage building mindful of any associated impacts from flooding and to the residential interface; and
- The opportunity to enhance visitor / tourism experiences.

Site Character – 75 Hargreaves Street



The Bendigo Tramways site incorporates workshops and visitor facilities including a tourist shop and café. The *Bendigo Tramways Expansion Project* will provide significant environmental, commercial, recreational and educational services and support the region's manufacturing and transport industries and the tourism sector.



Bendigo's Heritage Rail Workshop is world renowned for their ability to restore heritage trams in their entirety as well as repurposing trams for various uses.

Site Character – 48 Hopetoun Street



VicTrack purchased the land at 48 Hopetoun Street, Bendigo, to implement the final stage of its Retired Tram Strategy, which was to find a permanent home for important heritage trams that must be retained and stored for VicTrack. The site was chosen because it is immediately adjoining the existing Bendigo Tramways site at 75 Hargreaves Street.



Access to the site is via a narrow bridge across Back Creek commencing at the termination of Hopetoun Street. Previous uses of the site have included a fuel depot (removed).

Site Character – Back Creek



Back Creek forms the western boundary of both sites. Along the boundary of the depot, the channel has retaining walls and is fully concreted. Access to workshops is via a bridge over Back Creek (owned and managed by Council). The area between the creek and the existing building will be developed for community use as part of the expansion.



The Back Creek channel is in relatively poor condition along the side boundary of 48 Hopetoun Street. A bicycle / pedestrian path is situated on the embankment on the residential side of the channel. The large drain that traverses the middle of the site discharges into Back Creek.

Neighbourhood Character



View on Hopetoun Street looking towards the site entrance for the proposed storage building at 48 Hopetoun Street.



The entrance to the bicycle path along Back Creek from Baxter Street at the southern tip of 48 Hopetoun Street.



The eastern boundary is the railway line. A cluster of trade supplies stores are on the opposite side of the embankment.



The Bendigo Woollen Mills adjoins the eastern side of the Bendigo Tramways depot, workshop and visitor centre.



Informal car parking area used by employees, and dwellings fronting Hargreaves Street, located on the northern boundary



Hargreaves Street is a residential area. This is the view looking towards the CBD from the tramways entrance

Aerial Photographs





Aerial image – December 2009



Aerial image – January 2021

3 Planning Context

3.1 Planning Scheme

The planning scheme framework that applies to this proposal:

Existing Land Use: **48 Hopetoun Street, Bendigo**

Vacant land

75 Hargreaves Street, Bendigo

Bendigo Tramways Depot, Workshop and Visitor Centre

Proposal: **48 Hopetoun Street, Bendigo**

Use and development of land for a Warehouse (Store)

Works in the Heritage Overlay (HO2)

75 Hargreaves Street, Bendigo

Buildings and works in the Heritage Overlay (HO2 and HO144)

Permit Clauses: The following clauses would apply for a planning application (Clause 52.30 overrides)

48 Hopetoun Street, Bendigo

Clause 36.01 Public Use Zone 7

A permit would be required to:

- use the land for a Warehouse (Store); and
- to construct a building or carry out works for a Section 2 use.

Clause 43.01 Heritage Overlay - HO2 (part)

A permit would be required to construct or carry out works

Clause 44.04 Land Subject to Inundation Overlay – Schedules 1 and 2

A permit would be required to construct or carry out works.

Clause 52.17 Native vegetation

A permit would be required to remove native vegetation.

75 Hargreaves Street, Bendigo

Clause 43.01 Heritage Overlay - HO2 (part) and HO144 (part)

A permit would be required to construct a building or construct or carry out works

Non-Permit Clauses: The following clauses apply to the properties.

A planning permit would not be triggered by the proposed developments.

- Clause 43.02 Design and Development Overlay - Schedule 26
- Clause 45.12 Special Controls Overlay – Schedule 3

Planning Controls:

Planning Scheme clauses that are relevant to and / or support the proposal:

Clauses	Description
Planning Policy Framework –	
11	<i>Settlement</i>
11.01	Victoria
11.01-1S	Settlement
11.01-1R	Settlement – Loddon Mallee South
12	<i>Environmental and Landscape Values</i>
12.01	Biodiversity
12.01-1S	Protection of Biodiversity
12.01-2S	Native Vegetation Management
13	<i>Environmental Risks and Amenity</i>
13.01	Climate Change Impacts
13.01-1S	Natural Hazards and Climate Change
13.03	Floodplains
13.03-1S	Floodplain Management
13.04	Soil Degradation
13.04-1S	Contaminated and Potentially Contaminated Land
13.05	Noise
13.05-1S	Noise Abatement
13.07	Amenity, human health and safety
13.0-1S	Land Use Compatibility
14	<i>Natural Resource Management</i>
14.02	Water
14.02-1S	Catchment Planning and Management
14.02-2S	Water Quality
15	<i>Built Environment and Heritage</i>
15.01	Built Environment
15.01-1S	Urban Design
15.01-2S	Building Design
15.02	Sustainable Development
15.02-1S	Energy and Resource Efficiency
15.03	Heritage
15.03-1S	Heritage Conservation
15.03-2S	Aboriginal Cultural Heritage
17	<i>Economic Development</i>
17.01	Employment
17.01-1S	Diversified Economy
17.01-1R	Diversified Economy – Loddon Mallee South
17.03	Industry
17.03-2S	Sustainable Industry
17.04	Tourism
17.04-1S	Facilitating Tourism
17.04-1R	Tourism – Loddon Mallee South

18	<i>Transport</i>
18.02	Movement Networks
18.02-3S	Road System
18.02-4S	Car parking
19	<i>Infrastructure</i>
19.03	Development Infrastructure
19.03-2S	Infrastructure Design and Provision
19.03-3S	Integrated Water Management – Loddon Mallee South
21	<i>Municipal Strategic Statement</i>
21.01	Municipal Profile
21.02	Key Issues and Influences
21.02-2	Environment
21.02-3	Economic Development
21.02-4	Infrastructure
21.07	Economic Development
21.07-1	Economic Growth
21.07-6	Industrial
21.07-7	Tourism
21.08	Environment
21.08-4	Heritage
21.09	Integrated Transport and Infrastructure
21.09-8	Infrastructure Planning, Design and Construction
22	Local Planning Policies
22.05	Industrial Policy
22.06	Heritage Policy
22.10	Ecologically Sustainable Development
	Zones and Overlays -
36.01	Public Use Zone 7
43.01	Heritage Overlay – HO 2 ... & HO144
43.02	Design and Development Overlay – Schedule 26
44.04	Land Subject to Inundation Overlay
45.12	Special Controls Overlay – Schedule 3
	Particular and General Provisions –
52.06	Car Parking
52.17	Native Vegetation
53.18	Stormwater Management in Urban Development
65	Decision Guidelines

3.2 Planning Policy Framework

Planning policies in the Greater Bendigo Planning Scheme that are relevant to and / or support the proposal are identified, and a response provided showing how the proposal satisfies the policies:

Planning Policy Framework

11 *Settlement*

11.01 *Victoria*

11.01-1S *Settlement*

The objective aims to promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.

Relevant strategies include to:

- Develop sustainable communities through a settlement framework offering convenient access to jobs, services, infrastructure and community facilities
- Focus investment and growth in ... the major regional city of ... Bendigo
- Ensure regions and their settlements are planned in accordance with their relevant regional growth plan.
- Guide the structure, functioning and character of each settlement taking into account municipal and regional contexts and frameworks.
- Develop compact urban areas that are based around existing or planned activity centres to maximise accessibility to facilities and services.
- Ensure retail, office-based employment, community facilities and services are concentrated in central locations.

Planning must consider as relevant, Loddon Mallee South Regional Growth Plan (Victorian Government 2014).

11.01-1R *Settlement – Loddon Mallee South*

The relevant strategy is to ... support Bendigo as the regional city and the major population and economic growth hub for the region, offering a range of employment and services.

12 *Environmental and Landscape Values*

12.01 *Biodiversity*

12.01-1S *Protection of Biodiversity*

The objective is to assist the protection and conservation of Victoria's biodiversity.

Relevant strategies include to ...

- Use biodiversity information to identify important areas of biodiversity, including key habitat for rare or threatened species and communities, and strategically valuable biodiversity sites.
- Strategically plan for the protection and conservation of Victoria's important areas of biodiversity.
- Ensure that decision making takes into account the impacts of land use and development on Victoria's biodiversity, including consideration of:
 - Cumulative impacts.
 - Fragmentation of habitat.
 - The spread of pest plants, animals and pathogens into natural ecosystems.
- Avoid impacts of land use and development on important areas of biodiversity.

12.01-2S *Native Vegetation Management*

The objective aims to ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.

The Strategy is to ensure that decisions that involve, or will lead to, the removal, destruction or lopping of native vegetation, apply the three-step approach in accordance with the Guidelines for the removal, destruction or lopping of native vegetation (Department of Environment, Land, Water and Planning 2017):

- Avoid the removal, destruction or lopping of native vegetation.
- Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.
- Provide an offset to compensate for the biodiversity impact from the removal, destruction or lopping of native vegetation.

13 *Environmental Risks and Amenity*

13.01 *Climate Change Impacts*

13.01-1S *Natural Hazards and Climate Change*

The objective aims to minimise the impacts of natural hazards and adapt to the impacts of climate change through risk-based planning.

Relevant strategies include to:

- Consider the risks associated with climate change in planning and management decision making processes.
- Identify at risk areas using the best available data and climate change science.
- Site and design development to minimise risk to life, property, the natural environment and community infrastructure from natural hazards.

13.03 *Floodplains*

13.03-1S *Floodplain management*

The objectives are to ... assist the protection of:

- Life, property and community infrastructure from flood hazard.
- The natural flood carrying capacity of rivers, streams and floodways.
- The flood storage function of floodplains and waterways.
- Floodplain areas of environmental significance or of importance to river health.

Relevant strategies are to ...

- Identify land affected by flooding, including land inundated by the 1 in 100 year flood event or as determined by the floodplain management authority in planning schemes.
- Avoid intensifying the impact of flooding through inappropriately located use and development.
- Locate use and development that involve the storage or disposal of environmentally hazardous industrial and agricultural chemicals or wastes and other dangerous goods (including intensive animal industries and sewage treatment plants) outside floodplains unless site design and management is such that potential contact between such substances and floodwaters is prevented, without affecting the flood carrying and flood storage functions of the floodplain.

The policy guidelines are to consider as relevant:

- Regional catchment strategies and special area plans approved by the Minister for Energy, Environment and Climate Change or Minister for Water.
- Any floodplain management manual of policy and practice, or catchment management, river health, wetland or floodplain management strategy adopted by the relevant responsible floodplain management authority.
- Any best practice environmental management guidelines for stormwater adopted by the Environment Protection Authority.

13.04 *Soil Degradation*

13.04-1S *Contaminated and Potentially Contaminated Land*

The objective is to ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely.

Strategies include to:

- Require applicants to provide adequate information on the potential for contamination to have adverse effects on future land use if the subject land is known to have been used for industry, mining or the storage of chemicals, gas, wastes or liquid fuel.
- Facilitate the remediation of contaminated land, particularly, on sites in developed areas with potential for residential development.

13.05 *Noise*

13.05-1S *Noise Abatement*

The objective aims to assist the control of noise effects on sensitive land uses.

The strategy is to ensure that development is not prejudiced and community amenity is not reduced by noise emissions, using a range of building design, urban design and land use separation techniques as appropriate to the land use functions and character of the area.

Relevant policy documents to consider are the *Interim Guidelines for Control of Noise from Industry in Country Victoria* (Environment Protection Authority, 1989).

13.07 *Amenity and Safety*

13.07-1S *Land Use Compatibility*

The objective aims to safeguard community amenity while facilitating appropriate commercial, industrial or other uses with potential off-site effects.

Strategies are to ensure the compatibility of a use or development as appropriate to the land use functions and character of the area by: directing land use to appropriate locations and using a range of building design, urban design, operation and land use separation measures.

14 *Natural Resource Management*

14.02 *Water*

14.02-1S *Catchment Planning and Management*

The objective aims to assist the protection and restoration of catchments, water bodies, groundwater, and the marine environment.

Relevant strategies include to:

- Undertake measures to minimise the quantity and retard the flow of stormwater from developed areas.
- Require appropriate measures to filter sediment and wastes from stormwater prior to its discharge into waterways, including the preservation of floodplain or other land for wetlands and retention basins.
- Ensure land use and development minimises nutrient contributions to water bodies and the potential for the development of algal blooms.
- Require appropriate measures to restrict sediment discharges from construction sites.

14.02-2S *Water Quality*

The objective aims to protect water quality.

Relevant strategies include to:

- Protect reservoirs, water mains and local storage facilities from potential contamination.
- Ensure that land use activities potentially discharging contaminated runoff or wastes to waterways are sited and managed to minimise such discharges and to protect the quality of surface water and groundwater resources, rivers, streams, wetlands, estuaries and marine environments.
- Discourage incompatible land use activities in areas subject to flooding, severe soil degradation, groundwater salinity or geotechnical hazards where the land cannot be sustainably managed to ensure minimum impact on downstream water quality or flow volumes.

15 *Built Environment and Heritage*

15.01 *Built Environment*

15.01-1S *Urban Design*

The objective is to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

Relevant strategies include:

- Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.
- Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.
- Ensure the interface between the private and public realm protects and enhances personal safety.
- Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.
- Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.
- Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.
- Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.
- Promote good urban design along and abutting transport corridors.

15.01-2S *Building Design*

The objective is to achieve building design outcomes that contribute positively to the local context and enhance the public realm.

Relevant strategies include to:

- Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale and massing of new development.
- Ensure development responds and contributes to the strategic and cultural context of its location.
- Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.
- Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.
- Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.

- Ensure development is designed to protect and enhance valued landmarks, views and vistas.
- Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.
- Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.
- Encourage development to retain existing vegetation.

15.02 *Sustainable Development*

15.02-1S *Energy and Resource Efficiency*

The objective is to encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions.

Relevant strategies include to:

- Improve the energy, water and waste performance of buildings and subdivisions through environmentally sustainable development.
- Promote consolidation of urban development and integration of land use and transport.
- Improve efficiency in energy use through greater use of renewable energy technologies and other energy efficiency upgrades.
- Support low energy forms of transport such as walking and cycling.
- Reduce the urban heat island effect by greening urban areas, buildings, transport corridors and open spaces with vegetation.
- Encourage retention of existing vegetation and planting of new vegetation as part of development and subdivision proposals.

15.03 *Heritage*

15.03-1S *Heritage Conservation*

The objective is to ensure the conservation of places of heritage significance.

Relevant strategies include to:

- Provide for the protection of natural heritage sites and man-made resources.
- Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.
- Encourage appropriate development that respects places with identified heritage values.
- Retain those elements that contribute to the importance of the heritage place.
- Encourage the conservation and restoration of contributory elements of a heritage place.
- Ensure an appropriate setting and context for heritage places is maintained or enhanced.
- Support adaptive reuse of heritage buildings where their use has become redundant.

15.03-2S *Aboriginal cultural heritage*

The objective is ... to ensure the protection and conservation of places of Aboriginal cultural heritage significance.

The strategies are to ...

- Identify, assess and document places of Aboriginal cultural heritage significance, in consultation with relevant Registered Aboriginal Parties, as a basis for their inclusion in the planning scheme.
- Provide for the protection and conservation of pre-contact and post-contact Aboriginal cultural heritage places.
- Ensure that permit approvals align with the recommendations of any relevant Cultural Heritage Management Plan approved under the *Aboriginal Heritage Act 2006*.

17 *Economic Development*

Planning is to provide for a strong and innovative economy, where all sectors are critical to economic prosperity.

Planning is to contribute to the economic wellbeing of the state and foster economic growth by providing land, facilitating decisions and resolving land use conflicts, so that each region may build on its strengths and achieve its economic potential.

17.01 *Employment*

17.01-1S *Diversified Economy*

Relevant strategies include to:

- Protect and strengthen existing and planned employment areas and plan for new employment areas.
- Facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region.
- Improve access to jobs closer to where people live.
- Support rural economies to grow and diversify.

17.01-1R *Diversified Economy – Loddon Mallee South*

The relevant strategies are:

- Support the ongoing role and contribution of the region's small towns, settlements and non-urban areas through investment and diversification of their economies.
- Support and develop emerging and potential growth sectors such as tourism ...

17.03 *Industry*

17.03-2S *Sustainable Industry*

The objective is to facilitate the sustainable operation of industry.

The relevant strategy is:

- Provide adequate separation and buffer areas between sensitive uses ... to ensure that residents are not affected by adverse environmental effects, nuisance or exposure to hazards.

17.04 *Tourism*

17.04-1S *Facilitating Tourism*

The objective is to encourage tourism development to maximise the economic, social and cultural benefits of developing the state as a competitive domestic and international tourist destination

- Promote tourism facilities that preserve, are compatible with and build on the assets and qualities of surrounding activities and attractions.
- Create innovative tourism experiences.
- Encourage investment that meets demand and supports growth in tourism

18 *Transport*

Planning should ensure an integrated and sustainable transport system that provides access to social and economic opportunities, facilitates economic prosperity, contributes to environmental sustainability, coordinates reliable movements of people and goods, and is safe.

18.02 *Movement Networks*

18.02-3S *Road System*

The objective is to manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.

Relevant strategies include:

- Make better use of roads for all road users through the provision of wider footpaths, bicycle lanes, transit lanes (for buses and taxis) and specific freight routes.
- Ensure that road space complements land use and is managed to meet community and business needs.

18.02-4S *Car parking*

The objective is to ensure an adequate supply of car parking that is appropriately designed and located.

Relevant strategies include:

- Allocate or require land to be set aside for car parking subject to the existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking.
- Encourage the efficient provision of car parking through the consolidation of car parking facilities.
- Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.

19 *Infrastructure*

19.03 *Development Infrastructure*

19.03-2S *Infrastructure Design and Provision*

The objective is to provide timely, efficient and cost-effective development infrastructure that meets the needs of the community.

The strategy is to provide an integrated approach to the planning and engineering design of new subdivision and development.

19.03-3S *Integrated Water Management*

The objective is to sustainably manage water supply, water resources, wastewater, drainage and stormwater through an integrated water management approach.

Relevant strategies include:

- Plan and coordinate integrated water management, bringing together stormwater, wastewater, drainage, water supply, water treatment and re-use, to:
 - Take into account the catchment context.
 - Protect downstream environments, waterways and bays.
 - Manage and use potable water efficiently.
 - Reduce pressure on Victoria's drinking water supplies.
 - Minimise drainage, water or wastewater infrastructure and operational costs.
- Manage stormwater quality and quantity through a mix of on-site measures and developer contributions at a scale that will provide greatest net community benefit.
- Minimise the potential impacts of water, sewerage and drainage assets on the environment.

Local Planning Policy Framework

21 *Municipal Strategic Statement*

21.01 *Municipal Profile*

Bendigo is one of Victoria's leading regional cities. It is Victoria's third largest urban centre outside metropolitan Melbourne and the major centre for north central Victoria. Projected population growth on current rates is for the city to reach 144,800 people by 2031 (Victoria in Future, 2015). The Loddon Mallee South Regional Growth Plan (2014) has an aspirational population target for Greater Bendigo of 200,000 persons by 2041.

Greater Bendigo performs a regional service role with construction, manufacturing, health care, education and financial services being the major contributors to economic output. Mining, retailing and tourism also continue to play an important role for the municipality and represent an important link to the development of central Victoria. The regional hinterland surrounding Bendigo contains diverse agricultural activities, natural resources, and a number of townships, Heathcote being the largest. Bendigo's economic and social influence extends well beyond the municipality's border.

21.02 *Key Issues and Influences*

21.02-2 *Environment*

Managing heritage sites and places

The heritage places of Greater Bendigo can be considered as some of the region's most valuable assets which set the city apart. The municipality has one of the highest numbers of State significant buildings, with some assets of potential international significance. These assets reflect the major role that Bendigo played in one of the biggest gold rushes and migrations in the world. Heritage places in Greater Bendigo encompass buildings, structures, gardens and vegetation, landscapes and other items associated with the history and settlement of the area. These places are located on private and public land, including sites in parks, conservation reserves and forests. Some of these may be indigenous sites, or ruins such as historical archaeological sites. Sites of natural significance, specifically of geological value, are also within the Greater Bendigo area.

Greater Bendigo's significant historical development has left a superb array of heritage buildings and places for today's residents. The management of this resource is vital to ensure its retention for future generations.

21.02-3 *Economic Development*

The Loddon Mallee South Regional Growth Plan (2014) states that aside from residential growth, planning for employment growth is essential. Bendigo has the highest annual growth rate in gross regional product among Victoria's major regional cities, and the city's economy has outperformed the rest of Victoria in several key sectors.

21.02-4 *Infrastructure*

Water and sewerage

The ability to provide reticulated servicing infrastructure, such as water and sewerage, plays a key role in the development of communities. Urban growth and greater levels of density will have potential to impact these forms of service infrastructure.

21.07 *Economic Development*

21.07-1 *Economic Growth*

Overview

The Greater Bendigo economy has proven to be resilient and innovative with a diverse economy.

The estimated annual economic output for Greater Bendigo is \$10.8 billion at April 2016. The manufacturing sector contributes \$2.1 billion, the financial and insurance sector contributes over \$1 billion, and the construction industry contributes over \$1 billion of the total output. The health care and social assistance sector is the municipality's largest employment sector with 6,511 workers. The retail sector employs 5,170 workers and the education and training sector employs 3,700 workers (Remplan 2016).

Greater Bendigo is a key regional city and major population and economic growth hub for the Loddon Mallee South region. The desire to enable residents to work and engage within the region, and to facilitate new industries and well located affordable land, and to support and develop emerging and potential growth sectors such as tourism, new

manufacturing and food processing industries, renewable energy, resource recovery and other green industries will be fundamental to the economic prosperity of Bendigo.

The relevant objectives are:

- To facilitate a strong and diverse economy that fosters innovation, learning, jobs, development and productivity in Greater Bendigo.
- To continue to grow Bendigo as the key regional city and economic growth hub for the Loddon Mallee South region.

21.07-6 *Industrial*

The objectives are to ...

- To encourage diversification and expansion of the municipality's industrial base.
- To attract new industries to appropriate locations, particularly in East Bendigo ...
- To encourage development with good design principles, environmental standards and amenity.
- To encourage development to incorporate energy efficient practices into the design and operation of industries.

The relevant strategies are to ...

- Promote key industrial areas in order to improve the diversification of the municipality's industrial base.
- Direct industrial development to the areas shown on the Industrial Strategic Framework Plan.
- Encourage developments to incorporate good quality design, built form, landscaping and environmental standards which will promote the visual amenity and attractiveness of industrial land in Bendigo.
- Encourage developments to incorporate energy efficient practices into the design and operation of industries.

21.07-7 *Tourism*

The region's heritage and natural attractions form the basis of the municipality's capacity to attract domestic and international tourists. Our public amenity and protection of heritage assets are essential in ensuring the municipality presents an inviting image to our visitors. Major tourism initiatives aim to develop tourism precincts enabling visitors to explore and enjoy social, cultural and environmentally significant areas of the city.

The municipality's unique natural environment is also an attraction for tourism. The significant forest system provides important added opportunities, and the attractions vary throughout the seasons. The natural environment has much potential for sensitive and compatible activities.

The objectives are to:

- Develop Greater Bendigo's tourism potential as Australia's leading cultural heritage destination.
- Protect the heritage streetscapes and public amenity of the municipality to encourage visitors.

21.08 *Environment*

21.08-4 *Heritage*

Overview

Greater Bendigo has a large number of significant heritage assets of local, state and national significance. There are buildings, sites and precincts dating from all decades of post-contact settlement since the 1850's, following the discovery of gold, throughout the municipality. The total complex of buildings, infrastructure, urban spaces and natural resources represent the most significant asset and resource in central Victoria. Heritage is an important part of the economy of the municipality due to its role in attracting tourists, renovators and new residents who bring economic development initiatives and assets.

Greater Bendigo's heritage is of outstanding historical, social, aesthetic, architectural, and scientific significance according to the Statement of Significance in the Greater Bendigo Thematic Environmental History, 2013.

The relevant objectives are:

- To identify and protect heritage places with Aboriginal and historic cultural value as well as natural value.
- To protect and enhance the municipality's heritage for future generations.
- To encourage the appropriate reuse of heritage buildings.
- To encourage compatible development adjacent to heritage places and features.

21.09 *Integrated Transport and Infrastructure*

21.09-8 *Infrastructure Planning, Design and Construction*

The design, management and delivery of infrastructure are key issues for Council. The Infrastructure Design Manual (IDM) prepared by the Local Government Infrastructure Design Association has been adopted by Council and includes guidelines for the design and construction of infrastructure within the municipality, including (among other things) roads, drainage, stormwater, car parking, landscaping, access, earthworks, public lighting and intersection infrastructure. The IDM complements the objectives and standards of Clause 56 for residential subdivision applications.

The objective is to provide clear and consistent guidelines for the planning, design and construction of infrastructure.

22 *Local Planning Policies*

22.05 *Industrial Policy*

22.05-1 *General*

Council is committed to ensuring high standards of industrial development and design, are achieved and this policy seeks to implement these standards.

Council also acknowledges that there is a need to promote effective use of land, services and resources to maximise the benefits of existing sites identified for industrial development.

The objectives focus on facilitating economic development, the built environment and amenity.

The relevant objectives are to ...

- To facilitate new investment and redevelopment of Bendigo's existing industrial areas.
- To facilitate and promote innovation and leadership within the various industrial sectors located in the municipality.
- To improve the image and quality of all industrial areas within the municipality.
- To facilitate improved infrastructure and communication services to industry, through the co-location of like businesses.
- To encourage new industrial development to be based on site responsive and sustainable design principles.
- To provide a pleasant work place and surrounds for employees of industry located in Greater Bendigo.
- To ensure appropriate standards of health, safety and amenity are provided by new and existing industries.

It is policy to assess industrial subdivisions and developments against the City of Greater Bendigo's *Good Design Guide for Industry*.

22.06 *Heritage Policy*

This policy builds on the Municipal Strategic Statement objectives identified in Clause 21.08. The MSS recognises the extensive and significant range of heritage assets in the municipality which provide benefits to the local community and future generations.

The MSS identifies the need for a heritage policy to guide decisions on demolition and development of heritage places. This policy seeks to maintain and enhance the significant of heritage places while accommodating the needs of residents to adapt and develop such places.

The objectives aim to:

- Retain heritage assets for the enjoyment, education and experience of residents, visitors and future generations of the municipality.
- Ensure that new development is sympathetic with the appearance and character and maintains the significance of heritage places, including surrounding precincts.
- Encourage the preservation, maintenance, restoration and where appropriate reconstruction of heritage places.
- Encourage the sympathetic re-use and adaptation of heritage places to that such places are maintained and enhanced.

22.10 Environmentally Sustainable Development

Greater Bendigo City Council is committed to creating an environmentally sustainable city. Critical to achieving this commitment is for development to incorporate appropriate environmentally sustainable design standards. This policy aims to integrate environmental sustainability principles into land-use planning, new developments and redevelopment of existing infrastructure.

The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. In the context of this policy best practice ESD is defined as a combination of commercially proven techniques, methodologies and systems, appropriate to the scale of development and site specific opportunities and constraints, which are demonstrated and locally available and have already led to optimum ESD outcomes. Best practice in the built environment encompasses the full life of the build.

Objectives are specified for ... *Energy performance, Water resources, Indoor environment quality, Stormwater management, Transport, Waste management and Urban ecology.*

Response to the Planning Policy Framework

Economic and Industrial Growth

Clauses 11, 11.01, 11.01-1S, 11.01-1R, 17, 17.01, 17.01-1S, 17.01-1R, 17.03, 17.03-2S, 21, 21.01, 21.02, 21.02-3, 21.07 21.07-1, 21.07-6, 22 and 22.05

The Planning Policy Framework encourages investment and growth in Bendigo, a major regional city. Manufacturing industry, tourism, employment and community facilities and services are all encouraged to be concentrated in central locations.

The *Bendigo Tramways Expansion Project* will deliver a modern, integrated facility that will expand capacity of Bendigo Tramways to deliver heritage rolling stock restoration services and a first-class visitor experience. This is part of building Bendigo Tramway's long term sustainability and reputation as Australia's pre-eminent restoration and tourist tramway.

The project will:

- Expand the Bendigo Tramways storage capacity to accommodate additional historic trams and other heritage rolling stock. This is critical to enabling future productive uses of both sites.
- Upgrade the Bendigo Tramways workshop to meet current and future demand for heritage tram and vehicle restoration services.
- Support local economic development in Bendigo through the delivery phase. On completion, the expanded Bendigo Tramways will support the growth of local manufacturing jobs as part of the resurgence of heavy manufacturing in Bendigo, and opportunities for skills development in the sector.
- Work within a total maximum expenditure of \$10.7 million excluding GST.

Tourism Development

Clauses 17.04, 17.04-1S, 17.04-1R, 21, 21.07 and 21.07-7

The *Bendigo Tramways Expansion Project* will enhance the visitor experience at Bendigo Tramways and embed it as a key part of Central Victoria's tourism, heritage, and cultural offerings, generating local economic and employment activity.

The project will:

- Revitalise, restore and expand the visitor experiences at the heritage-listed Bendigo Tramways Depot, Australia's oldest operating tram depot.
- Provide training rooms and facilities for other heritage and community groups.
- Provide increased heritage tram and artefact display areas.
- Create an enhanced depot entrance precinct with expanded hospitality and function spaces – including a Tram Café.
- Improve disability access around the depot and workshops.

Built and Cultural Heritage

Clauses 15, 15.01, 15.01-1S, 15.01-2S, 15.02, 15.02-1S, 15.03, 15.03-1S, 15.03-2S, 21, 21.08, 21.08-4, 22, 22.06 and 22.10

Planning policy framework objectives for urban design seek to create safe, functional and attractive places that contribute to a sense of place and cultural identity, through quality building design outcomes.

The proposed design response is derived from a detailed site and context assessment.

Bendigo Depot and Workshop

The Bendigo Tramways Depot and Workshops are listed on the Victorian Heritage Register (H1349).

The Statement of Significance (updated 1999) reads:

"The Bendigo Tramshed, Tramway Offices and Powerstation were built in 1903 for the Electric Supply Co of Victoria, a subsidiary of The British Insulated Wire Co of Prescott, England. The electric tram system came after years of limited success using electric battery (1890) then steam traction (1892-1903). The buildings constructed include the tram offices, the depot, workshops and the power station adjacent. The infrastructure built at the same time by the same company included overhead and underground cabling, ornamental tram poles and tram tracks. The tram system was run from 1903 until 1934 by the Electric Supply Company.

The State Electricity Commission of Victoria ran the tram system from 1934 to 1972 when the service officially closed. Since then the trams have been operated as a tourist venture by The Bendigo Trust, a philanthropic organisation.

The Bendigo tramways complex is of historical importance to the State of Victoria.

The Bendigo tramways depot, offices and power-station complex is historically important to Victoria as the earliest and most complete tramways infrastructure to survive in the state, and as the only surviving provincial city tramways infrastructure in Australia. The tramshed is also of technical interest as an early form of steel truss construction with the supporting columns being made of paired tram rails. The whole complex is of architectural interest for its typological rarity as the earliest surviving designed electric tram depot complex in Victoria and possibly Australia."

The Bendigo Tramways Expansion Project will

- Ensure the heritage asset is being retained and protected.
- Alterations to the building are retain and protect the architectural style, structure and significance of the building.
- The alterations and new development will not detract from the significance of the heritage place.
- The alterations and new development avoids demolition of contributory elements of the heritage building.

Dr Garry Hill - Minerva Heritage is currently preparing a Heritage Application to Heritage Victoria on behalf of the stakeholders for the relevant heritage approvals required.

Additional Heritage Areas

Two small areas of the site are outside of the curtilage of the VHR listed site. Heritage Overlay HO2 applies.

The proposed works will not adversely affect the significance, character or appearance of the depot and workshops.

Refer to Section 3.3 of this report (Clause 43.01) for information and photographs of these areas.

A Heritage Impact Statement prepared by Minerva Heritage is attached.

Cultural Heritage

The assessment undertaken by *Heritage Insight* found that the property has been subject to significant ground disturbance as defined in the *Aboriginal Heritage Regulations 2018*, and therefore, in accordance with reg. 26(2), the study area is not an area of cultural heritage sensitivity.

The report stated for this reason, a mandatory CHMP is not required by the *Aboriginal Heritage Regulations 2018* as the study area is not within an area of cultural heritage sensitivity.

Ecologically Sustainable Development

A *Sustainable Management Plan* has been prepared by *Integral Group*.

The report provides an overview of the sustainability strategy for the *Bendigo Tramways Expansion Project* and addresses the City of Greater Bendigo ESD planning requirements (Clause 22.10). The project will implement sustainability initiatives working to create an enhanced facility that looks to minimise its environmental impacts through construction and operation.

Clause 22.10 includes specific objectives under the following sustainability categories:

- Energy performance;
- Water resources;
- Indoor environment quality;
- Stormwater management;
- Transport;
- Waste management; and
- Urban ecology.

The sustainability strategy within this ESD report broadly responds to each of these categories in the context of the proposed development.

A suite of sustainability initiatives have been proposed for the development, which includes the following:

- Highly efficient services appropriate to the needs of the facility;
- Solar Photovoltaic systems to minimise the grid dependency, energy peak demand and greenhouse emissions;
- Water efficient development with rainwater harvesting & re-use and reduced irrigation demand;
- Stormwater management and treatment that meets and exceeds the Urban Stormwater – Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999);
- Occupant health and wellbeing improvement with low toxicity materials, natural daylight and views, and active transport;
- Responsible and resilient building materials;
- Sustainable transport options including secure bike parking with end-of-trip facilities and EV charging facilities/infrastructure;
- Construction and operational waste management; and
- Operational resource monitoring.

Biodiversity

Clauses 12, 12.01, 12.01-1S 12.01-2S, 21, 21.02 and 21.02-2

Native Vegetation

Biosis prepared a *Biodiversity Assessment Report* for the project. A flora species list was collected, and will be recorded into the Victorian Biodiversity Atlas. In total, 3 native species and 42 introduced species were identified within the study area.

A planning permit under the *Planning and Environment Act 1987* would be required for the removal of the 3 native species:

- Variable Willow-herb *Epilobium billardioreanum*,
- Broom Rush *Juncus sarophorus*
- Knead Wallaby-grass *Rytidosperma geniculate*.

These Victorian species are located sporadically through-out the middle and southern portions of the site, covering less than 1 % of the total perennial understorey vegetation within the study area. These native plants only have a sparse cover and do not constitute a scattered tree or patch of native vegetation under the Guidelines for the removal, destruction or lopping of native vegetation (DELWP 2017). Therefore, no offsets will be required.

Environmental Risks and Amenity

Clauses 13, 13.01, 13.01-1S, 13.03, 13.03-1S, 13.04, 13.04-1S, 13.07, 13.07-1S, 21, 21.02 and 21.02-2

Flood Risk

A *Flood Impact Assessment* was prepared by ACOR. The ACOR assessment is based on the modelling and requirements specified by the NCCMA.

The report concluded:

- The finished floor level of the Tram Storage building achieves 300 mm freeboard above the 1% AEP flood level.
- The results demonstrated that the criteria for depth, velocity and flood hazard per the Floodplain Management Advice by NCCMA have been satisfied in the simulated 1% AEP flood.
- Flood impact maps also demonstrate that increases in water surface level and inundation extent are confined to the Bendigo Tramways site. Flood impacts are similar for the simulated 10% AEP flood in that increases in water surface level and inundation extent are primarily confined to the tramways site area.
- Maps show minor increases in inundation extent ... outside the tramways site but was considered to be acceptable and within model tolerance limits.
- Minor changes in water surface elevation occur within the drainage reserve of Back Creek upstream of the site, which were also considered to be acceptable and within model tolerance limits. It was concluded that minor increases in inundation ... within the drainage reserve outside the tramways site do not constitute a worsening of conditions or an actionable nuisance.

Environmental Site Assessment

An *Environmental Site Assessment* was undertaken by Senversa (August 2020).

The policy objective is to ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely.

Previous investigation works focused on the northern portion of the land and investigation works on the southern portion of the lot (the site) had been limited to soil sampling from seven test pits (Beveridge and Williams 2006; Beveridge and Williams 2016) and one soil bore (GHD, 2018). VicTrack requested supplementary assessment works to increase the sampling density across the site and assess potential risks associated redevelopment and future use of the site for public open space.

- A shallow fill site in the north eastern corner of the land (where the Storage Building and associated works are proposed) was deemed to be contamination hotspot that poses a potential health risk. This would require the hotspot to be excavated and disposed off-site or for a suitable barrier layer to be installed and maintained in the area.
- Fill soils within the remainder of site were not considered to constitute a risk. The risk to proposed terrestrial ecosystems was deemed to be low and these soils were not considered to require additional management.

The EPA has issued a "Prescribed Industrial Waste Classification" (No. 2021/547) for the site pursuant to the *Environment Protection (Industrial Waste Resource) Regulations 2009*.

This classification has been issued to enable the Approval Holder (VicTrack) to deposit soil as Category C prescribed industrial waste at a licensed landfill.

Residential Amenity

An *Acoustic and Vibration Assessment* will be prepared by ACOR Consultants.

The assessment will involve setting up noise monitoring equipment at properties along the edge of back Creek (the residential interface). The monitoring has not been able to commence as the Depot and Workshop is not operating due to Covid restrictions.

There is no record of any noise complaints from local residents in the past.

Natural Resource Management

Clauses 14, 14.02, 14.02-1S, 14.02-2S

A *Stormwater Management Plan* addressing the objectives of Clause 53.18 (Stormwater Management in Urban Development) has been prepared by ACOR Consultants.

Stormwater management and treatment will meet and exceed the Urban Stormwater – Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999);

Access and Parking

Clauses 18, 18.02, 18.02-3S, 18.02-4S

A *Traffic and Transport Assessment* for the *Bendigo Tramways Expansion Project* has been undertaken by *Impact Traffic Engineering PL*.

The report addresses the road network / site access requirements, traffic movements / generation, loading / unloading, car parking provision and bicycle facility requirements.

The assessment identified that the development will satisfy traffic standards and requirements, and that the estimated level of traffic is not expected to have an adverse impact on the operation of the surrounding road network.

There is currently limited employee parking at the Depot and Workshop for employees. Many employees park in the surrounding street network. Availability is constrained by residential parking and the proximity of the Bendigo CBD.

A total of 48 new car parking spaces is planned to be provided on the proposed Storage Building site for tramway's employees use. The number of spaces significantly exceeds the statutory requirement for the new development.

The significance of this quantum of parking provision is that all employee parking requirements (now and in the future following expansion of the tramways business) would be met on site, removing the current need for employee parking that occurs in surrounding streets.

Infrastructure

Clauses 19, 19.03, 19.03-2S, 19.03-3R, 21, 21.02, 21.02-4, 21.09 and 21.09-8

The site is located within a developed urban area. All services including telecommunications, water, sewerage and power can be supplied to the future development on the site.

All services will be and / or can be connected to the requirements and standards of the relevant servicing authorities.

A *Stormwater Management Plan* addressing the objectives of Clause 53.18 (Stormwater Management in Urban Development) has been prepared by ACOR Consultants. The findings of their report are summarised in Section 3.4 of this report.

3.3 Zone and Overlay Provisions

The land is zoned Public Use Zone 7.

The land is affected by several overlays including:

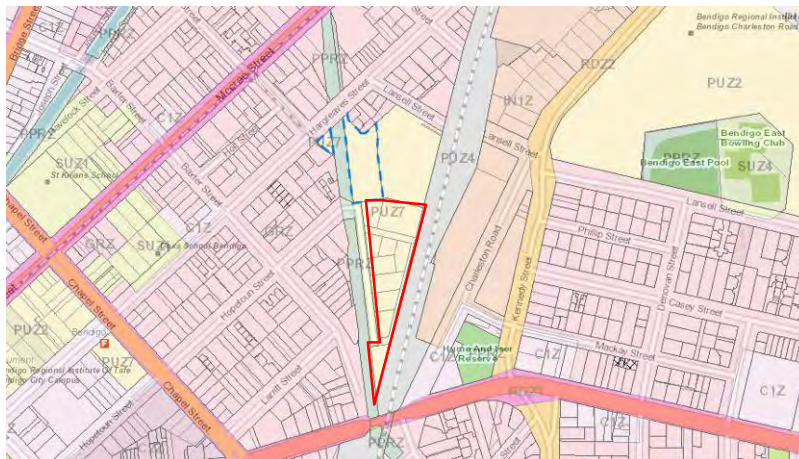
- Heritage Overlay HO144 applies to the Bendigo Tramways site which is on the Victorian Heritage Register. Heritage Overlay HO2 applies to the northern part of 75 Hargreaves Street and the southern tip of 48 Hopetoun Street.;
- Land Subject to Inundation Overlay, which applies to part of both sites; and
- A Special Control Overlay and a Design and Development Overlay Schedule 26 (DDO26) which relate to the Hospital emergency medical services helicopter flight path protection.

Clause 36.01 Public Use Zone

The land is zoned Public Use – Schedule 7 (other public use).

The purposes of the zone are:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To recognise public land use for public utility and community services and facilities.
- To provide for associated uses that are consistent with the intent of the public land reservation or purpose.



VicPlan – Zone Map for 75 Hargreaves Street (outlined in blue) and 48 Hopetoun Street (red)

Use of Land

75 Hargreaves Street

The Bendigo Tramways depot and workshop (and the connected tracks in Bendigo) have been used by Bendigo Tramways since the 1970's.

The current use involves:

- tourist viewing of workshops and related touristic activity;
- gift shop and ticketing;
- storage and restoration of Bendigo Tramways trams; and
- storage and restoration of trams for external clients that use those trams elsewhere.

The Planning Scheme definitions that apply to the existing site are:

- | | |
|-------------------------|---|
| Tramway | - relating to all aspects of the use associated with running of trams in Bendigo, including the maintenance and repair activities to run the tramway, defined as:

<i>"Land used to provide a system of transport in vehicles connected to a network of tracks, and includes tram stops, shunting areas and associated passenger facilities."</i> |
| Service industry | - relating to the use of the workshop for external restoration and repair projects, defined as:

<i>"Land used to launder, repair, service or wash articles, machinery, or vehicles."</i> |

Existing use rights apply to the site.

48 Hopetoun Street

The new site would be used for storage of historic trams (31) in association with the existing depot.

The Planning Scheme definitions that apply to the proposed site are:

- | | |
|------------------|---|
| Tramway | - relating to all aspects of the use associated with running of trams in Bendigo, including the maintenance and repair activities to run the tramway, defined as:

<i>"Land used to provide a system of transport in vehicles connected to a network of tracks, and includes tram stops, shunting areas and associated passenger facilities."</i> |
| Warehouse | - relating to the use of the new building for storage of trams, defined as:

<i>"Land used to store or display goods. It may include the storage and distribution of goods for wholesale and the storage and distribution of goods for online retail. It does not include premises allowing in-person retail or display of goods for retail, or allowing persons to collect goods that have been purchased online."</i> |

The use of land for "Tramway" is a Section 1 use (no permit required), and a Warehouse is a Section 2 use (permit required) in the Special Use Zone.

Buildings and Works

A planning permit is required to construct a building or construct or carry out works for uses that require a permit under Cause 36.01-2.

75 Hargreaves Street

All buildings and works proposed in areas of the site not covered by the Victorian Heritage registration relate to use of the land for a "Tramway" and therefore would not require a permit for buildings and works under the zone.

48 Hopetoun Street

A planning permit would be required for the development of the proposed "Warehouse" (and associated works) at 48 Hopetoun Street.

Application Requirements

An application for a permit by a person other than the relevant public land manager must be accompanied by the written consent of the public land manager, indicating that the public land manager consents generally or conditionally either:

- To the application for permit being made.
- To the application for permit being made and to the proposed use or development.

75 Hargreaves Street

Landowner *City of Greater Bendigo*

Lessee *Bendigo Tramways*

48 Hopetoun Street

Landowner *VicTrack* *Purchased 2019*

Proposed lessee *Bendigo Tramways*

VicTrack is a public entity that does not represent the Crown, established under the *Rail Corporations Act 1996*, and continued under the *Transport Integration Act 2010*.

Bendigo Tramways is a not for profit entity operating a tourist and heritage railway in Bendigo pursuant to a lease of the land from VicTrack granted under the *Tourist and Heritage Railways Act 2010*.

Whilst it is arguable that Bendigo Tramways is operating a public use, *Bendigo Tramways* does not operate "on behalf of VicTrack". VicTrack's statutory function is to act as landlord for 48 Hopetoun Street.

Bendigo Tramways leases 75 Hargreaves Street from the City of Greater Bendigo (public land manager).

Applicant *VicTrack*

The City of Greater Bendigo will provide a letter consenting to the application for 75 Hargreaves Street.

Decision Guidelines

A response to relevant decision guidelines for the development at Clause 36.01-4 is provided in Table 2.

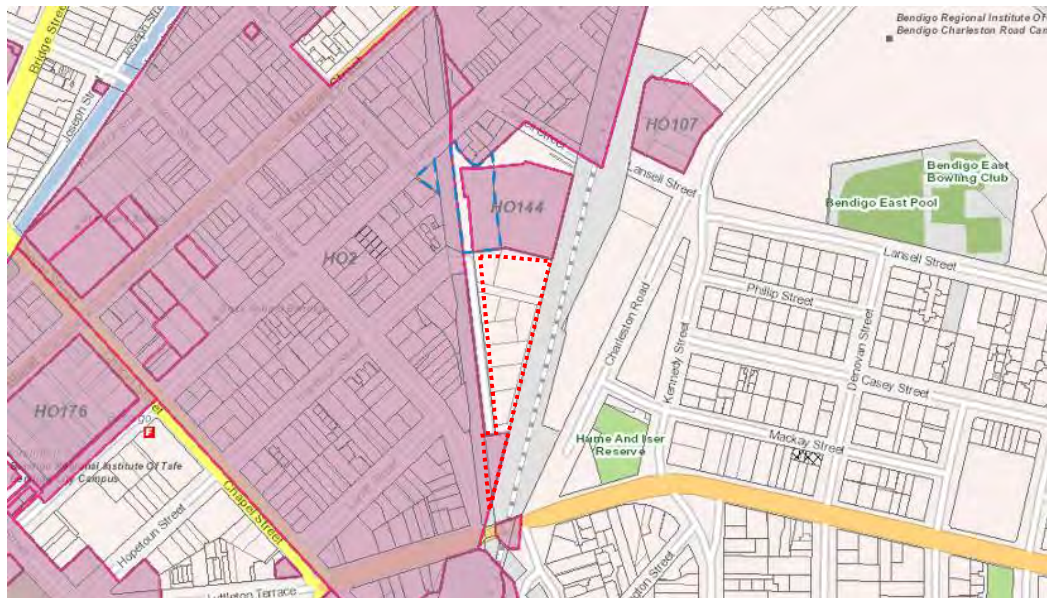
Table 2

Response to Decision Guidelines of the Special Use Zone

Decision Guidelines	Response
General	
The Municipal Planning Strategy and the Planning Policy Framework.	Refer to Section 3.2 of this report.
The comments of any Minister or public land manager having responsibility for the care or management of the land or adjacent land.	Refer to letter from Council re: 75 Hargreaves Street
Whether the development is appropriately located and designed, including in accordance with any relevant use, design or siting guidelines.	Refer to planning and supporting reports.

Clause 43.01 Heritage Overlay

The land is partly affected by the Heritage Overlay Schedules HO2 and HO 144.



VicPlan – Heritage Overlay map for 75 Hargreaves Street (outlined in blue) and 48 Hopetoun Street (dashed red)

Heritage Overlay HO144 partly applies to the Bendigo Tramways site on the Victorian Heritage Register.

An application will be lodged with Heritage Victoria for proposed development within HO 144 under the *Heritage Act 2017*, as the site is included on the Victorian Heritage Register. This will obviate the need for a planning permit under the Heritage Overlay for this part of the 75 Hargreaves Street.

Heritage Overlay HO2 applies to both part of 75 Hargreaves Street and the southern tip of 48 Hopetoun Street.

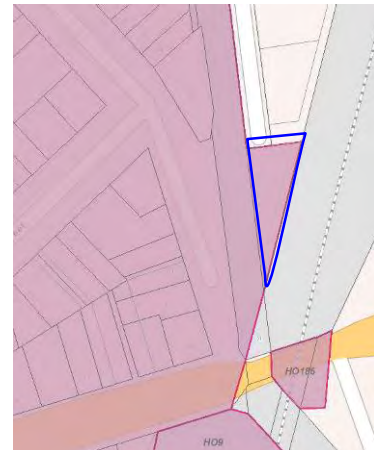
This section of the planning report responds to heritage provisions applying to HO2.



HO 2 Shown in blue outline

HO 144 Shown in red outline

The Heritage Overlay does not apply to area shaded pink (Back Creek and part of 75 Hargreaves Street) within the blue dashed line



HO 2 Shown in blue outline

The purposes of the overlay are:

- 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 specifically identified 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.

The Schedules applying to the land are:

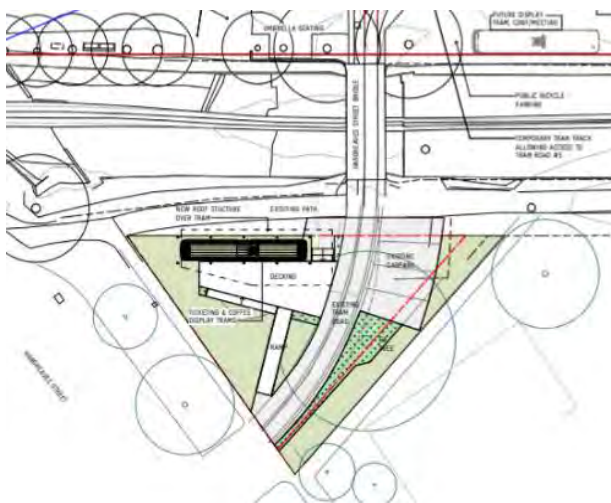
PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	PRECINCTS							
HO2	Baxter Street, Bendigo Baxter Street PrecinctIncorporated plan: Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, January 2018	No	No	No	No	No	No	No
HO144	75 Hargreaves Street and 4 Lansell Street, Bendigo Bendigo Tram Sheds, Offices and Power Station	-	-	-	-	Yes Ref No H1349	No	No

Buildings and Works

A planning permit is required to construct a building or construct or carry out works under Cause 43.01-1 of the Heritage Overlay. The proposals for the areas within Schedule HO2 are:

75 Hargreaves Street

The northern triangular space is proposed to be developed as the new entrance for the depot, used for tourism and café facilities. A purpose fitted trams would be positioned within a public forecourt space, with a roof and raised decking and seating. The roof would be a lightweight structure designed to provide weather protection for the historic tram and visitors to the centre.



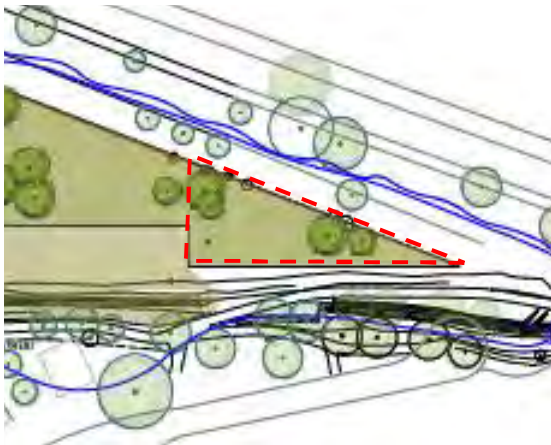


These photographs show the triangular land parcel and the vehicle / tram entrance to the workshop.

48 Hopetoun Street

No buildings or works are proposed on the southern tip of the land.

Landscaping with canopy trees will be undertaken along to the Back Creek channel / bicycle path.



These photographs show the triangular land parcel and the abutting Back Creek channel.

Response for Proposals in Heritage Overlay HO2

The proposal for a public forecourt at 75 Hargreaves Street would require planning approval for buildings and works. A *Heritage Impact Statement* has been prepared by *Minerva Heritage*.

The proposal for landscaping of 48 Hopetoun Street would not require a planning permit.

Decision Guidelines

The Heritage Overlay identifies a number of Decision Guidelines for applications for development.

These are identified and responded to in Table 3.

Table 3 – Decision Guidelines of the Heritage Overlay

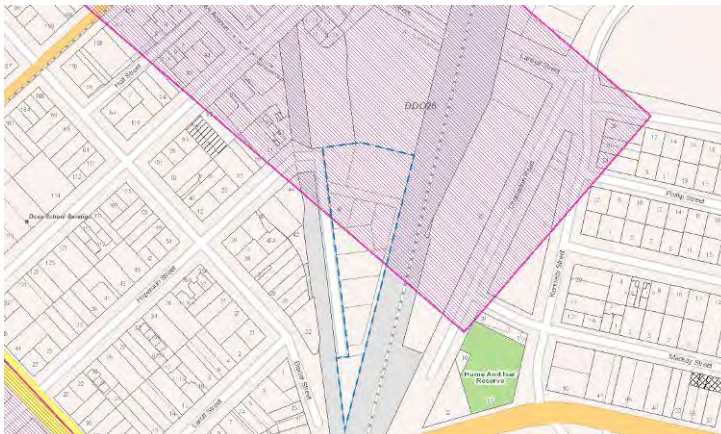
Decision Guidelines	Response
<p>The Municipal Planning Strategy and the Planning Policy Framework.</p> <p>The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.</p> <p>Any applicable statement of significance (whether or not specified in a schedule to this overlay), heritage study and any applicable conservation policy.</p> <p>Any applicable heritage design guideline specified in the schedule to this overlay.</p> <p>Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.</p> <p>Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.</p>	<p>The Municipal Planning Strategy and the Planning Policy Framework are addressed in Section 3.2 of this report.</p> <p>The site (75 Hargraves Street) is located within HO2 of the City of Greater Bendigo Planning Scheme identified in the Butler 1993 Heritage Study as within Precinct 7.05 <i>"Bendigo East Twentieth Century Residential"</i>. This precinct includes the triangular block at 75 Hargraves Street.</p> <p>The proposed works will have a limited effect on the heritage significance of the site. The placement of the trams and deck will cause some slight visual obstruction of the Tramways depot. The use of tram carriages is in keeping with the significance of the site.</p> <p>The only mention of the site in any Heritage Study is <i>"Tramway Avenue leads into the site via a right-of-way bordering a triangle of land purchased by the S.E.C."</i> from the Context White Hills and East Bendigo Heritage Study 2016.</p> <p>Statements of Significance (SOS) appear in the 1993 Butler study and the 2016 revised Statement of Significance by Context for the expanded Baxter Street Precinct. Neither mentioned the site specifically. The Butler SoS reads:</p> <p><i>"Significance"</i></p> <p><i>Overall, the group represents well a later phase of residential development in the city than is seen elsewhere, which may be related to the growth of service industries nearby, such as the Electricity Supply Company and railway workshops."</i></p> <p>The City of Greater Bendigo Heritage Design Guidelines August 2015 are applicable to the site as the inclusion of the trams and decking may be seen as infill.</p> <p>The bulk, form and appearance of the tram, roof over and decking will have a minimal effect on the significance of the site.</p> <p>The locating of the trams and decking are in keeping with the character of the State listed tramways depot to the east of the site.</p>

Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.	Not applicable
Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.	The proposed works will not adversely affect the significance, character or appearance of the heritage place.
Whether the proposed subdivision will adversely affect the significance, character or appearance of the heritage place.	Not applicable
Whether the proposed subdivision may result in development which will adversely affect the significance, character or appearance of the heritage place.	Not applicable
Whether the proposed sign will adversely affect the significance, character or appearance of the heritage place.	Not applicable
Whether the lopping or development will adversely affect the health, appearance or significance of the tree.	Not applicable
Whether the location, style, size, colour and materials of the proposed solar energy facility will affect the significance, character or appearance of a heritage place.	Not applicable

Clause 43.02 Design and Development Overlay
Schedule 26 – Hospital Emergency Medical Services Helicopter Flight Path Protection
(Outer Area)

The purposes of the Design and Development Overlay are:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which are affected by specific requirements relating to the design and built form of new development.



VicPlan – Design and Development Overlay – Schedule 26

Development

A planning permit is required to construct a building or construct or carry out works under Clause 43.02-2 of the Design and Development Overlay.

This does not apply as a Schedule to the Design and Development Overlay specifically states that a permit is not required.

Schedule 26 - Design Objectives

The objectives are:

- To ensure that the height of buildings and works do not encroach on the flight path areas associated with the hospital helicopter landing sites.
- To ensure that the height of development avoids creating a hazard to aircraft using the hospital helicopter landing sites.

A permit is not required to construct a building or to construct or carry out works that would result in the height of the building or works being less than the referral height specified – that “Referral height” specified is 245.9 m AHD.

Response

The height of the proposed storage building will be ~ 222 AHD (~ 214 AHD plus 8 m building height), which is greater than 20 m below the referral height.

Schedule 26 to the Design and Development Overlay exempts the proposed buildings and works therefore a planning permit is not required under the Overlay.

Clause 44.04 Land Subject to Inundation Overlay Schedules 1 and 2

The purposes of the Land Subject to Inundation Overlay are:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify flood prone land in a riverine or coastal area affected by the 1 in 100 (1 per cent Annual Exceedance Probability) year flood or any other area determined by the floodplain management authority.
- To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, responds to the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.
- To minimise the potential flood risk to life, health and safety associated with development.
- To reflect a declaration under Division 4 of Part 10 of the Water Act, 1989.
- To protect water quality and waterways as natural resources by managing urban stormwater, protecting water supply catchment areas, and managing saline discharges to minimise the risks to the environmental quality of water and groundwater.
- To ensure that development maintains or improves river, marine, coastal and wetland health, waterway protection and floodplain health.



Vicmap – Land Subject to Inundation Overlay

The LSIO – Schedules 1 and 2 applies to the Back Creek floodplain that traverses the property from south to north.

Clause 44.04-2 Buildings and works

A planning permit is required for buildings and works including a fence.

Schedules to the Overlay

Schedule 1 to the LSIO

Schedule 1 to the Land Subject to Inundation Overlay applies to the land – *Flooding from Waterways (Depths up to and including 350 Millimetres).*

Schedule 2 to the LSIO

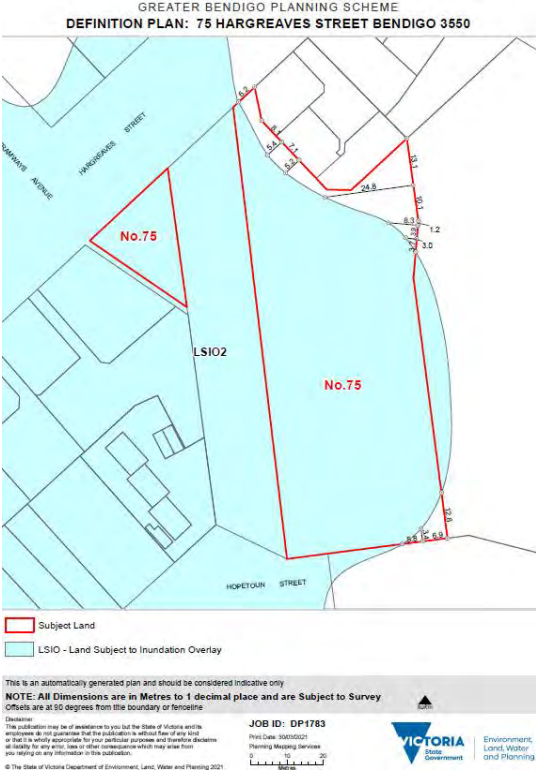
Schedule 2 to the Land Subject to Inundation Overlay applies to the land – *Flooding from Waterways (Depths greater than 350 Millimetres).*

DELWP Definition Plans are shown on the next page for 75 Hargreaves and 48 Hopetoun Streets.

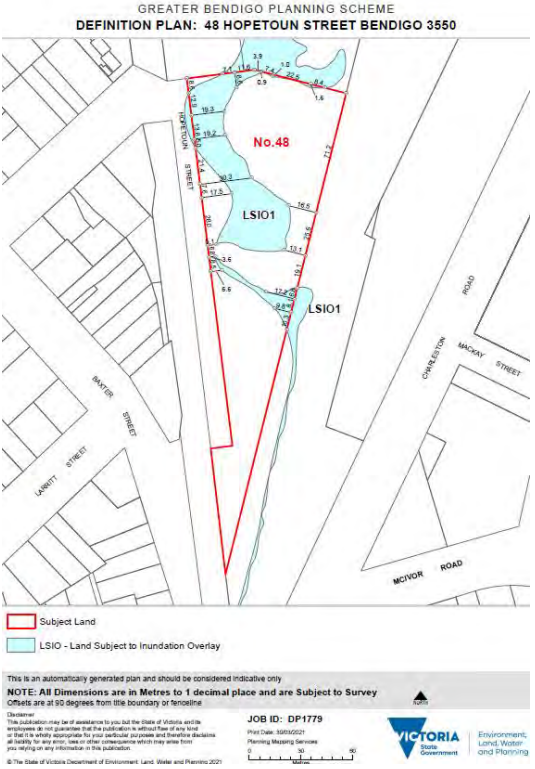
Planning Scheme - Flood Definition Plans



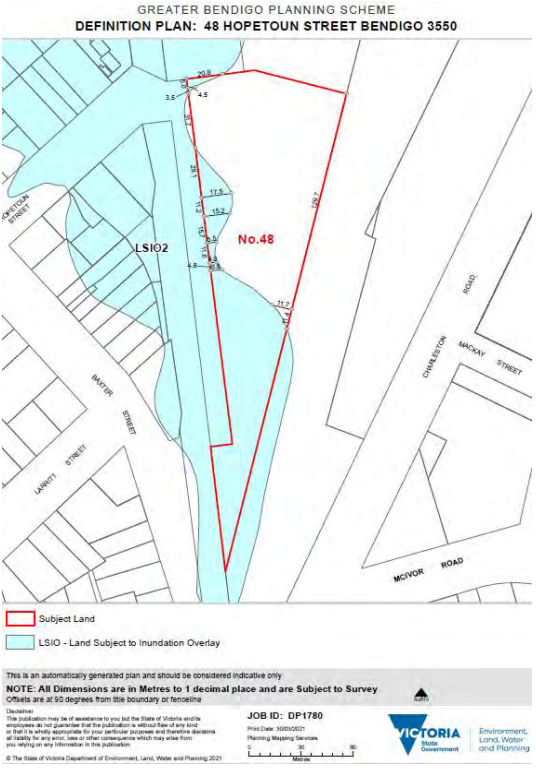
LSIO 1



LSIO 2



LSIO 1



LSIO 2

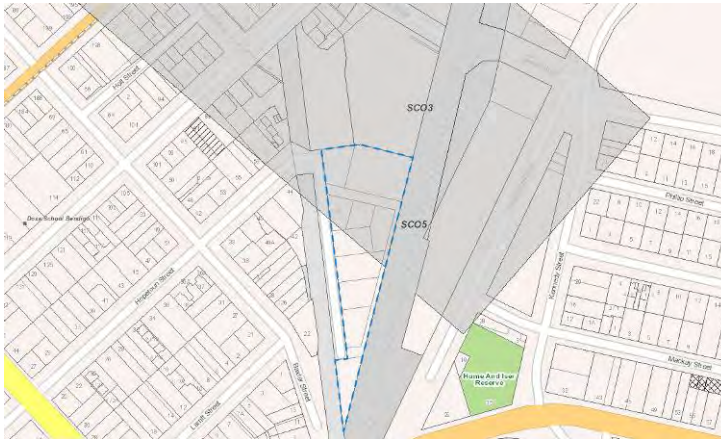
Table 4
Response to the Decision Guidelines of the Overlay

Decision Guidelines	How the Application Responds to the Guidelines
<p>The Municipal Planning Strategy and the Planning Policy Framework.</p> <p>Any local floodplain development plan.</p> <p>Any comments from the relevant floodplain management authority.</p> <p>The existing use and development of the land.</p> <p>Whether the proposed use or development could be located on flood-free land or land with a lesser flood hazard outside this overlay. Alternative design or flood proofing measures</p> <p>The susceptibility of the development to flooding and flood damage.</p> <p>The potential flood risk to life, health and safety associated with the development. Flood risk factors to consider include:</p> <ul style="list-style-type: none"> – The frequency, duration, extent, depth and velocity of flooding of the site and accessway. – The flood warning time available. – The danger to the occupants of the development, other floodplain residents and emergency personnel if the site or accessway is flooded. <p>The effect of the development on redirecting or obstructing floodwater, stormwater or drainage water and the effect of the development on reducing flood storage and increasing flood levels and flow velocities.</p> <p>The effect of the development on river health values including wetlands, natural habitat, stream stability, erosion, environmental flows, water quality and sites of scientific significance.</p> <p><i>Any other matters specified in a schedule to this overlay</i></p> <p><u>Schedules 1 and 2</u></p> <p>Whether the application is consistent with the performance criteria of the ... Bendigo Local Floodplain Development Plan, February 2018</p>	<p>Refer to Section 3.2 of this report.</p> <p>The Bendigo Local Floodplain Development Plan, February 2018 applies to the area.</p> <p>The NCCMA has been consulted. The <i>Flood Impact Assessment</i> prepared for the project ACOR Consultants is based on NCCMA advice.</p> <p>The site is vacant / not occupied.</p> <p>The storage building is proposed to be located on flood free land. The floor level adopted for the building is 213.6m AHD, which exceeds the required 300 mm freeboard. Modelling has estimated the 1% flood level height is 213.19 AHD.</p> <p>The design is based on detailed modelling arising from the <i>Flood Impact Assessment</i>.</p> <p>The planned development of the storage building is based on continual future operation without the threat of flood events</p> <p>The storage building is proposed to be developed above predicted flood levels.</p> <p>Access and car parking areas will be subject to periodic flooding.</p> <p>The development has been planned so as not to obstruct flood flows.</p> <p>There should be no adverse impact.</p> <p>Back Creek is a concrete channel.</p> <p>A <i>Stormwater Management Plan</i> has been prepared by ACOR Consultants.</p> <p>Refer to <i>Flood Impact Assessment</i> prepared by ACOR consultants and Section 2.2.6 of this report</p>

Clause 43.02 Specific Controls Overlay
Schedule 3 – Hospital Emergency Medical Services - Helicopter Flight Path Protection Areas
Incorporated Document (June 2017)

The purpose of the Specific Control Overlay is:

- To apply specific controls designed to achieve a particular land use and development outcome in extraordinary circumstances.



VicPlan – Special Control Overlay – Schedule 3

Use or Development

Land affected by this overlay may be used or developed in accordance with a specific control contained in an incorporated document (as specified in the schedule to this overlay). The specific control may:

- Allow the land to be used or developed in a manner that would otherwise be prohibited or restricted.
- Prohibit or restrict the use or development of the land beyond the controls that may otherwise apply.
- Exclude any other control in this scheme.

Schedule 3 - Incorporated Document

The design objectives are:

- To ensure that the height of development and associated construction-related structures does not encroach on the flight path areas associated with the hospital helicopter landing sites.
- To ensure that the height of development and associated construction-related structures avoids creating a hazard to aircraft using the hospital helicopter landing sites.

A permit is required to construct a new building or to construct or carry out works with a height greater than the referral height specified in Clause 2 of the Schedules to the Design and Development Overlays listed in clause 3 of this Incorporated Document (Schedule 26 is specified).

Response

A permit is not required to construct a building or to construct or carry out works that would result in the height of the building or works being less than the referral height specified – the “Referral height” specified is 245.9 m AHD in Clause 2 of Design and Development Overlay - Schedule 26.

The height of the proposed storage building will be ~ 222 AHD (~ 214 AHD plus 8 m building height), which is greater than 20 m below the specified referral height.

Schedule 26 to the Design and Development Overlay exempts the proposed buildings and works therefore a planning permit is not required under the Special Control Overlay.

3.3 Particular and General Provisions

Clause 52.06 Car Parking

The purposes of the car parking provisions are to:

- Ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- 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.
- Support sustainable transport alternatives to the motor car.
- Promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- Ensure that car parking does not adversely affect the amenity of the locality.
- 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 clause applies to a new use.

Pursuant to Clause 52.06-2, before a new use commences, the number of car parking spaces required by Clause 52.06-5 or in a Schedule to the Parking Overlay must be provided on the land.

Response

There is currently limited employee parking at the Depot and Workshop for employees. Many employees park in the surrounding street network. Availability is constrained by residential parking and the proximity of the Bendigo CBD.

A total of 48 new parking spaces is planned to be provided on the proposed Storage Building site for tramway's employees use. The number of spaces significantly exceeds the statutory requirement for the new development.

The significance of this quantum of parking provision is that all employee parking requirements (now and in the future following expansion of the tramways business) would be met on site, removing the current need for employee parking that occurs in surrounding streets.

Clause 52.06-5 Number of required car spaces

The proposal is to use the land at 48 Hopetoun Street for a *Warehouse*.

The Planning Scheme requirement for provision of car parking for a Warehouse is identified under Clause 52.06 as

2 + 1 space per 100 m2 of leasable floor area

Response

The required provision of car parking is as follows.

<i>Warehouse</i>	2305 m2	2 + 1 space per 100 m2	2 + 34.6 car parking spaces
------------------	---------	------------------------	-----------------------------

The Planning Scheme requirement is for 36 parking spaces.

A total of 48 car parking spaces are to be provided on the land including a disabled space.

Clause 52.06-8 Car Parking Plan

Clause 52.06-8 requires that before a new use commences, plans must be prepared to the satisfaction of the responsible authority.

The plans must show, as appropriate, all car parking spaces proposed, access lanes, driveways and associated works and any proposed landscaping.

Response

Vehicle access to the land at 48 Hopetoun Street is via the existing bridge across Back Creek. The bridge is owned and managed by Greater Bendigo City Council.

The proposed car parking layout provides for 38 car parking spaces on the south side of the storage building, with the balance of spaces located on the north and west sides.



Extract from Plan showing access to the site across Back Creek and the proposed car parking layout

Clause 52.06-9 Design Standards for Car Parking

- *Design Standard 1 – Accessways*
Hopetoun Street is an established, sealed local road. Access to the site from Hopetoun Street exists.
Access to the site will satisfy Planning Scheme requirements.
- *Design Standard 2 – Car Parking Spaces*
Car parking spaces satisfy the dimension requirements as identified under the planning scheme.
- *Design Standard 3 – Gradients*
The site is relatively flat. Gradients will satisfy Scheme requirements.
- *Design Standard 4 – Mechanical Parking*
No mechanical parking is proposed.
- *Design Standard 5 – Urban Design*
The car parking area will be predominantly located between the storage building and containers, and will not visually dominate public space. Landscaping with canopy trees proposed along the creek edge will filter views of the storage building, access and parking areas.
- *Design Standard 6 – Safety*
Passive surveillance over the car parking areas is available.
- *Design Standard 7 – Landscaping*
The nature of site development and its context means landscaping is not necessary to enhance the car parking presentation.

Clause 52.06-10 Decision Guidelines

Before deciding that a plan is satisfactory, the responsible authority must consider a number of decision guidelines.

Response

Table 5 Response to the Decision Guidelines of a Car Parking Plan

Decision Guidelines	Response
The role and function of nearby roads and the ease and safety with which vehicles gain access to the site.	Access to the site will be via the existing crossover to Hopetoun Street.
The ease and safety with which vehicles access and circulate within the parking area.	All cars and delivery vehicles are able to enter and exit the property in a forwards direction.
The provision for pedestrian movement within and around the parking area.	Direct access from the car parking areas to the buildings at 48 Hopetoun and 75 Hargreaves Street is available.
The provision of parking facilities for cyclists and disabled people.	Disabled parking is to be provided on site in accordance with BCA requirements. There is no requirement for bicycle parking facilities under the Planning Scheme. Bicycle parking is proposed to be increased at the depot site.

The protection / enhancement of the streetscape.	Access to the site is over the bridge at the termination of Hopetoun Street (court bowl). The storage building will not have a presentation to any street, but will present to the Back Creek bicycle path.
The provisions of landscaping for screening and shade.	Landscaping is not required for screening.
The measures proposed to enhance the security of people using the parking area particularly at night.	Any lighting will meet AS requirements.
The amenity of the locality and any increased noise or disturbance to dwellings and the amenity of pedestrians.	The site is located within a Public Use Zone on the eastern side of Back Creek. The proposed car parking will be well setback from the residential interface. As employees who will use the car park work during normal business hours, no disturbance to residential amenity is anticipated.
The workability and allocation of spaces of any mechanical parking arrangement.	Not applicable.
The design and construction standards proposed for paving, drainage, line marking, signage, lighting and other relevant matters.	The car park will be constructed with surfaces to all weather standards. Drainage will be designed to Council requirements.
The type and size of vehicles likely to use the parking area.	Vehicles belonging to employees will use the parking area (cars).
Whether the layout of car parking spaces and access is consistent with the specific standards or an appropriate variation.	The layout of and access to car parking spaces satisfy the Planning Scheme requirements.
The need for the required car parking spaces to adjoin the premises used by the occupier/s, if the land is used by more than one occupier.	Not applicable.
Whether the layout of car spaces and access ways are consistent with the relevant Australian Standard for car parking.	Car parking spaces and access lanes satisfy Planning Scheme requirements.

Clause 52.06-11 Construction of Car Parking

Where a plan is required under Clause 52.06-8, the car parking spaces, access lanes, driveways and associated works and landscaping shown on the plan must be:

1. constructed and available for use in accordance with the plan approved by the responsible authority;
2. formed to such levels and drained so that they can be used in accordance with the plan;
3. treated with an all-weather seal or some other durable surface; and
4. line-marked or provided with some other adequate means of showing the car parking spaces, before:
 - the new use commences ...

Response

Access and car parking spaces will be constructed (sealed) to required standards.

The car parking spaces will be delineated.

Clause 52.17 Native Vegetation

The purpose of the clause is:

- To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation. This is achieved by applying the following three step approach in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, 2017) the *Guidelines*:
 1. Avoid the removal, destruction or lopping of native vegetation.
 2. Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.
 3. Provide an offset to compensate for the biodiversity impact if a permit is granted to remove, destroy or lop native vegetation.
- To manage the removal, destruction or lopping of native vegetation to minimize land and water degradation.

Clause 52.17-1 Permit Requirement

Where the Minister is responsible under Clause 52.30 for approving a State Project, there is no permit requirement but **approval** is still required for native vegetation removal.

Removal of native vegetation is assessed in the same way as it would be if there was a permit requirement.

Clause 52.17-2 Application Requirements

An application to remove, destroy or lop native vegetation must comply with the application requirements specified in the *Guidelines*.

Response

The Application Requirements specified in the *Guidelines* are addressed in Table 6.

Clause 52.17-4 Decision Guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider the decision guidelines specified in the *Guidelines* as appropriate.

Response

The Decision Guidelines of Clause 52.17-4 are addressed in Table 7.

Clause 52.17-5 Offset requirements

If a permit was required to remove, destroy or lop native vegetation, the biodiversity impacts from the removal, destruction or lopping of native vegetation must be offset, in accordance with the *Guidelines*. The conditions on the permit for the removal, destruction or lopping of native vegetation must specify the offset requirements and the timing to secure the offset.

Response

A *Biodiversity Assessment Report* has been prepared by Biosis.

Three understorey native species were located sporadically through-out the middle and southern portions of the site, covering less than 1 % of the total perennial understorey vegetation within the study area.

These native plants only have a sparse cover and do not constitute a scattered tree or patch of native vegetation under the *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP 2017), and therefore no offsets will be required.

Table 6 Native Vegetation – Application Requirements

Application Requirements	Response
<p>Information about the native vegetation to be removed, including:</p> <ul style="list-style-type: none"> ▪ The assessment pathway and reason for the assessment pathway. This includes the location category of the native vegetation to be removed. ▪ A description of the native vegetation to be removed that includes: <ul style="list-style-type: none"> – whether it is a patch or a scattered tree (or both) – the extent (in ha) – the number and circumference (in cm measured at 1.3 m above ground level) of any large trees within a patch – the number and circumference (in cm measured at 1.3 m above ground level) of any scattered trees, and whether each tree is small or large – the strategic biodiversity value score – the condition score – if it includes endangered Ecological Vegetation Classes – if it includes sensitive wetland or coastal areas. ▪ Maps showing the native vegetation and property in context and containing: <ul style="list-style-type: none"> – scale, north point and property boundaries – location of any patches of native vegetation and the number of large trees within the patch – proposed to be removed – location of scattered trees proposed to be removed, including their size ▪ The offset requirement, determined in accordance with section 5 of the Guidelines that will apply if the native vegetation is approved to be removed. 	<p>Refer to <i>Biodiversity Assessment Report</i>, July 2021, prepared by Biosis.</p> <p>A field assessment was undertaken in 2018 and a follow-up assessment in 2021.</p> <p>Three native species were identified on the site, being:</p> <ul style="list-style-type: none"> ▪ Variable Willow-herb <i>Epilobium billardioreanum</i>; ▪ Broom Rush <i>Juncus sarophorus</i>; and ▪ Knead Wallaby-grass <i>Rytidosperma geniculate</i>. <p>The plants are located sporadically through-out the middle and southern portions of the site and cover less than 1% of the site.</p>
<p>Topographic and land information relating to the native vegetation to be removed, showing ridges, crests and hilltops, wetlands and waterways, slopes of more than 20 %, drainage lines, low lying areas, saline discharge areas, and areas of existing erosion, as appropriate. This may be represented in a map or plan.</p>	<p>Topographic information is shown on <i>Plan 101 – Site Plan</i> and the <i>Survey Plans</i> – refer to <i>Attachments</i>.</p>
<p>Recent, dated photographs of the native vegetation to be removed.</p>	<p>Recent photographs are included <i>Biodiversity Assessment Report</i>.</p>
<p>Details of any other native vegetation approved to be removed, or that was removed without the required approvals, on the same property or on contiguous land in the same ownership as the applicant, in the five year period before the application for a permit is lodged.</p>	<p>Not applicable</p>

<p>An avoid and minimise statement. The statement describes any efforts to avoid the removal of, and minimise the impacts on the biodiversity and other values of native vegetation, and how these efforts focused on areas of native vegetation that have the most value. The statement should include a description of the following:</p> <ul style="list-style-type: none"> ▪ Strategic level planning – any regional or landscape scale strategic planning process that the site has been subject to that avoided and minimised impacts on native vegetation across a region or landscape ▪ Site level planning – how the proposed use or development has been sited or designed to avoid and minimise impacts on native vegetation. ▪ That no feasible opportunities exist to further avoid and minimise impacts on native vegetation without undermining the key objectives of the proposal. 	<p>The removal of native vegetation is required for development of the storage building and associated works.</p> <p>The site is generally flat or slightly undulating with a moderate drop into Back Creek on the western side, and a rise up into the rail corridor on the west.</p> <p>The plants are located sporadically through-out the middle and southern portions of the site and cover less than 1% of the site.</p> <p>Most of the site development will be in the north eastern corner of the site.</p>
<p>A copy of any Property Vegetation Plan contained within an agreement made pursuant to section 69 of the Conservation, Forests and Lands Act 1987 that applies to the native vegetation to be removed.</p>	<p>Not applicable</p>
<p>Where the removal of native vegetation is to create defensible space, a written statement explaining why the removal of native vegetation is necessary. This statement must have regard to other available bushfire risk mitigation measures. This statement is not required when the creation of defensible space is in conjunction with an application under the Bushfire Management Overlay.</p>	<p>Not applicable.</p>
<p>If the application is under Clause 52.16, a statement that explains how the proposal responds to the Native Vegetation Precinct Plan considerations at decision guideline 8.</p>	<p>Not applicable</p>
<p>An offset statement providing evidence that an offset that meets the offset requirements for the native vegetation to be removed has been identified, and can be secured in accordance with the Guidelines. A suitable statement includes evidence that the required offset:</p> <ul style="list-style-type: none"> ▪ is available to purchase from a third party, or ▪ will be established as a new offset and has the agreement of the proposed offset provider, or ▪ can be met by a first party offset. 	<p>An offset is not required for this project.</p>

Table 7 Native Vegetation - Decision Guidelines

Decision Guidelines	Response
<p>Efforts to avoid the removal of, and minimise the impacts on, native vegetation should be commensurate with the biodiversity and other values of the native vegetation, and should focus on areas of native vegetation that have the most value. Taking this into account consider whether:</p> <ul style="list-style-type: none"> ▪ The site has been subject to a regional or landscape scale strategic planning process that appropriately avoided and minimised impacts on native vegetation ▪ The proposed use or development has been appropriately sited or designed to avoid and minimise impacts on native vegetation ▪ Feasible opportunities exist to further avoid and minimise impacts on native vegetation without undermining the key objectives of the proposal. 	<p>The removal of native vegetation is required for development of the storage building and associated works.</p> <p>The development has been appropriately sited and designed to avoid and minimise impacts on native vegetation.</p>
<p>The role of native vegetation to be removed in:</p> <ul style="list-style-type: none"> ▪ Protecting water quality and waterway and riparian ecosystems, particularly within 30 metres of a wetland or waterway in a special water supply catchment area listed in the Catchment and Land Protection Act 1994. ▪ Preventing land degradation, including soil erosion, salination, acidity, instability and water logging particularly: <ul style="list-style-type: none"> – where ground slopes are more than 20 per cent – on land which is subject to soil erosion or slippage – in harsh environments, such as coastal or alpine areas. ▪ Preventing adverse effects on groundwater quality, particularly on land: <ul style="list-style-type: none"> – where groundwater recharge to saline water tables occurs – that is in proximity to a discharge area – that is a known recharge area. 	<p>Not applicable</p> <p>The land is not in an area where any such risks are identified.</p> <p>Not applicable</p>
<p>The need to manage native vegetation to preserve identified landscape values.</p>	<p>The applicant will be landscaping unused areas of the site, within the context set by the floodplain, to improve visual presentation. Canopy trees are proposed.</p>
<p>Whether any part of the native vegetation to be removed, destroyed or lopped is protected under the Aboriginal Heritage Act 2006.</p>	<p>The native vegetation to be removed is not protected under the Aboriginal Heritage Act 2006.</p>

The need to remove, destroy or lop native vegetation to create defendable space to reduce the risk of bushfire to life and property, having regard to other available bushfire risk mitigation measures.	Not applicable
Whether the native vegetation to be removed is in accordance with any Property Vegetation Plan that applies to the site.	Not applicable
Whether an offset that meets the offset requirements for the native vegetation to be removed has been identified and can be secured in accordance with the Guidelines.	An offset is not required for this project.
<p>For applications in both the Intermediate and Detailed Assessment Pathway only – consider the impacts on biodiversity based on the following values of the native vegetation to be removed:</p> <ul style="list-style-type: none"> – The extent. – The condition score. – The strategic biodiversity value score. – The number and circumference of any large trees. – Whether it includes an endangered Ecological Vegetation Class. – Whether it includes sensitive wetlands or coastal areas. 	Not applicable

The following photographs are from the Biodiversity Assessment Report prepared by Biosis.



General photograph of typical vegetation within study area, dominated by introduced grasses



No native vegetation was located in the area hatched red.

Clause 53.18 Stormwater Management in Urban Design

The purpose of the clause is:

- To ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.

The provisions apply to development in the Commercial 1 Zone.

The provisions of the clause contain objectives and standards. An application to construction of buildings and works:

- Must meet all of the objectives of Clauses 53.18-5 and 53.18-6
- Should meet all of the standards of Clause 53.18-5 and 53.18-6

Clause 53.18-5 Stormwater management objectives for buildings and works

The objectives are:

- To encourage stormwater management that maximises the retention and reuse of stormwater.
- To encourage development that reduces the impact of stormwater on the drainage system and filters sediment and waste from stormwater prior to discharge from the site.
- To encourage stormwater management that contributes to cooling, local habitat improvements and provision of attractive and enjoyable spaces.
- To ensure that industrial and commercial chemical pollutants and other toxicants do not enter the stormwater system.

The standard (W2) states the stormwater management system should be designed to:

- Meet the current best practice performance objectives for stormwater quality as contained in the *Urban Stormwater - Best Practice Environmental Management Guidelines* (Victorian Stormwater Committee, 1999).
- Minimise the impact of chemical pollutants and other toxicants including by, but not limited to, bunding and covering or roofing of storage, loading and work areas.
- Contribute to cooling, improving local habitat and providing attractive and enjoyable spaces.

Clause 53.18-6 Site management objectives

The objectives are:

- To protect drainage infrastructure and receiving waters from sedimentation and contamination.
- To protect the site and surrounding area from environmental degradation prior to and during construction of subdivision works.

The standard (W3) states an application should describe how the site will be managed prior to and during the construction period and may set out requirements for managing:

- Erosion and sediment; Stormwater; Litter, concrete and other construction wastes; and
- Chemical contamination.

Before deciding on an application, the responsible authority must consider a number of decision guidelines:

Response

A Stormwater Management Plan has been prepared for the project by ACOR Consultants.

The Report concludes that the relevant objectives are able to be achieved.

“Design

This Stormwater Management Plan takes into account the Victorian best practice stormwater performance targets as set out in the Urban Stormwater Best Practice Environmental Management Guidelines (BPEMG). As per the guideline stormwater discharged from the site to authority's point of discharge should have the following reductions.

- *Suspended Solids – 80% retention of typical urban annual load*
- *Total Nitrogen - 45% retention of typical urban annual load*
- *Total Phosphorus - 45% retention of typical urban annual load*
- *Litter - 70% reduction of typical urban annual load*

In addition to achieving the above requirements, WSUD requirements will also be met by rainwater harvesting and by installing SPEL Ecoceptor. A MUSIC model has been conducted to demonstrate the treatment train effectiveness in meeting those requirements.

It should be noted that MUSIC model has been carried out only for the proposed development.

Based on the MUSIC model, the following are required to meet the above objectives.

- *Water runoff from all roofed areas to be collected to a minimum of 50KL water tank*
- *The rainwater tank to be connected to all the toilets for reuse of water and also for irrigation*
- *Rainwater tank collection, storage and distribution to be designed and installed in accordance with plumbing regulations and relevant Australian Standards including AS/NZS 3500.3 and HB230-2008 Rainwater Tank Design and Installation Handbook*
- *Stormwater runoff from carpark and all paved areas to have primary treatment through gross pollutant trap such as litter baskets installed in each stormwater pit*
- *All site runoffs including the tank overflow, to be captured in a stormwater quality improvement device before discharging to council's approved legal point of discharge*
- *SPEL Ecoceptor treatment or equivalent device has been recommended to treat the stormwater prior to leaving the site*
- *On-site detention (OSD) requirements do not form the part of this report. Any OSD requirements to be confirmed by the council engineer and to be addressed during the design development stage”*

The report noted that best practice stormwater protection should be implanted during the construction phase.

Clause 65 Decision Guidelines

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

- The matters set out in Section 60 of the Act.
- The Municipal Planning Strategy and the Planning Policy Framework.
- The purpose of the zone, overlay or other provision.
- Any matter required to be considered in the zone, overlay or other provision.
- The orderly planning of the area.
- The effect on the amenity of the area.
- The proximity of the land to any public land.
- Factors likely to cause or contribute to land degradation, salinity or reduce water quality.
- Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.
- The extent and character of native vegetation and the likelihood of its destruction.
- Whether native vegetation is to be or can be protected, planted or allowed to regenerate.
- The degree of flood, erosion or fire hazard associated with the location of the land and the use, development or management of the land so as to minimise any such hazard.
- The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.

Response to General Decision Guidelines

The decision guidelines are addressed in the application:

- In terms of Section 60 of the Act, the proposal is consistent with the Greater Bendigo Planning Scheme and the objectives of planning in Victoria. Any environmental, social and economic effects that may occur as a result of the proposal have been considered and a response provided. The proposal has addressed strategic plans, policies, codes and guidelines that apply.
- The Municipal Planning Strategy and the Planning Policy Framework along with the relevant local planning policies are addressed in Section 3.2 of this report.
- The purposes of and matters to be required under the zone, overlay and other provisions are addressed in Sections 3.3 and 3.4 of this report.
- The proposal represents orderly planning of the area. VicTrack purchased the land at 48 Hopetoun Street, Bendigo, to implement the final stage of its Retired Tram Strategy, which was to find a permanent home for important heritage trams that must be retained and stored for VicTrack. The site was chosen because it is immediately adjoining the existing Bendigo Tramways site at 75 Hargreaves Street.
- The proposed development to support the new use(s) has been derived from a detailed site and neighbourhood analysis and will avoid any adverse impacts on the heritage values of the site or impacts on adjoining properties.
- The site is abuts public land - Back Creek and the railway line.
- The site is located within a highly modified urban context. The development will not result in land degradation, salinity or reduce water quality.
- A *Stormwater Management Plan* has been prepared demonstrating that appropriate stormwater measures can be incorporated into the development.
- Three species of native vegetation will be impacted by the proposal, but cover less than 1% of the site area.
- There is identified flood but not fire hazard identified through the planning scheme controls affecting the site. Detailed flood assessment has informed and underpins the project design.
- A *Traffic and Transport Assessment* has been prepared. The assessment confirms the site is fit for purpose. The car parking outcomes will have a positive impact for employees and local residents.

4. Conclusion

The *Bendigo Tramways Expansion Project* will deliver a modern, integrated facility that will expand capacity of Bendigo Tramways to deliver heritage rolling stock restoration services and a first-class visitor experience.

This is part of building Bendigo Tramway's long term sustainability and reputation as Australia's pre-eminent restoration and tourist tramway.

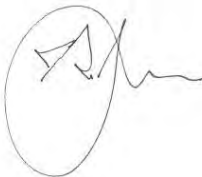
In particular, the project will:

- Expand the Bendigo Tramways storage capacity to accommodate additional historic trams and other heritage rolling stock. This is critical to enabling future productive uses of both sites.
- Upgrade the Bendigo Tramways workshop to meet current and future demand for heritage tram and vehicle restoration services.
- Enhance the visitor experience at Bendigo Tramways and embed it as a key part of Central Victoria's tourism, heritage, and cultural offerings, generating local economic and employment activity
- Support local economic development in Bendigo through the delivery phase. On completion, the expanded Bendigo Tramways will support the growth of local manufacturing jobs as part of the resurgence of heavy manufacturing in Bendigo, and opportunities for skills development in the sector.
- Work within a total maximum expenditure of \$10.7 million excluding GST.

The project team comprising VicTrack, Bendigo Tramways, Regional Development Victoria and Greater Bendigo City Council is working together to deliver these project objectives

Ministerial planning approval is sought based on the submitted documentation.

VicTrack would be pleased to discuss any aspects of this application.



Kevin Jackson

**Director
Conceptz**

13 October 2021

Attachments

Copy of Title Searches and Plans		Titles
Project Status documentation	<i>Minister for Planning</i>	Letter
Landowner consent (75 Hargreaves Street)	<i>Greater Bendigo City Council</i>	Letter
Site and Development Plans	<i>Y2 Architecture</i>	Plans
<i>TP01 Existing Site Plan</i>		
<i>TP02 Proposed Development Site Plan</i>		
<i>TP03 Proposed Floor Plan</i>	<i>75 Hargreaves Street</i>	<i>Existing Depot / Workshop & Visitor Centre</i>
<i>TP04 Proposed Floor Plan</i>	<i>48 Hopetoun Street</i>	<i>New Storage Depot</i>
<i>TP05 Proposed Elevations</i>	<i>75 Hargreaves Street</i>	<i>Existing Depot / Workshop Buildings</i>
<i>TP06 Proposed Elevations</i>	<i>48 Hopetoun Street</i>	<i>New Storage Depot Buildings</i>
<i>TP07 Proposed Sections</i>	<i>48 Hopetoun Street</i>	<i>New Storage Depot Buildings</i>
<i>TP08 Proposed 3d Renders</i>	<i>48 Hopetoun Street</i>	
<i>TP09 Proposed 3d Renders</i>	<i>75 Hargreaves Street</i>	
<i>Reference Plan</i>		Plan
<i>Materials Board</i>		Plans
Feature Survey	<i>Adrian Cummins & Associates</i>	Plans
Geotechnical Assessment	<i>Senversa</i>	Report
Environmental Site Assessment	<i>Senversa</i>	Report
Classification 2021 / 547	<i>EPA</i>	Statement
Cultural Heritage Assessment	<i>Heritage Insight</i>	Report
Archaeological Assessment	<i>David Bannear HHA</i>	Report
Heritage Impact Statement	<i>Minerva Heritage</i>	report
Development of Bendigo Tramways Depot within HO2 and HO144		
Floodplain Impact Assessment	<i>ACOR</i>	Report
Ecological Assessment	<i>Biosis</i>	Report
Traffic Impact Assessment	<i>Impact</i>	Report
Sustainability Management Plan	<i>Integral</i>	Report
Stormwater Management Plan / Design	<i>ACOR</i>	Report
Landscape Drawings	<i>3 Acres</i>	Plans