

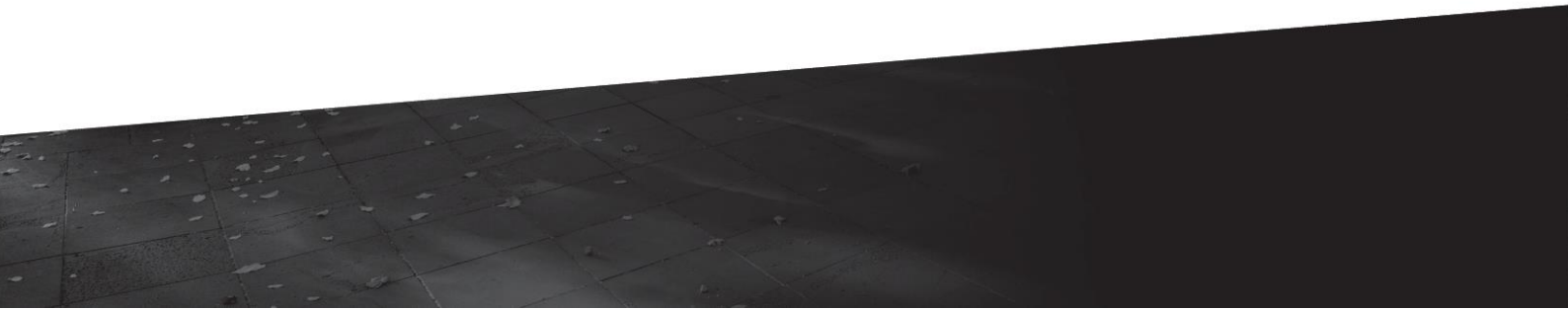
COUNCIL MEETING AGENDA

CITY OF GREATER BENDIGO

6:00 PM on Monday, January 24 2022

Livestreaming at https://www.bendigo.vic.gov.au

Broadcast live on Phoenix FM 106.7 ***





COMMUNITY VISION 2021–2031

Greater Bendigo celebrates our diverse community.
We are welcoming, sustainable and prosperous.
Walking hand-in-hand with the Traditional Custodians of this land.
Building on our rich heritage for a bright and happy future.

The community vision is underpinned by five values – transparency, sustainability, inclusion, innovation and equity.

COUNCIL PLAN (MIR WIMBUL) – OUTCOMES

The Council Plan (Mir wimbul) is based on seven outcomes, which are the main focus of the Council Plan.

Each outcome has a set of goals, objectives and actions that will help to achieve the community vision, and indicators to measure achievement against each goal:

1. Lead and govern for all
2. Healthy, liveable spaces and places
3. Strong, inclusive and sustainable economy
4. Aboriginal reconciliation
5. A climate-resilient built and natural environment
6. A vibrant, creative community
7. A safe, welcoming and fair community

STAFF VALUES AND BEHAVIOURS

The City of Greater Bendigo's values and behaviours describe how Councillors and staff will work together to be the best we can for our community.

They are aligned to our strategic documents, such as the Council Plan, which ensures they are meaningful for Council and the organisation.

A shared commitment to living our values and behaviours will help us to build the type of culture we need to be able to work together and support each other to deliver the best possible outcomes for our community.



This Council Meeting is conducted in accordance with the

- Local Government Act 2020 as amended by the COVID19 Omnibus (Emergency Measures) Act 2020,
- Governance Rules; and
- Local Law Process of Municipal Government 2020

ORDER OF BUSINESS

1. Acknowledgement of Country 5
2. Traditional Language Statement 5
3. Opening Statement 5
4. Moment of Silent Reflection 5
5. Attendance and Apologies 5
6. Leave of Absence 5
7. Suspension of Standing Orders 5
8. Community Recognition 5
9. Public Question Time 5
10. Resumption of Standing Orders 5
11. Councillor Greg Penna's Report 5
12. Declarations of Conflict of Interest 5
13. Confirmation of Previous Minutes 5
14. Petitions and Joint Letters 5
15. Lead and Govern for all 6
    15.1. Contracts Awarded Under Delegation Report January 2022 6
    15.2. Audit and Risk Committee Minutes and Appointment of Chairperson 8
    15.3. Audit and Risk Committee's Biannual Chairperson Report 17
16. Healthy, liveable spaces and places 22
    16.1. Managed Growth Strategy - Draft Issues and Opportunities Paper 22
    16.2. 10 Hill Street, Bendigo 3550 - Construction of a Second Dwelling on a Lot, Alterations and Extension to Existing Dwelling; Construction of a Carport and Fence; Removal of Trees and 2 Lot Subdivision 121
    16.3. 1 Stephen Court, Maiden Gully 3551 - 3 Lot Subdivision and Removal of Native Vegetation 162
    16.4. Road Discontinuance – Part Clarcoll Crescent South Kangaroo Flat 177
    16.5. Planning Scheme Amendment Request C270gben – Golden Square Structure Plan, Urban Design Framework and Heritage Overlays 181
    16.6. Golden Square Structure Plan, Background Report and Urban Design Framework for Adoption 235
    16.7. Draft Healthy Facilities Policy 363
    16.8. Local Roads and Community Infrastructure Program (Phase 3) Grant Agreement 378
    16.9. Integrated Transport and Land Use Strategy Update 380
17. Strong, inclusive and sustainable economy 407
18. Aboriginal reconciliation 407
19. A climate-resilient built and natural environment 407
20. A vibrant, creative community 407
    20.1. Bendigo Historical Society 407
    20.2. Planning Scheme Amendment C261gben – Heritage Corrections, for Adoption 414

21. A safe, welcoming and fair community 444
21.1. Public Art Project – Progress Pride Flag 444
22. Urgent Business 453
23. Notices of Motion 453
24. Councillors' Reports 453
25. Mayor's Report 453
26. Chief Executive Officer's Report 453
27. Confidential (Section 66) Reports 453

1. ACKNOWLEDGEMENT OF COUNTRY

2. TRADITIONAL LANGUAGE STATEMENT

3. OPENING STATEMENT

4. MOMENT OF SILENT REFLECTION

5. ATTENDANCE AND APOLOGIES

Recommendation: that the Apologies be accepted

6. LEAVE OF ABSENCE

Cr David Fagg requested Leave of Absence for this Council Meeting (January 24, 2022)

7. SUSPENSION OF STANDING ORDERS

That Standing Orders be suspended to allow the conduct of the Community Recognition Section and Public Question Time.

8. COMMUNITY RECOGNITION

9. PUBLIC QUESTION TIME

10. RESUMPTION OF STANDING ORDERS

That Standing Orders be resumed.

11. COUNCILLOR GREG PENNA'S REPORT

12. DECLARATIONS OF CONFLICT OF INTEREST

Section 130 of the *Local Government Act 2020* (Vic) (**the Act**) provides that a relevant person must disclose a conflict of interest in respect of a matter and exclude themselves from the decision making process in relation to that matter including any discussion or vote on the matter at any Council meeting or delegated committee meeting and any action in relation to that matter.

The procedure for declaring a conflict of interest at a Council Meeting is set out at rule 18.2.4 of the Governance Rules.

Section 126 of the Act sets out that a relevant person (Councillor, member of a delegated Committee or member of Council staff) has a conflict of interest if the relevant person has a **general conflict of interest** or a **material conflict of interest**.

A relevant person has a **general conflict of interest** in a matter if an impartial, fair minded person would consider that the person's private interests could result in that person acting in a manner that is contrary to their public duty.

A relevant person has a **material conflict of interest** in a matter if an *affected person* would gain a benefit or suffer a loss depending on the outcome of the matter.

13. CONFIRMATION OF PREVIOUS MINUTES

RECOMMENDED MOTION

That the **Minutes** of the Council Meeting held on Monday December 13, 2021 as circulated, be taken as read and confirmed.

14. PETITIONS AND JOINT LETTERS

Nil

15. LEAD AND GOVERN FOR ALL

15.1. Contracts Awarded Under Delegation Report January 2022

Author	Kylie Turner, Procurement Officer, Governance
Responsible Director	Andrew Cooney, Director Corporate Performance

Policy Context

Council Plan Reference:

City of Greater Bendigo Council Plan *Mir wimbul* 2021-2025:

- Outcome 1 - Lead and govern for all

Recommended Motion

That Council note the contracts awarded under delegation during the previous reporting period.

Attachments

1. Contracts Awarded

Attachment 1 - Contracts Awarded under Contract Council Report January 2022

Capital Contracts							
Contract No	Project	Successful Contractor	Delegated Officer	Date Signed	Price	Practical Completion	Budget
CT000598	Dower Park Netball Court Replacement	Turf One Pty Ltd	Craig Niemann	12/12/2021	$634,100.00	28/02/2022	$524,000.00
CT000609	Strathfieldsaye Sports Club Zone 02s Renewal	Colbrico Pty. Ltd.	Vicky Mason	25/11/2021	$304,146.93	23/03/2022	$350,000.00
Service Contracts							
Contract No	Project	Successful Contractor	Delegated Officer	Date Signed	Price	Contract Term & Options	Budget
CT000607	INVEST Loddon Mallee	Rock Digital Agency Pty Ltd	Steve Hamilton	6/11/2021	$346,515.00	33 week program	$380,000.00
CT000600	Provision of Water Tanker Services	**Panel** • Emu Downs Contracting Pty Ltd • Emu Creek Contracting • Truscott Contracting • PG & FJ NUNN • Slingo Earthmoving P/L • Bendigo Plant Hire Pty Ltd	Craig Niemann	11/11/2021	Schedule of Rates	Intial Term - 3 Years Option to extend - 1 X 2 years	$1,300,000.00

15.2. Audit and Risk Committee Minutes and Appointment of Chairperson

Author	Anna Connolly, Risk and Assurance Advisor
Responsible Director	Andrew Cooney, Director Corporate Performance

Purpose

The Audit and Risk Committee Charter as per the Governance Rules, Public Transparency principles and Governance principles in the Act, states that the unconfirmed minutes of the Audit and Risk Committee meetings are provided to Council at the first available opportunity after clearance by the Committee Chairperson following each Committee meeting for information and approval.

For Council to also approve the reappointment of Warren Pollock as the Audit and Risk Committee Chairperson for the next 12 months, through until 30 September 2022.

Summary

The Audit and Risk Committee's (Committee) Charter requires that the unconfirmed minutes of each Committee meeting will be reported to Council at the first available opportunity after clearance by the Committee Chairperson following each Committee meeting for information and approval.

The Audit and Risk Committee Charter also states that the Chairperson must be appointed to the Audit and Risk Committee at the first meeting, post 1 October for a 12 month term. Warren Pollock was reappointed as the Chairperson at the meeting held on the 11 November 2021, as outlined in the Minutes from the meeting.

Recommended Motion

That Council:

1. Approves the unconfirmed minutes of the Audit and Risk Committee held on the 11 November 2021;
2. Notes that the minutes will be endorsed by the members of the Committee at the next Committee meeting on 24 February 2022, and any substantive changes to the unconfirmed minutes will be reported to the next Council meeting; and
3. On the recommendation of the Audit and Risk Committee, approve the reappointment of Warren Pollock as the Audit and Risk Committee Chairperson for the next 12 months concluding on the 30 September 2022.

Policy Context

Primary Council Plan Reference:

City of Greater Bendigo Council Plan *Mir wimbul* 2021-2025:

Lead and Govern for all

Secondary Council Plan Reference(s):

City of Greater Bendigo Council Plan *Mir wimbul* 2021-2025:

- Accountable, financially responsible, equitable, transparent decision making

Background Information

Council is committed to good governance, public transparency and accountability to the City of Greater Bendigo's community. The Audit and Risk Committee has been established to strengthen Council's governance, risk management, financial management and to drive continuous improvement. Pursuant to section 53(2) of the Local Government Act 2020 (the Act), the Committee is an advisory committee and does not have any delegated powers, including executive powers, management functions, or delegated financial responsibility.

The Committee comprises of seven members (three Councillors and four independent, external members), appointed by Council and is an advisory committee of the Council established to assist the Council to discharge its responsibilities under the Act to:

- monitor the compliance of Council policies and procedures with:
    - the overarching governance principles
    - the Act and the regulations and any Ministerial directions
    - other relevant laws and regulations
- monitor internal controls
- monitor Council financial and performance reporting
- monitor and provide advice on risk management and fraud prevention systems and controls
- oversee internal audit function
- oversee external audit functions.

The Committee engage with management in discharging its responsibilities and formulating its advice to the Council. The Committee operates to advise the Council on how best to fulfil its responsibilities and facilitate decision making by providing a forum for improving communication between the Council members and senior management, finance, risk and compliance managers, internal auditors and external auditors. The committee meet at least four times per year. In addition to these meetings, one or more special meetings may be held to review the Council's annual financial statements and performance statement, or to meet other responsibilities of the committee.

As outlined in the Audit and Risk Committee Charter, the Chairperson will be appointed for a one year term, with the appointment to occur at the first meeting post the 1 October each year. Warren Pollock was nominated at the 11 November 2021 Committee Meeting to be reappointed to the role of Chairperson of the Audit and Risk Committee. As stated in the Charter, the appointment of the Chair must then be approved by Council.

Previous Council Decision(s) Date(s): The 9 September 2021 Minutes were presented at the 15 November 2021 meeting and the last appointment of the Chairperson was provided to Council at the 25 January 2021 meeting.

Report

The Committee Chair has reviewed the draft and unconfirmed minutes of the 11 November Committee meeting and has approved the release. The unconfirmed minutes of the meeting are attached to this report.

The Audit and Risk Committee Charter requires that the appointment of the Chairperson of the Committee must be approved by Council.

Consultation/Communication

As part of its commitment to good governance, Council's Audit and Risk Committee acts as an independent advisory committee to Council, established under Section 53 of the Local Government Act 2020. The Audit & Risk Committee Charter requires the Committee meet with Council's Internal and External Auditors in reviewing Council's financial and non-financial reporting as well as risk management. The Chairperson also prepares a report to Council on the Committee's activities twice per annum including the Committee's findings and recommendations along with agreed actions. This report is also being provided at this meeting. The minutes have been circulated in draft format to the attendees of the Committee.

The Audit and Risk Committee nominated Warren Pollock to be reappointed as Committee Chair at the Audit and Risk Committee meeting held on the 11 November 2021.

Resource Implications

N/A

Attachments

1. Audit and Risk Committee Minutes - 11 November 2021

Attachment 1 - Audit and Risk Committee 24 February 2022 Draft Minutes for 11 November 2021

AUDIT AND RISK COMMITTEE MEETING MINUTES

11 November 2021, 2.00-4.00pm
Location: MS Teams

1. Membership

Present:

Members:
Warren Pollock (Chair)
Stephen Brown
Jovana Obradovic-Tantra
Robert Stephenson
Mayor Cr Andrea Metcalf
Cr Jennifer Alden

Officers:
Craig Niemann, Chief Executive Officer
Andrew Cooney, Director Corporate Performance
Nathan Morsillo, Manager Financial Strategy
Jessica Clarke-Hong, Manager Governance
Vanessa O'Toole, Manager People and Culture (for Agenda Item 7 to 8c only)
Naomi Hooper, Work Health and Safety Co-ordinator (for Agenda Item 7 to 8c only)
Anthony Petherbridge, Manager Strategic Planning for Agenda Item 8d only)
Mark Eeles, Coordinator Financial Reporting and Operations
Anna Connolly, Risk and Assurance Advisor
Rosemary Broad, Risk and Assurance Officer

Attendees:
Brad Ead, Internal Auditor, AFS and Associates Pty Ltd

Apologies:
Cr Margaret O'Rourke
Cr Julie Sloan
Katie Dempster, Internal Auditor, AFS and Associates
Kathie Teasdale, External Auditor, RSD Chartered Accountants
Mahesh Silva, External Auditor, RSD Chartered Accountants

2. Welcome

Warren Pollock opened the meeting and welcomed all in attendance.
A welcome was extended to Robert Stephenson and a brief introduction was given by all in attendance.

AUDIT AND RISK COMMITTEE MEETING MINUTES

3. Acknowledgement of Country

4. Declarations of Conflict of Interest and Pecuniary Interest

Committee recommendations must be transparent and accountable, to protect the public interest, maintain the integrity of the Committee and Council and enable the public to be confident that the Committee is performing its duties properly. If a conflict of interest exists, it must be declared and managed.

Division 2 of Part 6 of the *Local Government Act 2020* applies to Independent Members, as if the memberwere a member of a delegated Committee. A member has a ***conflict of interest*** if they have:

(a) a general conflict of interest within the meaning of section 127 of the Act

(b) a material conflict of interest within the meaning of section 128 of the Act

Members of the Committee will provide declarations in accordance with statutory requirements.

At the beginning of each committee meeting, members are required to declare any conflict of interest that may apply to matters on the meeting agenda and will then be required to leave the room while those items are considered. Declared conflicts will be appropriately recorded in the minutes.

The two declarations of conflict of interest outlined below will be considered standing declarations:

- Stephen Brown declared that he is an employee of the Bendigo and Adelaide Bank
- Robert Stephenson declared that he is currently interim CEO of Be Bendigo

5. Nomination for Chair for Audit and Risk Committee for 2022

Craig Niemann thanked Warren for the last twelve months as the Chair of the Audit and Risk Committee. He then asked for nominations for the 2022 year. Jovana nominated Warren Pollock to be Chair for 2022, as there were no other nominations, he was elected unopposed.

6. Previous Minutes

The minutes of the Audit and Risk Committee meeting held on 9 September 2021 were previously circulated.

Motion: That the minutes of the Audit and Risk Committee meeting of 9 September 2021 be accepted.

Moved: ***Jovana O*****bradovic-Tantra** **Seconded:** ***Stephen Brown***

CITY OF GREATER BENDIGO

7. Sexual Harassment Implementation Plan

Vanessa O'Toole provided an overview of the progress of the Sexual Harassment Implementation plan. The Victorian Auditor General's Office (VAGO) report, *Sexual Harassment in Local Government* was tabled in Parliament in 2020. The report concluded that Victorian local government organisations are currently not providing workplaces that are free from sexual harassment and made ten recommendations for all Victorian councils related to the prevalence of, prevention of and response to sexual harassment, as well as recommendations for Councillors.

A list of recommendations with progress and comments was provided to the Audit and Risk Committee and general discussion followed with specific queries around training for Officers and Councillors.

8. Internal Auditor Update

Council's Internal Auditor from AFS, Brad Ead provided an overview of the reports which were tabled as read.

Internal Audit Program Status Update

The following is a status update on audits:

Upcoming Audit	Commencement of Fieldwork	Status
Occupational Health and Safety and Wellbeing	14 September 2021	Completed audit document tabled at the Audit and Risk Committee on 11 November 2021
Fees and Charges	9 November 2021	Fieldwork has been completed and a draft report on findings has been completed
Past issues- Portable and Attractive Assets	31 January 2022	Meetings have all been scheduled
Developer Contributions Planning Audit	22 February 2022	Meetings have all been scheduled

Recent Reports and Publications

Recent reports and publications were presented to the Committee.

Occupational Health and Safety and Wellbeing (including working alone and Workcover) Internal Audit

The Occupational Health and Safety and Wellbeing (including working alone and Workcover) Internal Audit was conducted in September 2021 with six findings to be addressed. Although there is a good Occupational Health and Safety climate within the City, the current framework is lacking. Currently, there is an unsatisfactory level of risk at the City when compared to other local councils.

Andrew Cooney will continue to review the timeframes and roadmap to develop the Health and Safety Framework and will endeavour to bring this work forward.

General discussion followed on whether the City was meeting statutory obligations for Occupational Health and Safety. The internal auditor was not confident that compliance was being met.

Action: An interim assessment is required to determine compliance to legislation for Work, Health and Safety.

Internal Audit Planning Document Developer Contributions

A review is to be undertaken on Developer Contributions in February 2022. A query was raised regarding the number of hours required to perform this audit.

Action: Internal auditor to liaise with Governance on scope and confirm hours for audit and to relay information to ARC.

9. Risk and Assurance

Anna Connolly provided an overview of the reports which were tabled as read.

Risk and Assurance Report

An update on Risk and Assurance activities was provided:

- Review of Strategic Risk Register- 6 month review
- Nil recording of Fraud incidents reported
- A desktop exercise for Business Continuity has been postponed until 2022.

Action: To engage an external consultant to review Strategic Risk and to include independent members of the Audit and Risk Committee as part of the review.

Other matters reviewed from the Audit and Risk Committee Workplan:

Taken as read.

- Report on Gifts, Benefits and Hospitality
- Review of key policies
- Review report on CCTV network

Internal Overdue Audit Actions

Report was tabled as read.

There has been a reduction of overdue actions from seventeen to one, some were due to extensions approved at the last meeting and the others related to a number of actions being completed for the Portable and Attractive Assets Internal Audit.

10. Quarterly Finance Report 30 September 2021

Nathan Morsillo provided an overview of the Q1 results and the report was taken as read.

- The Finance Report shows an operating surplus.
- COVID-19 is still having a detrimental effect on user fees
- Restrictions have resulted in delayed expenditure across many units

11. Bi-Annual Chairperson Report

An introduction and commentary for the report was given by Warren Pollock. The report was taken as read.

12. Self-Assessment Questionnaire

The report was taken as read. General discussion followed with the report reflecting what members had thought the outcome would be. The exception was a lower score on professional development and training for independent members.

Action: To follow up on opportunities for independent members to increase their skills and knowledge.

13. Local Government Performance Reporting Framework (LGPRF)

An introduction to the data was given by Andrew Cooney, which forms part of the website known as the *know your Council* website which allows benchmarking against other Councils.

AUDIT AND RISK COMMITTEE MEETING MINUTES

14. CEO Report

The report was taken as read.

The City has undertaken a lot of Strategic Planning recently including:

- Climate Change and Environment Strategy
- 10 Year Financial Plan
- Public Health and Wellbeing Plan
- An update was provided on the Land Use Activity Agreements.

15. Workplan

The ARC Workplan was attached to the Agenda and is taken as read.

16. General Business

Warren Pollock thanked all attendees for their attendance throughout 2021 and wished them a Merry Christmas and is looking forward to seeing everyone in 2022.

Upcoming 2022 meetings

Date	Time	Comments
24 February 2022	2-4pm	Bendigo Town Hall
19 May 2022	2-4pm	Bendigo Town Hall
8 September 2022	2-4pm	Bendigo Town Hall
10 November 2022	2-4pm	Bendigo Town Hall

Meeting closed at 4.00pm

Distribution

A copy of the minutes will be distributed to all attendees and all Councillors

Document Set ID: 4663552
Version: 2, Version Date: 13/12/2021

15.3. Audit and Risk Committee's Biannual Chairperson Report

Author	Anna Connolly, Risk and Assurance Advisor
Responsible Director	Andrew Cooney, Director Corporate Performance

Purpose

The purpose of this report is to brief Council on the Audit and Risk Committee Chairperson's biannual report, which provides a summary of the activities and findings of the Committee since the last report.

Summary

In accordance with the Local Government Act (2020) and the Audit and Risk Committee Charter, the Audit and Risk Committee Chairperson is required to provide biannual reports to Council on the activities and findings of the Committee.

Recommended Motion

That Council note the Audit and Risk Committee Chairperson's biannual report.

Policy Context

Primary Council Plan Reference:

City of Greater Bendigo Council Plan *Mir wimbul* 2021-2025:

Lead and Govern for all

Secondary Council Plan Reference(s):

City of Greater Bendigo Council Plan *Mir wimbul* 2021-2025:

- Accountable, financially responsible, equitable, transparent decision making

Background Information

The Audit and Risk Committee is an advisory committee of the Council established to assist the Council to discharge its responsibilities under the Act to:

- monitor the compliance of Council policies and procedures with:
    - the overarching governance principles;
    - the Act and the regulations and any Ministerial directions;
    - other relevant laws and regulations;
- monitor internal controls;
- monitor Council's financial and performance reporting;
- monitor and provide advice on risk management and fraud prevention systems and controls;
- oversee internal audit function; and
- oversee external audit functions.

In accordance with the Local Government Act (2020), the Audit and Risk Committee Charter was reviewed and adopted by Council on the 19 August 2020. To adhere with the Act, there were five new requirements that Audit and Risk Committees must deliver

on. One of the new requirements is to increase the reporting from the Audit and Risk Committee Chairperson to two reports per year.

Previous Council Decision(s) Date(s): The last biannual report was provided to Council on the 24 June 2021.

Report

The Audit and Risk Committee Charter requires that the Chairperson report to Council biannually a summary of the activities and achievements of the Committee during the financial year, which Warren Pollock, the Chair has provided in Attachment 1 - Audit and Risk Committee Chairperson Biannual Report.

Consultation/Communication

The report was tabled at the Audit and Risk Committee meeting on Thursday 11 November 2021.

Resource Implications

N/A

Attachments

1. Audit and Risk Committee Chairperson's Biannual Report

Attachment 1 - Audit and Risk Committee 11 November documents Agenda Item 11 Chairperson Bi-Annual Report

Report from the Audit and Risk Committee Chair

The Audit and Risk Committee has various roles, but one of the main functions is to report to Council and provide appropriate advice and recommendations relevant to its charter in order to facilitate decision making by Council. The Audit and Risk Committee plays a key role in assisting Council to fulfil its governance and oversight responsibilities in relation to financial reporting, internal control, the risk management system, ethical accountability and the internal and external functions. The Audit and Risk Committee is a formally appointed Advisory Committee of the City of Greater Bendigo Council. This is my second chairman's report for the 2021 calendar year.

Objectives of the Audit and Risk Committee

The main objectives of the Audit and Risk Committee are to assist the Councilors, Management and Staff by providing independent appraisals of:

- To provide timely advice on Council on any matters which may be referred to it by Council.
- The effectiveness of the internal and external audit functions and the communication between the external auditor, internal audit, management and the council.
- Compliance with legislative requirements and Council's policies and procedures.
- The integrity of information.
- Organisational effectiveness in terms of program efficiency and economy against the Council Plan.
- Internal control systems.
- The arrangements in place to safeguard assets and resources.

Document Set ID: 4647864
Version: 2, Version Date: 13/12/2021

The current composition of the Audit and Risk Committee is:

Four Independent Members
- Warren Pollock (Chair)
- Jovana O'bradovic-Tantra
- Stephen Brown
- Robert Stephenson (Appointed October 2021)

Three Councillors
- Mayor Jennifer Alden
- Cr Margaret O'Rourke
- Cr Andrea Metcalf

Independent Members Panel

The independent members serve a 3-year term on a rotating basis. Recently Craig Niemann, Jennifer Alden and I interviewed four people for the position of a new independent member. I am pleased to report that Mr Robert Stephenson was offered this position and has accepted. His first meeting will be Thursday 11th November 2021.

Audit and Risk Committee

Since my last report, the Audit and Risk Committee has met on two occasions. Our meeting on the 13th May was held in the Town Hall. Due to Covid 19 restrictions our meeting on the 9th September was via Microsoft Teams. Key focus of the Committee is to oversee the conduct of External Audit and Internal Audit, recommend the approval of the Annual Financial Statements to Council, and review the management of risks for Council. The Audit Committee also reviewed the relevant local government and sector wide VAGO reports for applicability to City of Greater Bendigo.

The Internal Audit program undertaken by our Internal Audits in recent months included:

- Airport Operations (June 2021)
- Occupational Health and Safety (September 2021)

The recommendations made by the Internal Auditors, and adopted by the Committee, are then transferred to management for implementation. A regular review is undertaken to assess which recommendations have been completed.

I am pleased to report that the Committee has continued to meet its objectives since the presentation of my last report.



Warren Pollock CA, Registered Company Auditor
Chair of the Audit and Risk Committee

Document Set ID: 4647864
Version: 2, Version Date: 13/12/2021

16. HEALTHY, LIVEABLE SPACES AND PLACES

16.1. Managed Growth Strategy - Draft Issues and Opportunities Paper

Author	Bridget Maplestone, Coordinator Planning, Strategy and Policy
Responsible Director	Steve Hamilton, Director Strategy and Growth

Purpose

This report seeks Council endorsement of the Managed Growth Strategy - Draft Issues and Opportunities Paper for community consultation. Along with this paper there will be an Expressions of Interest (EOI) process to enable landowners with land that meets identified criteria to be investigated for potential future residential development based on need and constraints.

Summary

Greater Bendigo is expected to grow by a further 80,000 new residents to 200,000 by around 2050. The City needs to be proactive in planning for this growth. The Managed Growth Strategy (MGS) will provide a framework outlining current identified areas for growth, as well as any potential investigation areas, and will prioritise more detailed planning of these areas.

The first step in the process of preparing a MGS was the preparation of an Issues and Opportunities Paper (see Attachment 1). This is a high-level paper which identifies constraints and enablers for residential growth, provides a policy context and identifies different growth scenarios.

It is proposed that the Issues and Opportunities Paper will go out for community consultation for four weeks in February 2022. Consultation materials will include a summary brochure (Attachment 2), a survey and website updates. The community and stakeholders will also have the opportunity to provide a more detailed submission for consideration.

Concurrently with this consultation, an EOI process is proposed to be undertaken to enable landowners and developers to identify sites they would like investigated through the process.

The summary of this consultation and EOI process will be reported back to Council later in the first half of 2022.

The MGS will be informed by a number of other technical studies and background work. The biggest of these will be a Housing and Neighbourhood Character Strategy (H&NCS). Part of this will include a Housing Capacity Analysis which will help to better understand what housing is needed over and above existing supply to meet long term population and housing growth needs. The H&NCS will also help to inform the basis for applying new residential zones across the urban area of Bendigo. Further detail around these zones is provided in the summary brochure (Attachment 2). Another significant piece of work will be an update to the City's Commercial Land and Activity Centre Strategy which was originally adopted in 2015.

It is proposed that there will be a long and comprehensive round of community and stakeholder consultation on the draft MGS, H&NCS and Commercial Land and Activity Centre Strategy in the second half of 2022.

Recommended Motion

That Council:

1. Endorse the Managed Growth Strategy - Draft Issues and Opportunities Paper for consultation.
2. Commence an Expression of Interest process to investigate land for potential future residential development.

Primary Council Plan Reference:

City of Greater Bendigo Council Plan *Mir wimbul* 2021-2025:

There are many linkages to this project within different sections within the Council Plan. However, the Managed Growth Strategy directly links to:

Outcome 2 - Health, liveable spaces and places

Goal 7 - Sustainable population growth is planned for

Other Reference(s):

Regional Strategic Plan Reference:

The project is linked to the Loddon Mallee South Regional Growth Plan which provides a framework to help achieve sustainable growth across the region and looks at unlocking the growth potential of settlements in the region and improving connections between centres. Bendigo is identified as a hub for employment, education and service provision.

Background Information

Council has adopted and commenced implementation of a number of strategic documents in the past few years to plan for a growing and changing population. Recent years, particularly as a result of COVID, have seen the municipality grow and adapt in ways which may have not been previously anticipated. There is now a need for an overarching integrated framework for the development of Greater Bendigo. The development of a MGS was identified as a high priority initiative through the City's most recent Planning Scheme Review in order to provide more direction as to long term development outcomes for the different suburbs and towns across Greater Bendigo.

In September 2020, a report was presented to Council to endorse the Managed Growth Project brief. Since this time there have been a number of changes to the scope of the project following internal and State agency feedback. Most notably, the purpose and intended outcomes of the project were further clarified. These changes to the brief have been incorporated as part of the MGS - Issues and Opportunities Paper.

On 14 October 2021 two workshops were held, one with State agencies and one with developers and planning consultants, to better understand the current challenges and opportunities for residential growth. Workshops have also been held with Councillors to inform the preparation of the MGS - Issues and Opportunities Paper.

Report

<u>MGS</u>

The MGS will provide a framework to identify potential locations for future housing growth over the long term. It will need to take a balanced approach to considering the need for more housing while also retaining the many features which make Greater Bendigo such a desirable location to live. This includes considering native vegetation, open spaces, places of cultural heritage value and heritage buildings.

The MGS will consider the City's current Urban Growth Boundary through the process and if there is a need to make any changes to this. While the MGS will consider the municipality in its entirety the focus will be on the urban area of Bendigo. For the rural areas, an update to the Rural Areas Strategy (2009) will commence in the second half of 2022.

The MGS will replace the City's existing Residential Strategy which is now more than six years old. It will also be informed by the following strategies and documents:

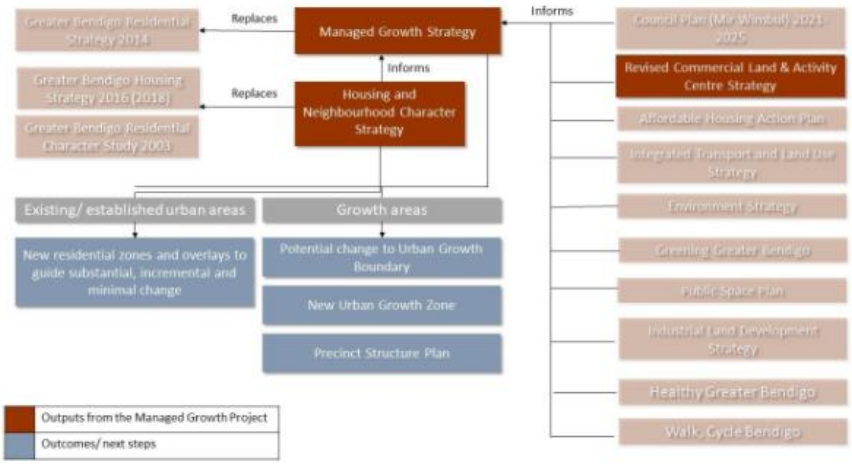
- Housing and Neighbourhood Character Strategy

- Revised Commercial Land and Activity Centre Strategy

- Agricultural Land Use Assessment

- Municipal Bushfire Risk Assessment.

The MGS will also build on the substantial amount of work which has been developed to date. The relationship of the MGS to various existing strategies is shown below.



While there are a number of variables in considering where new population growth can go, there are a number of principles which must be considered in the preparation of the MGS. These include:

- Housing must be directed to areas with a lower bushfire risk.

- A range of different types of housing, including affordable housing, is to be encouraged particularly in well serviced locations to meet different household needs.

- Environmentally Sustainable Design is necessary and can improve health outcomes.

- Development areas need to be serviced with water, sewer, electricity and other services.

- Development is prioritised in areas that can be supported with cost effective water and sewer services, and developments are to include integrated water principles.

- Access to shops, facilities and employment opportunities is important.

- Habitat and native vegetation loss is to be avoided wherever possible, and open space reserves and links for flora and fauna are to be increased.

- Productive agricultural land is to be retained.

- Buffer distances (e.g. between industry and residential development) need to be considered.

- Contaminated land is to be remediated prior to development.

- Waterways are to be protected from residential impacts.

- Recognition and Settlement Agreements that are in place with the Dja Dja Wurrung and Taungurung land use corporations need to be considered.

- Levies, such as the Windfall Gains Tax and Development Contributions, need to be considered.

The MGS Issues and Opportunities Paper has identified a number of barriers to development, as well as opportunities, under a series of themes. These themes include housing, environment, infrastructure, transport, economy and employment and rural areas. The City is seeking feedback on whether the issues and opportunities have captured this adequately.

EOI process

EOIs will be invited from landowners who own land that may currently be within a farming, low density residential or another zone and who are interested in their land being considered for residential development. This will be the subject of further investigation through the next stage. For sites to be considered they must meet the following criteria:

- Be over one hectare in size (or there is agreement from adjoining land owners to deliver one hectare).

- Be within or close to the existing Urban Growth Boundary.

- Be subject to minimal environmental constraints (such as being of a low bushfire and flooding risk and not have high levels of contamination).

- Not be heavily vegetated.

- Not have a steep topography.

- Not be heavily impacted by groundwater.

- Be close to existing services such as sewer, water and power if not already serviced.

Priority/Importance:

This project is of high importance. It is State planning policy that all municipalities across Victoria plan to accommodate growth over a 15 year period and to be clear on where this growth should occur.

Options/Alternatives:

Council can endorse or not endorse the MGS - Issues and Opportunities Paper for community and stakeholder consultation.

Timelines:

While the project initially commenced in September 2020, it has been further refined in recent months.

It is expected a draft MGS will be released for community and stakeholder consultation in the second half of 2022.

The MGS is expected to be completed with implementation to commence in early 2023.

Progress:

This is the first stage in the process.

Risk Analysis:

This project will likely attract a range of interest from a variety of stakeholders. This includes State Government agencies, developers, landowners and the community. This

will be managed through clear and regular communication including the establishment of a mailing list for the project. The project has a strong governance framework with a variety of City officers and State Government agencies represented on both the Steering Committee and Project Control Group for the project.

Consultation/Communication

Internal Consultation:

A Project Control Group comprising representatives from a variety of internal units and State Government Agencies.

A Project Working Group comprising of offers from different units meets regularly to provide operational advice on the project.

A Steering Committee has now been established to meet at key stages in the process to provide high level advice. This group will comprise of a large variety of State Government agencies and will ensure the project considers all relevant State Government policy, plans and projects.

External Consultation:

Two forums were held on 14 October 2021 with State agencies, developers and planning consultants to help inform the MGS - Issues and Opportunities Paper.

Consultation on the draft MGS - Issues and Opportunities Paper is proposed to take place from Monday 31 January until Friday 25 February 2022. It will include a summary brochure, a survey and information on the website.

The Expressions of Interest will be advertised in the Bendigo Advertiser.

Resource Implications

Budget Allocation in the Current Financial Year:

It is anticipated that over this financial year and the next that this project will cost around $560,000. While much of the work will be completed internally, this includes the appointment of consultants. The largest amount will be spent toward the preparation of the Housing and Neighbourhood Character Strategy. This will be funded within the Strategic Planning budget.

Attachments

1. Managed Growth Strategy - Issues and Opportunities Paper
2. Summary Brochure

Attachment 1 - Managed Growth Strategy - Issues and Opportunities Paper



Acknowledgement of Country

The City of Greater Bendigo respectfully acknowledges the traditional custodians of the land on which Greater Bendigo lies, the Dja Dja Wurrung and Taungurung Peoples.

The City acknowledges and extends our appreciation to the Traditional Owners, and we pay respects to Leaders Elders past, present and emerging for they hold the memories, the traditions, the culture and the hopes of all Dja Dja Wurrung and Taungurung People.

We express our gratitude in the sharing of this land, our sorrow for the personal, spiritual and cultural costs of that sharing and our hope that we may walk forward together in harmony and in the spirit of healing.

Contents

1. Overview 5

2. Introduction 9

3. Early engagement to inform the Issues and Opportunities Paper 11

4. Context 13

5. A growing and changing Greater Bendigo 21

6. Housing 28

7. Environment 36

8. Infrastructure 41

9. Transport 45

10. Economy and employment 50

11. Rural areas 59

12. References 62

Appendix 1: Suburb snapshots 64

Glossary

Activity Centre Zone – A planning tool which can be used within Activity Centres to guide the development of the land including specifying different uses and requirements within different precincts

Big Housing Build – In late 2020, State Government committed $5.3 billion to be spent on delivering over 12,000 social and affordable dwellings across the state including a commitment of a minimum spend of $85 million in Greater Bendigo.

Building approvals – Number of building permits issued. The actual number of dwellings is counted for example in a 10 unit apartment development then 10 dwellings would be counted.

Covenants – Written agreements on title which restrict how land can be used and developed. These are often between the landowner and developer and run with the land unless they are removed or lapse at a certain time. The planning system is only involved if there is a planning application to remove or vary a covenant.

Development Contribution Plan (DCP) – A DCP is put in place where new development and the increase in population this brings will trigger the need for new infrastructure and community facilities to meet a growing need. It is a charge applied to new development and is introduced into the Planning Scheme through a Development Contributions Plan Overlay.

Dwelling – A self-contained residence. This could be a house, apartment, unit or townhouse.

Established areas – Existing neighbourhoods where there is already housing and associated services and facilities.

Estimated residential population – Official measurement of population based on usual residence. Compiled as at June 30 each year.

Green Travel Plan – Prepared for new developments and designed to encourage the use of more sustainable transport modes such as walking, cycling and public transport.

High Density Dwellings – For the purpose of this project high density refers to any development with apartments of three storeys or higher. This has been used to reflect census and ID data outlined in the report.

Household – Those who usually reside in the same dwelling.

Medium Density Dwellings – For the purpose of this project medium density refers to all semi-detached, townhouses and villa units, plus apartments of less than three storeys. This has been used to reflect census and ID data outlined in the report.

Transit oriented development – Compact integrated spaces which bring people, facilities, services and public spaces together to make it convenient for people to access what they need without the need to own a car.

Victoria in Future – Official State Government projections of population and households in Victoria.

Abbreviations

CFA – Country Fire Authority

CLACS – Commercial Land and Activity Centre Strategy

DELWP – Department of Environment, Land, Water and Planning

GBILDS – Greater Bendigo Industrial Land Development Strategy

GBRS – Greater Bendigo Residential Strategy

ITLUS – Integrated Transport and Land Use Strategy

LPPF – Local Planning Policy Framework

MGS – Managed Growth Strategy

MPS – Municipal Planning Strategy

PPF – Planning Policy Framework

SPPF – State Planning Policy Framework

UGB – Urban Growth Boundary



1. Overview

1.1 What is a Managed Growth Strategy?

The Managed Growth Strategy (MGS) will integrate relevant adopted Council strategies and consider land use opportunities and constraints along with broader population and lifestyle trends to provide high level strategic direction as to future land use and change over the next 30 years across Greater Bendigo.

The MGS aims to:

- Better understand current and future demographic, economic, social and environmental changes in Greater Bendigo to inform any changes around land use policy
- Plan for growth which helps to support a welcoming, sustainable and prosperous community aligning with the Greater Bendigo community vision
- Ensure future growth does not compromise the high value landscape, agricultural or environmental assets of Greater Bendigo
- Review the existing urban growth boundary and whether there should be any changes
- Encourage a mix of densities and uses in appropriate locations
- Identify appropriate growth and change for different suburbs and rural townships based on their supporting infrastructure, community service provision, commercial opportunities, community expectations, as well as other issues and constraints and having regard to existing strategies

The MGS will be informed by a new Housing Strategy and Neighbourhood Character Strategy and will result in a planning scheme amendment including the application of the residential zones and other suitable planning controls.

The MGS will provide more certainty for Council officers, service providers, the community, land owners and developers as to preferred development outcomes for the different areas of Greater Bendigo.

1.2 Why are we preparing a Managed Growth Strategy?

The preparation of the Managed Growth Strategy (MGS) was a key recommendation from the Greater Bendigo Planning Scheme Review 2019, the Economic Development Strategy 2020-2030 (A Stronger Greater Bendigo – where all people can thrive) and the Connecting Greater Bendigo Integrated Transport and Land Use Strategy (ITLUS). This recommendation was driven by:

- The need for clear suburb/area specific guidance on growth
- The need to better understand bushfire risk
- The need to have settlement hierarchy to guide development
- State planning policy which requires the City to plan and accommodate population growth over at least a 15-year period

The Planning Scheme Review makes a number of specific recommendations on matters that should be addressed in the MGS and these have been factored into the project plan.

1.3 What are the key principles which will inform the preparation of the Managed Growth Strategy?

Many aspects of planning for long term growth will be informed through the preparation of the Managed Growth Strategy, including appropriate growth and change for different areas. However, there are some key principles which align with State Legislation and State and Local Planning policy, that are fundamental to the Managed Growth Strategy. These include:

- Housing must be directed to areas with a lower bushfire risk
- A range of different types of housing including affordable housing is to be encouraged particularly in well serviced locations to meet different household needs
- Environmentally Sustainable Design is necessary and can improve health outcomes
- Development areas need to be serviced with water, sewer, electricity and other services
- Development is prioritised in areas that can be supported with cost effective water and sewer services, and developments are to include integrated water principles
- Access to shops, facilities and employment opportunities is important
- Habitat and native vegetation loss is to be avoided wherever possible, and open space reserves and links for flora and fauna are to be increased
- Productive agricultural land is to be retained
- Buffer distances (e.g. between industry and residential development) need to be considered
- Contaminated land is to be remediated prior to development
- Waterways are to be protected from residential impacts
- Recognition and Settlement Agreements that are in place with the Dja Dja Wurrung and Taungurung land use corporations need to be considered
- Levies, such as the Windfall Gains Tax and Development Contributions, need to be considered

1.4 What is the relationship between the Managed Growth Strategy and other adopted Council planning Strategies?

The Managed Growth Strategy will replace the existing Greater Bendigo Residential Strategy 2014 and will provide the high-level framework for housing growth. This will help to inform and prioritise future Structure Plans and other strategic work for individual precincts and suburbs which will provide more detail around how these areas will grow and change into the future.

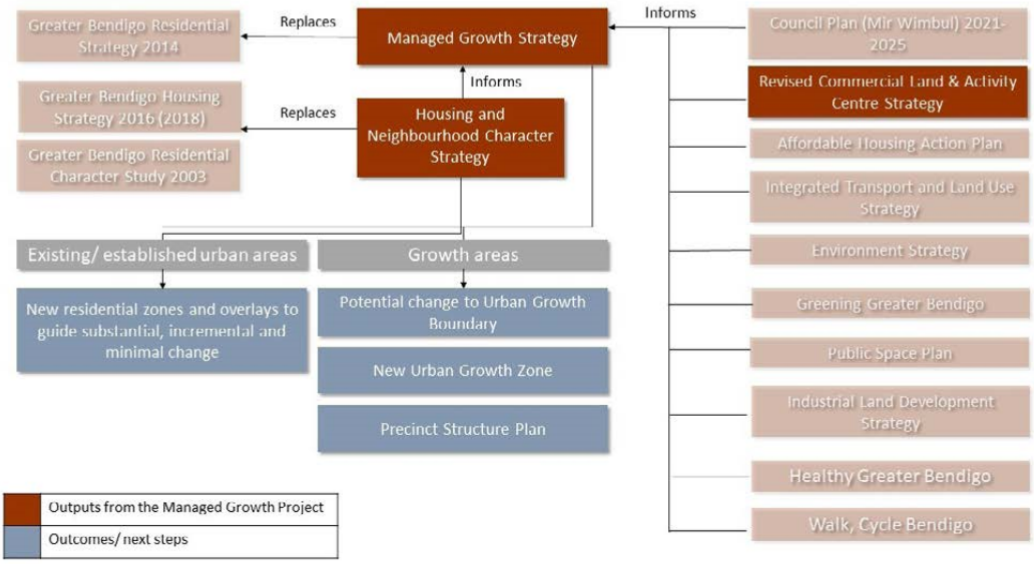
At the same time the City is looking to update its Housing Strategy and develop a new Neighbourhood Character Strategy which will replace the Greater Bendigo Residential Character Study adopted in 2003. While Council's Housing Strategy was only adopted in 2017, new practice notes have since been introduced by the State Government (90 and 91) regarding Housing and the application of the Residential Zones. Changes to State policy in relation to bushfire and guidance around native vegetation removal have also occurred. It is important that a new Housing Strategy is prepared to align with these practice notes, policies and guidance.

Finally, the City is also revising its Commercial Land & Activity Centre Strategy adopted in 2015. This is due to the time which has lapsed since the original strategy was prepared and the growing interest in commercial development across Greater Bendigo and the changing nature of retailing.

Combined with existing strategic work (Figure 1), including the Greater Bendigo Integrated Transport and Land Use Strategy which established a higher-level vision for planning and transport, this will provide the City and Council, with a solid strategic framework to base its planning decisions and to provide greater direction to the community and developers around preferred development outcomes.

The relationships between the various strategies, is shown in Figure 1.

Figure 1: Strategic Hierarchy



1.5 What is the purpose of the Managed Growth Strategy - Issues and Opportunities Paper (MGS-IOP)?

The MGS-IOP has been developed to help prompt discussion around the challenges and opportunities in delivering integrated growth in Greater Bendigo.

The MGS-IOP describes the strong policy context that underpins Greater Bendigo's growth, identifies different growth scenarios, highlights the growing environmental constraints and their implications, as well as identifying current and future infrastructure gaps. It highlights the importance of considering not only residential development but also employment and transport to ensure Greater Bendigo remains the liveable destination valued by residents.

The findings from this paper will be used to inform a draft Managed Growth Strategy. The draft Managed Growth Strategy will provide a series of directions. This includes direction around potential changes to the urban growth boundary, residential zones and priorities for future Activity Centre Structure Plans and Precinct Structure Plans.

1.6 Expressions of Interest process

At the same time as the Council consults on the MGS-IOP we are calling for Expressions of Interest from landowners who own land which may currently be within a Farming, Low Density Residential or another zone which meet certain criteria and are interested in their land being considered for rezoning to a residential zone. For sites to be considered they must meet the following criteria:

- Be over one hectare in size (or there is agreement from adjoining land owners to deliver one hectare)
- Be within or close to the existing Urban Growth Boundary
- Be subject to minimal environmental constraints (such as being of a low bushfire and flooding risk and not have high levels of contamination)
- Not be heavily vegetated
- Not have a steep topography
- Not be heavily impacted by groundwater
- Be close to existing services such as sewer, water and power if not already serviced



While all sites submitted which meet this criteria will be assessed further, a number of these sites for various reasons may be unsuitable for residential development. A summary of some of the reasons for this are identified below. If this is the case, further details will be provided to landowners as to why this land may be unsuitable.

- The site does not meet the principles outlined in Section 1.3 of this paper
- The site is impacted by an Extractive Industry Investigation Area, Extractive Industry Works Authority, State Resource Overlay, Minerals Exploration, Licence or buffer
- There are remaining or ongoing businesses or uses that may significantly impact, prevent or delay development e.g. existing operational quarry, EPA licensed facility
- The site is impacted by other major constraints that cannot be resolved by planning (e.g. sodic soils, bushfire, land is required for a government use, State commitments or infrastructure upgrades that are not committed or identified in department forward infrastructure pipelines)
- Not aligned with State, Regional and Local Planning Policy
- The project will over utilise existing infrastructure capacity, including services, transport, existing or planned schools, and emergency services
- Identification of other constraints such as acid sulphate soils, flooding, bushfire, flora and fauna, buffers (electricity, gas pipelines) aboriginal cultural heritage and land contamination
- High level feasibility analysis demonstrates that precincts are viable considering anticipated yield and infrastructure costs

In addition, further work is currently being undertaken as part of this project to identify what supply is needed over and above land that is currently zoned or proposed to be zoned residential. This will determine if there is a shortfall, and if individual sites and precincts need to be considered for future rezoning or strategic work to meet long term housing needs.

1.7 Timelines

- **Background Research**
  July - August 2021
- **Issues and Opportunities Paper**
  September 2021 - January 2022
- **Consultation Issues and Opportunities Paper**
  February 2022
- **Draft Managed Growth Strategy**
  April - August 2022
- **Consultation Draft Managed Growth Strategy**
  September - November 2022
- **Final Managed Growth Strategy and commence implementation**
  December 2022 - April 2022



2. Introduction

Greater Bendigo is built on the land of the Dja Dja Wurrung and Taungurung peoples who are the traditional owners. Greater Bendigo was the home of the Dja Dja Wurrung and Taungurung peoples for thousands of years before gold was found by European settlers in 1851. From here the municipality was quickly transformed as miners from Europe, China and North America moved here in search of gold. The German inspired heritage architecture is testament to the opulence of the period and remains one of the features that Greater Bendigo is renowned for today.

As well as through its buildings, the Greater Bendigo environment of today is shaped by its gold mining legacy. Mining resulted in the removal of most trees, completely changed how and where water flowed, removed soil and minerals from the earth and left mullock heaps scattered across this area and the region.

The legacy left by mining has implications on existing and future development, particularly for sensitive uses such as housing. This includes the numerous mine shafts dotted across Bendigo (the mapping of which is currently being updated), and the inability to progress development on some ex-mining sites, due to contamination and the cost involved in rehabilitating these sites.

Greater Bendigo is well known for its natural environment which is an important asset for the City. In particular the urban area of Bendigo is framed by being a City within a forest and this creates a natural barrier to urban expansion. While there is a growing recognition of the importance of the protection of the natural environment and biodiversity for its ecological and economic benefits, it does create challenges in housing a growing population.



A growing recognition of the impacts of climate change and the potential for more extreme weather events such as bushfire and flooding, as well as stricter guidelines around the removal of native vegetation may constrain development in areas which have been suitable for housing in the past.

In spite of any challenges to growth, new residents continue to choose to move Greater Bendigo. By any measure the Greater Bendigo of today is a vastly different place to the early 1990s. Bendigo has moved from a smaller regional city to a thriving regional hub known for its Gold Rush architecture, diverse employment base, art and culture, and as a Creative City of Gastronomy. Many of the smaller rural townships that are located in Greater Bendigo have also experienced growth and change with new residents attracted to the lifestyle and sense of community on offer.

In the next 30 years, the increase in new residents living in Greater Bendigo is expected to be roughly double that of the previous 30 years (based on current growth rates). In previous years this has primarily been driven by growth from residents in surrounding shires and natural increase (births less deaths). However, while much of the growth is still driven from residents of smaller townships relocating, we are starting to see a shift in an increase in residents relocating from Melbourne. Whether this is a short spike as a result of the pandemic, or part of a longer-term trend, it will be important to consider various growth scenarios through the preparation of the Managed Growth Strategy.

However, whether growth is accelerated following the pandemic or not, the Greater Bendigo of today will be a very different place by the middle of the century. We have the potential now to proactively plan for this change and determine how our municipality will grow to meet the needs of the community of the future. This is as much about planning for where residents and new housing will go, as considering the retention of the renowned heritage architecture and environmental features which have shaped the municipality in the past and still influence the ways in which land is used today and will be into the future.

It is on this basis that the City is preparing a Managed Growth Strategy which will include an updated Residential Framework Plan. The Managed Growth Strategy, like its predecessor the Greater Bendigo Residential Strategy 2014, provides us with an opportunity to reflect on how Greater Bendigo is currently growing and to plan for our future community by introducing planning controls and potentially other mechanisms to direct housing growth to suitable locations.

This paper considers what we know about land supply and new dwellings locations, proposes a range of growth scenarios and provides a summary of the various challenges and opportunities which will be faced now and into the future as we plan for new residents and employment growth, and everything that goes along with this. Feedback from this Issues and Opportunities paper will then inform a draft Managed Growth Strategy for consultation in the second half of 2022.

Consultation for the draft Managed Growth Strategy will be combined with a Housing and Neighbourhood Character Strategy. Where the Managed Growth Strategy will provide a long-term framework and priorities for growth the Housing and Neighbourhood Character Strategy will provide the detail within established areas for the application of residential zones.



3. Early engagement to inform the Issues and Opportunities Paper

To help provide context and background to inform this paper, the City ran two workshops facilitated by RM Consulting Group on October 14. One of these workshops was with State Government agencies and one was with the development industry.

A summary of the feedback is provided in the following section, and will assist the community and stakeholders in providing feedback on the Issues and Opportunities Paper.

Note the feedback provided is a summary of the workshops only. It does not reflect the views of City staff or Councillors.

3.1 State Agencies Workshop

Around 30 people attended the State Agencies Workshop with representation from 12 different agencies.

State Agencies were asked the following:

- What are the challenges associated with growth?
- What are the opportunities for overcoming issues?
- Are there any issues that must be considered?

These responses to these questions are summarised in Table 1 on the next page.

Table 1: Summary of State Agencies Workshop feedback

Challenges	Opportunities	Issues that must be considered
• Infrastructure and service provision • Greenfield development, e.g. conflicting policies and interface challenges • Infill development, e.g. character and heritage, contaminated land • Increasing need for ESD, biodiversity retention, social requirements • Stormwater runoff	• Place based funding model for outcomes for different locations that is sustainable and affordable • Ensure a balance between greenfield and infill development • Continue long-term planning for infrastructure • Reviewing requirements for subdivision in heritage areas	• Bushfire risk and management • Impacts from drought and climate change • Transition to a Zero Carbon economy • Essential Service Commission model – utilities are required to meet these funding models and obligations

Table 2: Summary of Development Industry Workshop feedback

Barriers	Opportunities	Council's role
• Lack of a clear vision • Land shortage for greenfield development • Time required to get land to market, and services to new subdivisions • Many constraints for infill development • Fragmented land with many owners in some areas • Difficult to develop medium density development due to cost involved • Water pressure issues in certain areas and cost in upgrades	• Market changes have created viable opportunities for different types of housing where this may not have been possible in the past • Known growth areas • Managed Growth Strategy provides the opportunity for long term planning • Potential to Strengthen 10 minute neighbourhoods • Introduce small lot housing code (ie reduce the need for planning permits on smaller lots)	• Precinct based planning and consultation • Identify areas for growth to increase supply and jobs • Provide a development facilitator • Consider the expansion of the Urban Growth Boundary • Provide land for satellite communities • Work closely with the Department of Environment, Land, Water and Planning

3.2 Development Industry Workshop

Around 30 people also attended the Development Industry Workshop with representation from a range of different businesses.

Developers were asked the following:

- What are the opportunities for growth?
- What are the barriers to growth?
- What role does Council play?

The responses to these questions are summarised in Table 2 above.



4. Context

4.1 State, regional and local planning strategies and policies

There are a broad range of State and Local strategies and policies that are relevant to the MGS. This chapter provides an overview of each of these and their relationship to the MGS. This is not an exhaustive list of all strategies and policies as they relate to planning in Greater Bendigo, but it does try to identify those most relevant to future planning for housing in the municipality.



Table 3: Overview of State Strategies and Policies and relevance to MGS

Document	Relevance to the MGS
Plan Melbourne 2017-2050	Plan Melbourne establishes a long-term framework to guide future growth across Victoria with an emphasis on Melbourne. Direction 7 within Plan Melbourne identifies the importance of growing and investing in regional Victoria.
Victoria's 30 Year Infrastructure Strategy 2021-2051	This Strategy focuses on addressing Victoria's infrastructure pressures, to make better use of existing infrastructure and help to plan for the timing and location of new infrastructure. There are a number of recommendations contained within this strategy of relevance to the Managed Growth Strategy. Section 4 within the Strategy is focused on developing regional Victoria. This includes unlocking regional economic growth opportunities and delivering social housing in regional areas.
Guidelines for the removal, destruction or lopping of native vegetation 2017 (DELWP)	These guidelines provide statewide policy for the assessment of biodiversity impacts of removal of native vegetation and the calculation of native vegetation offsets where the preferred position of removal cannot be avoided. This has cost implications for development, and potentially creates a policy conflict when considered in conjunction with bushfire risk. This is a challenge in certain areas of Greater Bendigo given the municipality is a city in a forest.
Department of Transport Strategic Plan 2021-2025	This Strategic Plan provides actions for the Department of Transport over the medium term. An initiative within this plan is for Better Train Services for Bendigo and Central Victoria. The delivery of upgrades and new train stations will likely lead to certain areas becoming more attractive to new residents.
Victorian Cycling Strategy 2018-2028	This Strategy provides initiatives to encourage more people to cycle for transport. Of relevance to this project includes working with local Councils to address cycling corridor gaps and integrating cycling and public transport.



Table 4: Overview of Regional Strategies and Policies and relevance to MGS

Document	Relevance to the MGS
Loddon Mallee South Regional Growth Plan	The Loddon Mallee South Regional Growth Plan (LMSRGP) is the strategic land use plan for the region to guide growth and change to 2041. The LMSRGP provides a framework to help achieve sustainable growth across the region and looks at unlocking the growth potential of settlements in the region and improving connections between centres. Bendigo is identified as a hub for employment, education and service provision. The plan considers the implications of growing the population of up to 200,000 by 2041. For this to occur the municipality would need to grow by around 2.4% each year.
Loddon Campaspe Integrated Transport Strategy	The Loddon Campaspe Integrated Transport Strategy identifies 10 priorities based on the challenges, goals and trends of the regional transport network. Of relevance to Greater Bendigo includes: • Capacity improvements on the Bendigo, Swan Hill and Echuca passenger rail lines as well as increased services • A railway station access improvement program encouraging active and public transport
Loddon Campaspe Regional Digital Plan	This Plan provides an overview of where the gaps are in terms of NBN and mobile coverage across the Loddon Campaspe Region. Limited access to reliable internet coverage may impact on business and residential growth particularly in smaller townships.
Bendigo Education Plan 2018	Of relevance to this project, the Bendigo Education Plan identifies the need to investigate a staged plan for future educational needs in Bendigo.
Dja Dja Wurrung Land Use Activity Agreement	In March 2013 the State Government and the Dja Dja Wurrung Clans Aboriginal Corporation (DDWAC) on behalf of the Dja Dja Wurung traditional owner group entered into a 'Recognition and Settlement Agreement' which recognises the Dja Dja Wurrung as the traditional owner group on approximately 266,532 hectares of public land in Central Victoria. The agreement relates to Crown lands and waters within the external boundaries of the agreement area. The Agreement does not affect freehold land.
Taungurung Land Use Activity Agreement	In August 2020 the State Government and the Taungurung Land and Waters Council (TLWC) entered a 'Recognition and Settlement Agreement'. Benefits of the agreement include improving cultural and economic identity of the Taungurung people and protecting places and areas of significance.
Coliban Water Strategy 2030	Strategy 2030 identifies that many urban populations in the region are growing quickly but there is an uneven distribution of population. The challenge for Coliban is ensuring all communities are supported. The Strategy is underpinned by four Strategic Directions: • Water security and zero carbon • Healthy people and environment • Prosperous economies • Green and active communities



Table 5: Overview of Local Strategies and Policies and relevance to MGS

Document	Relevance to the MGS
Council Plan (Mir wimbul) 2021-2025	While there are many linkages to different sections within the Council Plan, the Managed Growth Strategy directly links to Outcome 2 'Healthy, liveable spaces and places' and Goal 7 'Sustainable population growth is planned for'.
Healthy Greater Bendigo (Municipal Health and Wellbeing Plan) 2021-2025	As with the Council plan the Managed Growth Strategy links to many areas of the Municipal Health and Wellbeing Plan given the important health outcomes in having well designed neighbourhoods and housing to meet community needs.
Climate Change and Environment Strategy 2021-2026	This Strategy takes a holistic approach to planning for environmental change and considers opportunities to improve community resilience, increase economic opportunities and secure the local food network. Flagship Project 5 within the Strategy is to Showcase Sustainable Developments.
Greater Bendigo Housing Strategy (GBHS) (2017)	The GBHS builds on the Residential Strategy 2014 by providing greater guidance on the form and type of housing in Greater Bendigo and includes some information around future housing growth areas. The GBHS provides recommendations for Low Density Residential and Farming Zoned land within the urban growth boundary of Bendigo.
Connecting Greater Bendigo – Integrated Transport and Land Use Strategy (ITLUS) (2015)	ITLUS seeks to prevent urban sprawl and to manage growth within the urban growth boundary. Of particular relevance, ITLUS promotes the concept of 10-minute neighbourhoods where residents can access most services including employment and educational facilities within 10 minutes to reduce the need for driving. The Managed Growth Strategy will need to build on these principles.
Commercial Land and Activity Centre Strategy (CLACS) (2015)	CLACS provides directions for how each of the activity centres in Greater Bendigo are planned and developed over a 15-year period. This includes directions around additional floorspace required for the different activity centres. Given six years have passed since CLACS was prepared it is timely to consider if there needs to be changes around the recommendations for the different centres and around floorspace.
Greater Bendigo Residential Strategy (2014)	Provides a framework for managing residential development for the whole municipality. This includes establishing an urban growth boundary. The MGS will replace this strategy.
Plan Greater Bendigo (2017)	Plan Greater Bendigo is a strategic infrastructure plan that identifies a number of transformational projects that will support future growth and liveability in Greater Bendigo. It identifies where Greater Bendigo is now and where it aspires to be towards 2050 under the goals of: • An adaptable and innovative economy • A stronger more vibrant City Centre • A healthy and inclusive community • A resourceful and sustainable region Plan Greater Bendigo identifies the need for redevelopment of public land, the importance of infrastructure delivery for inclusive growth and the need for investment in renewable energy and sustainability.
Affordable Housing Action Plan (2020)	The Action Plan sets out actions to increase the supply and provision of affordable housing.

Greater Bendigo Public Space Plan (2019)	The Public Space Plan is a 50-year plan which provides recommendations around existing and future public space in Greater Bendigo. Aims of the plan are to: • Set out a conceptual vision for public space in Greater Bendigo • Provide strategic guidance for planning and provision, uses and management, funding and investment, major policy issues and implementation priorities • Establish a framework of standards for access, quality, maintenance and design
Greater Bendigo Planning Scheme Review (2019)	The Planning Scheme Review identified the need for a settlement network and hierarchy to appropriately guide future development in a coordinate and efficient way. It recommended preparing a Municipal Settlement Strategy as a high priority.
Greater Bendigo Industrial Land Development Strategy (GBILDS) (2020)	The GBILDS provides a framework to deliver a 30-year supply of industrial land in Greater Bendigo including identifying a need for a minimum of 170ha over and above existing supply. It provides recommendations foreach of the existing industrial precincts in Greater Bendigo as well as key requirements in considering land for future development. The Managed Growth Strategy will need to include any identified sites for future industrial land.
A Stronger Greater Bendigo - where all people can thrive (Economic Development Strategy) (2020)	The strategy is focussed on business and jobs, improved health and wellbeing, strengthening skills and training and environmental sustainability – all of which will promote a prosperous future. Preparing the MGS was a key recommendation of the strategy. Other directions include revitalising the City Centre, supporting business, infrastructure investment and transitioning to low carbon economy.
Greening Greater Bendigo (2020)	Greening Greater Bendigo is an urban forest strategy that seeks to increase urban tree canopy coverage and improve tree health. The strategy recognises the environmental and health benefits from improved tree cover and includes a 10 year action plan to "green" high priority locations.

4.2 Area specific strategies

There are numerous area specific strategies which have been adopted and implemented or are in development that impact on future growth, transport and infrastructure. The MGS will need to be consistent with these documents when the detailed suburb plans are prepared:

- Axedale Township Structure Plan (2008)
- Bendigo City Centre Plan (2020)
- Bendigo City Centre Urban Design Framework (in development)
- Eaglehawk Structure Plan (2013)
- East Bendigo Local Structure Plan (2006)
- Elmore Township Plan (in development)
- Golden Square Structure Plan - Draft (2020)
- Goornong Township Plan (in development)
- Heathcote Township Plan (2018)
- Hospital Precinct Structure Plan (2014)
- Huntly Township Plan (2009)
- Jackass Flat Structure Plan (2009)
- Kangaroo Flat South Regional Centre Structure Plan (2006)
- Maiden Gully Precinct Structure Plan and Development Contributions Plan (2020)
- Marong Township Structure Plan (2020)
- Northern Corridor Huntly Local Structure Plan (2005)
- Parking Futures Action Plan (2020)
- Reimagining Bendigo Creek (2020)
- Rosalind Park Masterplan (2014)
- Strathfieldsaye Town Centre Urban Design Framework (2017)
- Strathfieldsaye Township Plan (2009)
- Various heritage studies
- Various masterplans for recreation reserves

4.3 (State) Planning Policy Framework

There are a number of Clauses within the Greater Bendigo Planning Scheme that help to guide short and long term development outcomes. The following section outlines those most relevant to the MGS and why they are relevant.

Table 6: Overview of relevant State Planning Policy clauses and relevance to the MGS

Document	Relevance to the MGS
11.01-S (Settlement)	Ensure the sustainable growth of Victoria. This includes: • Focusing investment in areas of state significance including in Bendigo • Ensuring regions are planned in accordance with Regional Growth Plans • Reinforcing settlement boundaries • Encouraging development along transport corridors • Delivering integrated settlements that balance strategic objectives and respond sustainably to population growth • Encouraging development that supports sustainable transport use • Limit urban sprawl and encourage growth within established areas
11.01-R (Settlement Loddon Mallee South)	Identifies Bendigo as the major population and economic growth hub for the region. It also identifies the importance of developing and revitalising underutilised land in Bendigo.
11.01-2 (Supply of Urban Land)	Identifies the need to ensure a sufficient supply of land for a variety of uses. This includes the need to plan to accommodate population growth over at least a 15-year period on a municipal basis considering development opportunities as well as constraints.
11.02-2 (Structure Planning)	Undertake comprehensive planning for areas that offer a range of services and facilities.
11.02-3 (Sequencing of Development)	Highlights the importance of sequencing development along with the delivery of infrastructure and facilities.
11.03-1S (Activity Centres)	Concentrate a variety of uses within Activity Centres to meet community needs along with high quality development is identified in Clause 11.03-1S.
11.03-2S (Growth Areas)	Locate growth close to transport corridors and encouraging densities of a minimum of 15 dwellings per developable hectare are relevant objectives.
11.03-6S (Regional and Local Spaces)	Consider the different characteristics and needs of locations when planning for future land use and development.
12.01-1S (Protection of Biodiversity)	Protect and conserve key habitat areas for any rare or threatened species.
12.01-2S (Native Vegetation Management)	Avoid the removal and destruction or lopping of native vegetation. Where this is not possible, minimise and provide offsets.
13.01-1S (Natural Hazards and climate change)	Consider risks associated with climate change in Strategic Planning.

13.02-1S (Bushfire Planning)	Give priority to the protection of human life by directing population growth and development to low bushfire risk locations.
13.03-1S (Floodplain management)	Identify land affected by flooding and avoid intensifying the impact of flooding through inappropriately located development.
13.04-1S (Contaminated and potentially contaminated land)	Ensure contaminated and potentially contaminated land is developed safely and protect sensitive uses including residential use from contamination.
13.04-3S (Salinity)	Prevent inappropriate development in locations affected by groundwater salinity.
13.06-1S (Air Quality Management)	Ensure a suitable separation between land uses that reduce air amenity and sensitive land uses.
13.07-1S (Land Use Capability)	Avoid incompatible land uses.
14.01-1S (Protection of Agricultural Land)	Ensure areas of high quality, productive agricultural land are preserved.
14.02-1S (Catchment planning and management)	Protect drainage corridors, water catchments and minimise stormwater runoff.
14.03-1S (Resource exploration and extraction)	Maintain buffers around mining activities.
15.01-1S (Urban design)	Create environments that contribute to the community and facilitate accessibility and inclusiveness.
15.01-3S (Subdivision design)	Reduce car dependency by providing access to alternative transport and creating compact neighbourhoods.
15.01-5S (Neighbourhood character)	Ensure new development contributes to a preferred neighbourhood character.
15.01-6S (Design for rural areas)	Ensure new development in rural areas protects and enhances rural character.
15.02-1S (Energy and resource efficiency)	Create developments that minimise greenhouse gas emissions through design, access to walking and cycling corridors and greening urban areas.
15.03-1S (Heritage conservation)	Conserve places of architectural, cultural or social significance.
15.03-2S (Aboriginal cultural heritage)	Protect places of Aboriginal cultural heritage significance.
16.01-1S (Housing supply)	Provide a diversity of housing in suitable locations and provide opportunities for increased residential densities.
16.01-2S (Housing affordability)	Deliver more affordable housing in well serviced locations.
16.01-3S (Rural residential development)	Identify locations for rural residential development through a housing or settlement strategy. Manage development in rural areas to protect areas with high agricultural values.

17 - Economic Development	Plan for a strong economy by providing land for commercial and industrial development and reducing land use conflicts.
18.01-1S (Land use and transport planning)	Integrate land use and transport by requiring integrated transport plans to be prepared for all major developments.
18.02-1S (Sustainable personal transport)	Encourage walking and cycling by creating safe and attractive environments.
18.02-1S (Public transport)	Facilitate development close to public transport networks.
18.05-1R (Freight links – Loddon Mallee South)	Explore opportunities to develop freight-related activities in Marong.
19 - Infrastructure	Deliver infrastructure and facilities in growing communities. Better utilise existing infrastructure in established areas.

4.6 Key issues and implications

The key issues and implications of Planning Policy and the Managed Growth Strategy include:

- The importance of Greater Bendigo as a regional hub
- The need to provide housing for a growing Victorian population is embedded in policy at a State, Regional and Local level
- State and Local Planning policy encourages more development in well serviced locations including having easy access to public transport and close to a variety of services and facilities
- New development needs to consider its context and surrounds. This includes preferred neighbourhood character, cultural and architectural heritage, landscape and any other specific design related planning controls
- It is important that development considers the surrounding environment which is becoming even more important due to climate change. This includes vegetation, bushfire and flooding risk
- There is a need to manage land use conflicts, for example having heavy industry directly abutting residential development and having housing near a landfill, as well as near a water treatment plant

In preparing a Managed Growth strategy and through its implementation, direction should be given to prioritising increasing the amount of housing in well serviced locations with limited environmental and other constraints. Conversely housing growth should be discouraged in areas which have high environmental risks, are not well serviced by infrastructure or facilities (and are not able to be in the future) or have existing land use conflicts.





5. A growing and changing Greater Bendigo

5.1 Current population

The current estimated residential population for Greater Bendigo is 119,980 (June 2020). In recent years the population has been growing steadily by around 1.6-1.7 per cent. It is estimated that the population in the Urban Area of Bendigo is 98,475 with the remainder in the small townships and rural areas.

It is important to understand how our population is changing over time as this can impact on the type and supply of services and infrastructure such as childcare, schools, housing, healthcare, employment, public transport, and sporting and community facilities.

5.1.1 Age structure

Looking at the past population profiles between 2006 and 2016, the largest changes were seen in the following emerging groups:

- Empty nesters and retirees (60 to 69) (+4,756 people)
- Young workforce (25 to 34) (+3,036 people)
- Seniors (70 to 84) (+2,407 people)
- Older workers and pre-retirees (50 to 59) (+2,191 people)

Table 7: Proportion of residents in different age cohorts from 2001 to 2016

Service age group	2001 %	2006 %	2011 %	2016 %
4 years and younger	6.6	6.2	6.7	6.4
5 to 11 years	10.5	9.8	8.9	9.1
12 to 17 years	9.3	9.0	8.2	7.5
18 to 24 years	9.8	10.0	10.0	9.4
25 to 34 years	12.3	11.5	11.7	12.4
35 to 49 years	21.5	20.8	19.4	18.1
50 to 59 years	11.4	13.2	13.3	13.1
60 to 69 years	8.1	8.9	10.5	11.8
70 to 84 years	8.6	8.8	9.1	9.6
85 years and over	1.8	1.9	2.2	2.5

Source: ID consulting, usual resident population

5.1.2 Household type

In recent years the greatest change in household type has been an increase in one person households. There was an increase in over 2,300 one person households from 2006 to 2016.

The greatest shift over the last couple of decades has been a decline in the proportion of couples with children families.

Table 8: Comparison of household type from 1991 to 2016

Household type	1991 %	1996 %	2001 %	2006 %	2011 %	2016 %
Couples with children	38.9	34.0	30.8	28.7	27.5	26.1
Couples without children	22.4	23.0	24.6	25.6	25.9	25.3
One parent households	10.5	11.2	12.2	12.0	12.0	11.5
One person households	20.8	23.8	24.9	25.5	26.0	26.3
Group households	4.3	4.9	4.1	4.1	4.1	3.8
Other	3.1	3.1	3.4	4.1	4.6	7.0

Source: ID consulting, enumerated population

5.1.3 Household size

The number of households in Greater Bendigo increased by 4,331 between 2011 and 2016.

The proportion of one and two person households has grown from 52.1% in 1991 through to 63.2% in 2016.

As household size declines, the number of dwellings needed to house the population grows. It also may impact on the types of dwellings that residents are attracted to as smaller households may also choose to live in smaller dwellings.

Table 9: Comparison of household size from 1991 and 2016

Number of persons usually resident	1991 %	1996 %	2001 %	2006 %	2011 %	2016 %
1 person	21.2	24.2	25.5	26.3	27.0	28.0
2 persons	30.9	32.3	34.0	35.0	35.5	35.2
3 persons	16.6	16.2	15.7	15.2	15.2	14.9
4 persons	17.7	15.8	14.6	14.2	13.4	13.2
5 persons	9.5	8.2	7.1	6.6	6.2	6.1
6 or more persons	4.1	3.4	3.0	2.8	2.7	2.6

Source: ID consulting

5.1.4 Migration patterns

Population growth in Greater Bendigo has largely been driven in the past by migration of residents from surrounding shires drawn to the services and facilities on offer in Bendigo. Now we are starting to see more residents from Melbourne choosing to move to the municipality. The total net migration to Greater Bendigo from 2015 to 2020 was 3,918, and of this, 1,450 residents were migrating from Greater Melbourne. This is based on an inbound migration of 23,878 and an outbound migration of 19,960[1]. The top 10 destinations of net migration to Greater Bendigo between July 2016 and July 2020 are shown in Table 10.

It is difficult to say what the longer-term impacts of the COVID pandemic will be on Melbourne residents electing to move to the municipality, but if flexible working arrangements continue, this is likely to make Greater Bendigo an attractive option for Melbourne residents seeking a 'tree-change' over the longer term.

Table 10: Migration into Greater Bendigo July 2016 - July 2020

LGA	In migration	Out migration	Net migration
Mount Alexander	1,069	544	525
Campaspe	1,036	612	424
Macedon	690	299	391
Swan Hill	497	231	266
Mitchell	457	210	247
Yarra Ranges	323	133	190
Mildura	422	234	188
Wyndham	594	420	174
Knox	282	149	133
Maroondah	288	156	132

Source: ID consulting

1 *ID Consulting, Profile ID, Annual migration by location.*

5.2 Population growth scenarios

The impact of COVID has shown the difficulty of planning for long term changes. If the annual growth rate remains at 1.6 per cent as it was in 2019/20 the municipality would grow by around 76,000 over the next 30 years. Over a 15-year timeframe, growth scenarios prepared by ID consulting and the Victoria in Future population projections forecast the municipality growing to 155,596 and 153,759 respectively by 2036 (projections at a local government area are not available to 2051).

In planning for the long-term development of Greater Bendigo, it is worth considering different growth scenarios as this will mean the rate of new dwellings needed will be very different.

If we consider a low growth, medium, high and very high growth scenario ranging from 1.2 per cent through to 2.4 per cent, the increase in the number of residents to 2051 could be anything from 43,000 to 130,000 (table 11). The medium growth scenario is a projection for if the City continues to grow at 1.6 per cent.

The scenario of 2.4 per cent is what would be required to meet the figure at the upper end of the Loddon Mallee Regional Growth Plan of 200,000 people by 2040.

Two other scenarios have been selected, a very conservative growth scenario of 1.2 per cent, and a higher growth scenario of 2.0 per cent.

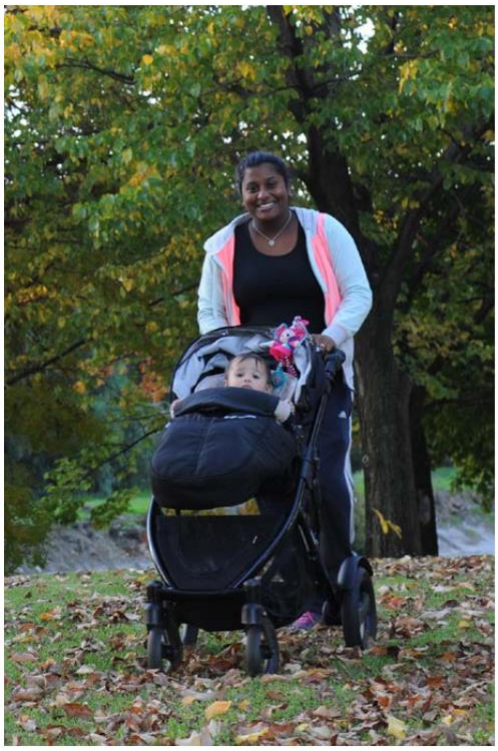


Table 11: Different population and dwelling growth scenarios

Year	2021	2026	2031	2036	2041	2046	2051	Change 2051-ERP 2020
VIF	122,241	132,973	143,511	153,759	NA	NA	NA	
VIF dwellings	52,671	58,559	63,589	68,736	NA	NA	NA	
ID pop	123,632	134,466	145,065	155,596	NA	NA	NA	
ID dwellings	54,342	58,830	63,166	67,542	NA	NA	NA	
1.2%* growth	120,473	126,618	133,077	139,865	147,000	154,498	162,379	43,099
1.2%* growth dwellings	52,379	55,051	57,860	60,811	63,913	67,173	70,600	18,739
1.6%*	121,188	131,199	142,036	153,768	166,470	180,220	195,107	75,827
1.6% growth dwellings**	52,961	57,043	61,755	66,856	72,378	78,357	84,829	32,968
2.0%*	121,666	134,329	148,310	163,746	180,789	199,605	220,380	101,100
2.0% growth dwellings**	52,898	58,404	64,482	71,194	78,604	86,785	95,818	43,957
2.4%	122,143	137,520	154,834	174,328	196,276	220,987	248,809	129,529
2.4% growth dwellings**	53,106	59,792	67,319	75,795	85,337	96,081	108,178	59,317

*VIF - Victoria in Future. *Based on ERP 2020 – 119,280. **Based on dividing total population by 2.3 (higher than average household size as this considers occupied and vacant dwellings)*

5.3 Dwelling and land supply data

Maintaining a balanced level of land supply for competing land uses in the appropriate locations is a key challenge. Not enough land will place upward pressure on land prices. Having too many growth fronts presents challenges in terms of infrastructure and service provision.

Since 2004, an Urban Growth Boundary (UGB) and the following residential growth framework has shaped residential development in Greater Bendigo[2]:

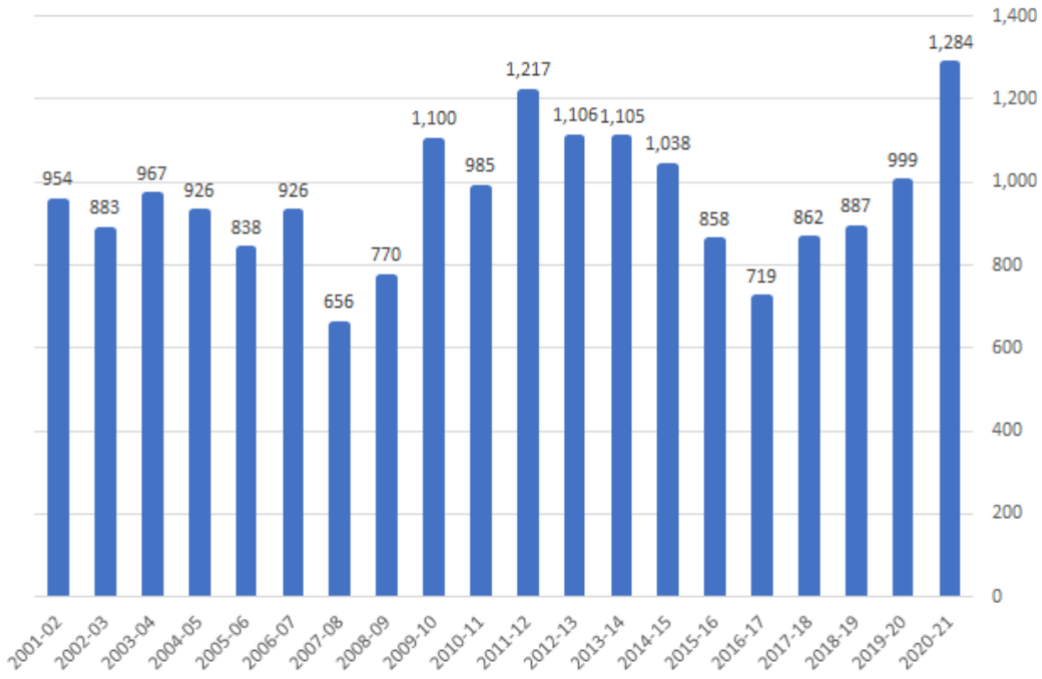
1. Urban Containment – making use of undeveloped (zoned) land
2. Core Development – increased densities in and around the City Centre, Hospital Precinct and University
3. Transit Oriented Development – increased densities along transit corridors
4. Greenfield – the staged release of land at Jackass Flat, Huntly, Strathfieldsaye and Maiden Gully
5. Satellite township – growth in Marong

This has been implemented over time through the development of local structure plans.

Housing outside of the Urban Growth Boundary has been actively discouraged since 2004 apart from in townships such as Marong.



Figure 2: Total number of new residential buildings approved each year in Greater Bendigo



Source: Profile ID ABS catalogue number 8731.0 – Building Approvals, Australia

5.3.1 Residential dwellings approvals

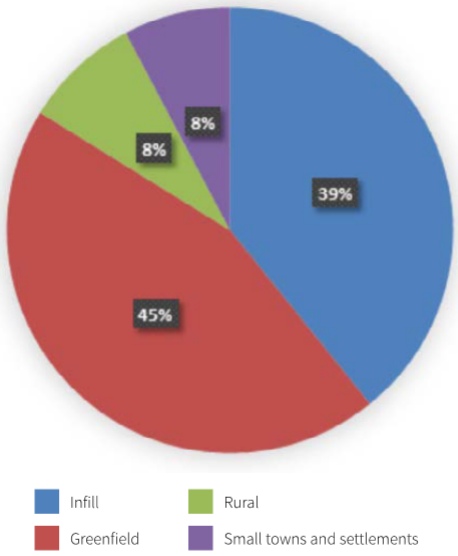
Between 2011/12 and 2020/21 a total of 10,075 residential buildings were approved. This is an increase of around 1,000 since the previous ten years[3]. In 2020/21 there were 285 more building approvals than the previous year.

It is difficult to know at this stage whether this is short term spike or part of a longer- term trend. If it is the later then this will impact on the availability of land into the future.

5.3.2 New dwelling construction by location type

Over the five years from 2015 to 2020, greenfield development accounted for 45% of all new housing (including in Marong) and infill development accounted for 39%, with the remainder in small towns and rural communities[4].

Figure 3: Breakdown of new dwelling construction location types in Greater Bendigo from 2015 to 2020



Source: City Building Approval Data

2 *Greater Bendigo Residential Development Strategy (2004); Greater Bendigo Residential Strategy (2016).*

3 *ABS catalogue number 8731.0 – Building Approvals, Australia, as accessed via Profile ID.*

4 *City Building Approval Data.*

Table 12: Total number of dwelling completions by suburb and year (City of Greater Bendigo data source)

Suburb	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total
Kangaroo Flat	59	147	119	98	58	50	43	61	96	69	89	**889**
Strathfieldsaye	35	51	61	74	60	87	63	94	81	118	120	**844**
Epsom	48	61	79	158	125	113	53	49	27	46	46	**805**
Huntly	2	10	14	25	119	121	79	69	63	66	102	**670**
Junortoun	24	61	52	62	65	56	70	67	31	30	43	**561**
Jackass Flat	1	11	93	73	70	56	54	31	34	40	72	**535**
Maiden Gully	58	102	64	42	34	31	28	23	25	70	48	**525**
Golden Square	31	66	81	49	45	50	29	32	24	30	55	**492**
Eaglehawk	21	43	84	93	38	70	51	29	16	13	16	**474**
Ascot	49	28	42	73	24	9	15	20	64	55	38	**417**

Source: City Building Approval Data

5.3.3 New dwelling construction by suburb

The suburbs with the greatest number of dwelling completions over the 10 years from 2010 to 2020 were Kangaroo Flat with 889 new dwellings, and Strathfieldsaye with a further 844 dwellings[5].

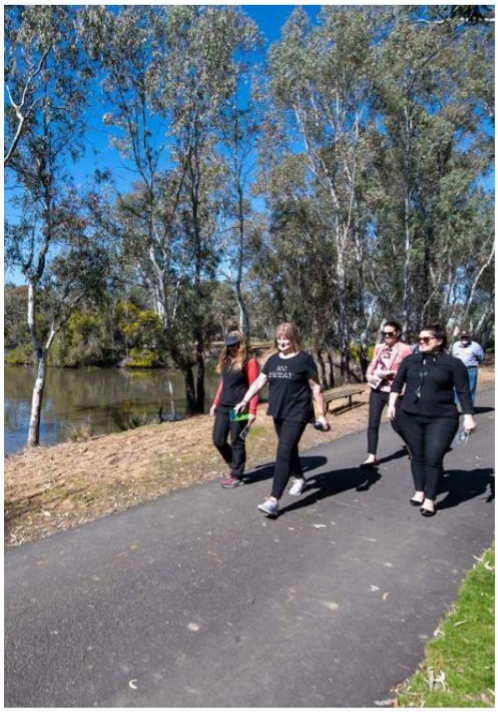
In 2020 the greatest number of dwellings constructed were in Strathfieldsaye with 120 new dwellings and Huntly with 102 dwellings. Growth in these two suburbs is expected to be sustained over the medium term with around an additional 2,700 dwellings expected in Strathfieldsaye and 2,100 dwellings in Huntly to 2036[6]. The implementation of adopted structure plans for both Maiden Gully and Marong should also see large dwelling increases in these suburbs over this time period.

5.3.4 Urban Development Program

In 2021 the Urban Development Program within the Department of Environment Land Water and Planning (DELWP) prepared a residential land supply assessment for greenfield and major infill vacant land[7]. This assessment has identified there are between 16 and 19 years of zoned greenfield land supply in Bendigo. Overall including land yet to be rezoned there is estimated to be between 26 and 30 years of total land supply.

5.3.5 Housing Capacity Analysis

As part of the Housing and Neighbourhood Character Strategy the City will be appointing consultants to complete a Housing Capacity Analysis. This will assess the capacity within the established areas to accommodate growth. It will then also help to determine the capacity in different areas following the application of the residential zones.



5 *City Building Approvals.*

6 *Forecast ID.*

7 *www.planning.vic.gov.au/__data/assets/pdf_file/0028/79318/2017-Urban-Development-Program-Greater-Bendigo.pdf*



5.4 Key issues and implications

The key issues and implications for Greater Bendigo in relation to growth and demographic change include:

- An increase in smaller households over time, as well as an increase in dwelling sizes.
- An increase in the proportion of older residents will likely impact on the services and facilities needed, particularly in certain areas.
- Growth has predominantly been driven in the past by residents moving to Greater Bendigo from surrounding shires due to the services and facilities on offer, but more recently there has been an increase in Melbourne residents migrating to the municipality.
- There are many factors which may impact on population growth over the longer term which is why a variety of growth scenarios have been outlined in this paper. While the rate of growth may change, we do need to plan for continued growth and better understand what the implications of this will be on infrastructure, the environment, the economy and the community.

The City needs at least 900 dwellings to be constructed each year to keep up with current demand. While dwelling construction in 2020 was more aligned with population growth, there was over 1,000 less dwellings constructed between 2016 and 2020 compared with the previous five years meaning there is an existing deficit.

The community has the opportunity through the Managed Growth Strategy to have a say in how we will grow so that we retain the features and liveability that makes Greater Bendigo a valued place to live. This includes considerations around increasing housing densities in certain areas, expanding the Urban Growth Boundary and considering what neighbourhood character elements are important to different areas.



6. Housing

6.1 Housing diversity

Despite clear policy directions at both a State and Local level to provide a variety of housing types in well serviced locations, as well as increasing numbers of smaller households, the types of dwellings being built in Greater Bendigo are becoming larger and less diverse. Between 1996 and 2016, the number of dwellings with fewer than three bedrooms declined from 78.6 per cent to 65.1 per cent. Over this same time there were over 15,000 separate dwellings constructed and only 1,300 medium density dwellings. As a proportion, medium density dwellings have declined from 10.9 to 10.0 per cent over the same time period (there was a slight increase in higher density dwellings over this time)[8].

As well as a propensity for separate dwellings, houses are getting larger. The number of four- bedroom dwellings grew from 19 per cent in 1996 to 27.5 per cent in 2016. This is despite the average household size declining from 2.62 in 1996 to 2.41 in 2016[9].

While there have been some townhouse and apartment style developments constructed in recent years, these numbers are small when compared with detached dwellings and have been concentrated in the City Centre and the already established areas of Greater Bendigo. In the growth areas of Bendigo, housing based on the 2016 census is almost exclusively single dwellings of between three and five bedrooms on a lot. These areas are now very attractive to households with children. While this suits the current market, this may present challenges into the future should residents want to downsize and remain within their existing neighbourhood.

While the established areas generally fair better in terms of a mix of housing, there are other challenges such as existing character, single dwelling covenants, heritage, and environmental constraints. All of which can make it more challenging to get a range of dwelling types to meet different housing wants and needs.

8 *ID consulting based on 2016 ABS Census Data.*

9 *Profile ID, ID Consulting.*

Table 13: Annual residential sales and median price from 2010-2020 by type

Year	Number of house sales	Median house price	Number of unit sales	Median unit price	Number of vacant land sales	Median vacant land price
2010	1,645	$262,000	334	$216,250	723	$97,000
2011	1,660	$275,000	295	$225,000	888	$105,425
2012	1,654	$295,000	366	$228,300	851	$112,000
2013	1,787	$307,500	358	$237,250	779	$120,000
2014	1,700	$320,000	335	$235,000	751	$120,000
2015	1,643	$325,000	354	$237,750	552	$132,250
2016	1,785	$322,500	340	$240,000	481	$150,000
2017	1,783	$335,000	303	$259,000	639	$145,000
2018	1,963	$346,800	362	$265,000	766	$142,250
2019	1,874	$360,000	376	$265,000	839	$149,500
2020	1,846	$404,164	326	$305,000	1,127	$160,000

Source: A guide to property values, Valuer-General Victoria, January-December 2020

6.2 Housing affordability

Housing affordability is a growing challenge in Greater Bendigo which has the greatest impact on those least able to afford it. Between 2019 and 2020, the median house price grew by 12 per cent (from $360,000 to $404,164). This is compared to 4 per cent between 2018 and 2019. The growth in unit prices was even higher at 15 per cent (from $265,000 to $305,000) compared with no growth in the previous year. Despite an additional 288 vacant land sales from 2019 to 2020 the value of land went up by 7 per cent (from $149,500 to $160,000) compared with 3 per cent in 2018 to 2019[10]. While this will benefit the many residents already in the housing market, should price rises continue it will make it increasingly difficult for those looking to enter the market.

A further challenge is that housing price growth greatly exceeds that of wages. This means that a home buyer of today is likely to continue to be spending a much higher amount of their income on a mortgage for many years[11]. In Greater Bendigo in 1996, 43 per cent of households fully owned their homes compared with 31 per cent in 2016[12].

There is a very real possibility that many more households in the future will be entering retirement with a mortgage or experience an extended period of mortgage stress.

For those residents already struggling on low to moderate incomes it is becoming more difficult to find housing to suit their needs. Through the State Government's Big Housing Build a minimum of $85 million will be invested in Greater Bendigo to deliver social housing over the next four years. While this amount is significant and could deliver around 300 dwellings across the municipality, with a wait list of now over 2,752 in Greater Bendigo (June 2021)[13], there is still a growing need for more social as well as affordable housing. In September 2021 the City adopted its Affordable Housing Action Plan. Currently 4.6 per cent of dwellings in Greater Bendigo are classified as social housing, with a target of 10 per cent by 2036 identified in the Affordable Housing Action Plan which was adopted by Council in October 2021.

10 *Property Sales Statistics, Annual and quarterly sales statistics from Valuer-General Victoria, A Guide to Property Values, www.land.vic.gov.au/valuations/resources-and-reports/property-sales-statistics*

11 *Housing Affordability: Re-Imagining the Australian Dream – Grattan Institute, grattan.edu.au*

12 *Profile ID, ID Consulting.*

13 *DFFH.*

6.3 Built heritage

Many of the sought-after properties in Greater Bendigo are located within areas of heritage sensitivity and contain buildings of heritage significance. Greater Bendigo's rich history is demonstrated through its buildings of different eras from the German inspired heritage within the boulevards of the City Centre, miners cottages, federation or 'Bendigo Boom' architecture of the gold mining era through to interwar and post-war housing. To recognise and protect this history for future generations, there are over 6,000 properties in Greater Bendigo listed within a Heritage Overlay. This includes 40 precincts and 570 individual miners' cottages[14].

The City has undertaken numerous heritage studies of most parts of the Greater Bendigo area, and has translated these into the relevant parts of the planning scheme. Documents such as the Greater Bendigo Thematic Environmental History, 2013 and the Greater Bendigo Heritage Design Guidelines, August 2015 were prepared and assist owners when they seek to develop heritage recognised properties.

Council, through its planning scheme, provides for the protection of buildings and precincts, and sets out processes to be followed on how new development must respect our heritage buildings and places. Council also provides loans to assist owners to restore their properties.

Many of the individually significant buildings and precinct overlays are located within established residential areas but can also be found across our small towns and rural settlements. Given these areas are often well located to services, facilities and transport, the appropriate renovation or redevelopment of these dwellings should be actively encouraged while still ensuring the retention of valued heritage features for future generations.

There are now many examples of adaptive reuse and contemporary design incorporating original heritage architecture. Larger scale local examples include the former Saint Aidan's House in Kennington and Fortuna Villa in Golden Square. However, in addition to these well-known examples, there are also a number of smaller examples across the municipality. As well as adaptive reuse, there are also opportunities particularly on larger blocks to retain heritage buildings and to subdivide the land or to build secondary dwellings on the same allotment. However, it is acknowledged that current planning provisions make the delivery of secondary dwellings challenging.



6.4 Neighbourhood character

In addition to heritage, the protection of neighbourhood character is often highly valued by the community. The City has an adopted Residential Character Policy to provide guidance to planners, the community and developers around preferred character within the different urban areas of Greater Bendigo. This strategy was however adopted in 2003, making it now more than 18 years old. Much has changed in terms of the character of the different precincts and suburbs over this time including the styles, types and settings of dwellings. Therefore, it is important to develop a new Strategy to provide greater guidance around preferred character of different residential areas.

In addition to the Residential Character Policy which applies to the residential areas of urban Bendigo, there are two Neighbourhood Character Overlays. These overlays are put in place where areas have a unique or special character which needs to be retained. In Greater Bendigo these relate to Bendigo Early Settlement Residential Character and Bendigo Post War Residential Character.

Concurrently with the Managed Growth Strategy, the City has appointed consultants to prepare a new Housing and Neighbourhood Character Strategy (H&NCS). This Strategy will be developed to provide clear guidance around the important character elements in both the private and public realm of different areas of Greater Bendigo. This will include consideration of the existing character and any future areas where a Neighbourhood Character Overlay should be considered.

The H&NCS will help provide guidance to ensure new development is complementary to the preferred character of an area. It is important to note that while all areas have a character there will be some areas which are identified to undergo substantial change into the future. In these areas a new character will evolve over time. Examples of such areas include the area around the Bendigo Hospital where a Residential Growth Zone currently applies and the Bendigo City Centre where the City is looking to apply the Activity Centre Zone.

14 *Heritage Gap Study*

6.5 Residential zones

The Managed Growth Strategy, combined with the H&NCS, will provide the strategic basis for the application of the residential zones where detailed precinct planning has not already been undertaken.

The new Residential Zones were approved in March 2017, and then further refined via Amendment VC143 to make changes to Garden Area Requirements and permissible uses within the Residential Growth Zone.

A summary of the features of the different residential zones is provided in Figure 4. It is worth highlighting that the Activity Centre Zone is being proposed for the City Centre which allows for residential uses. As this is going through a separate process the details of the Activity Centre Zone have not been outlined within Figure 4.

In December 2019 the State Government introduced Planning Practice Note 91 which provides guidance on the application of the Residential Zones. It puts a stronger emphasis on the integration of Neighbourhood Character Strategies and Housing Strategies to inform changes to the residential zones.

Key principles within Practice Note 91[15] include:

- Housing and Neighbourhood Character plans need to be consistent
- All residential zones support increased housing unless other constraints exist
- Within the General Residential Zone a three storey, 11 metre height limit applies
- Density or number of dwellings can't be restricted within the Neighbourhood Residential Zone unless other constraints exist

Hobson's Bay was the first Council to commence the process of applying the Residential Zones following the introduction of this practice note. The panel report for Amendment C131, which in part proposes to introduce the residential zones to the Hobson's Bay planning scheme, was released in August 2021. It provides a series of recommendations for councils about to embark on similar projects which will need to be considered in any future application of the residential zones.

6.5.1 Existing Farming and Low Density Zoned land within the Urban Growth Boundary

While it is important to retain areas of productive farming land as identified later in this paper, there are a number of areas within the existing growth boundary which are currently zoned as Farming (FZ) or Low Density Residential (LDRZ). These are largely a legacy from the pre-amalgamation planning schemes. Serviced areas in a LDRZ in Greater Bendigo generally allow for lots of 0.2 hectares (and unserviced lots 0.4 hectares) and in a FZ, 40 hectares.

As part of the adopted Housing Strategy 2018 all FZ and LDRZ land within the urban areas of Greater Bendigo was investigated. Overall, 29 precincts were investigated through this process which covered over 2,201 hectares and incorporated 959 properties . Since this time the area in Huntly on the west side of Whirrakee Parade was rezoned from LDRZ via amendment C222. Despite this rezoning there remains a large amount of land within a LDRZ or FZ within the Urban Growth boundary.

Some of these areas will be inappropriate for more density due to environmental issues such as flooding, vegetation, or being located proximate to the wastewater treatment plant in Epsom. There however remains some land which could be investigated for rezoning through the Managed Growth Strategy or through privately led rezonings. This should be considered when looking to apply the new residential zones.

15 *Practice Note 91, DELWP www.planning.vic.gov.au/__data/assets/pdf_file/0033/445389/PPN91-Using-the-residential-zones.pdf*

16 *Investigation of Low Density Residential and Farming Zoned Land.*



Figure 4: Overview of different residential zones

Zone	Low Density Residential Zone	Mixed Use Zone	Township Zone
Objective	Provide for low-density lots, which can treat and retain wastewater where there is no access to reticulated sewerage	Provide for a range of range of complementary uses including higher density housing	Provide for a range of uses in small towns
Building height	No maximum building height specified	No maximum building height specified. However, a mandatory maximum building height can be specified in the schedule to the zone	Discretionary maximum height – 9 metres but mandatory height of at least 9 metres can be specified in the schedule to the zone
Subdivision area	None specified	None specified	None specified
Garden area	None specified	None specified	None specified
Objective specification	Objectives can be specified	Objectives can be specified	Objectives can be specified
Application and decision guidelines	Application and decision guidelines can be specified	Application and decision guidelines can be specified	Application and decision guidelines can be specified

Zone	Residential Growth Zone	General Residential Zone	Neighbourhood Residential Zone
Objective	Housing of up to and including 4 storeys in locations well serviced by services and facilities including activity centres	Encourage a diversity of housing types particularly in well serviced locations while respecting the neighbourhood character of the area	Ensure development respects identified neighbourhood character, heritage, environmental or landscape characteristics
Building height	Discretionary maximum height – 13.5 metres but mandatory height of at least 13.5 metres can be specified in the schedule to the zone	Mandatory maximum height 11 metres and 3 storeys	Mandatory maximum 9 metres and 2 storeys
Subdivision area	None specified	None specified	Minimum subdivision area requirement
Garden area	None specified	Minimum garden area but potential for requirement to be exempted	Minimum garden area with no exemption
Objective specification	Objectives can be specified	Objectives can be specified	Objectives can be specified
Application and decision guidelines	Application and decision guidelines can be specified	Application and decision guidelines can be specified	Application and decision guidelines can be specified

Source: Adapted from DELWP Planning Practice Note 91, Using the Residential Zones



6.6 Urban Growth Boundary

The latest Urban Growth Boundary (UGB) was introduced via Amendment C60 following the adoption of the Residential Strategy 2004. The UGB is a policy tool to manage Bendigo's outward growth by channelling residential and other urban land uses and development into designated growth areas, preventing their outward sprawl and incursion into areas which council wants to protect.

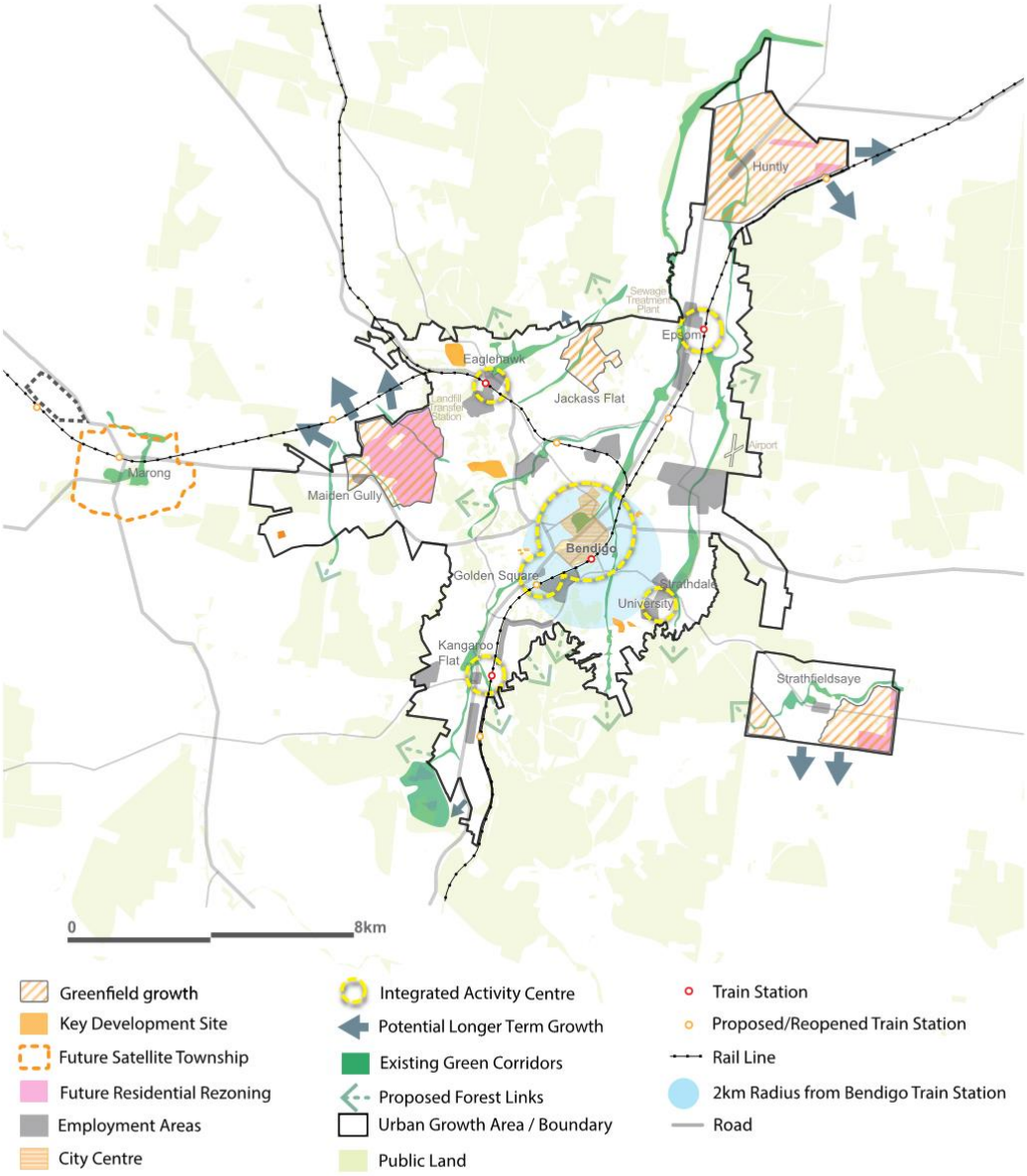
Along with the areas within the Bendigo Urban Area, the Residential Growth Framework (figure 5) also identifies future investigation areas including outside of the current UGB. This includes the area around the new Huntly Railway Station and Maiden Gully North West.

The City will soon commence planning around the Huntly Railway Station and an update to the Huntly Township Plan 2007 as part of a separate project.

In terms of progressing a plan for Maiden Gully North West, this would only be able to be progressed if it is identified as a low risk location, which is not clear at this stage. This will be investigated as part of a Municipal Wide Bushfire Risk Assessment as part of the Managed Growth Strategy.

The Managed Growth Strategy will consider whether there needs to be any changes to the Urban Growth Boundary. This includes considering if all areas currently included are appropriate, if future growth areas should be identified, or alternatively if growth in new satellite townships should be identified. This would need to be balanced with the environmental features and infrastructure constraints, managing bushfire risks to an acceptable level, and managing the policy tension which is directed at encouraging more housing in well serviced areas.

Figure 5: Existing Residential Growth Framework





6.7 Summary of housing issues and opportunities

6.7.1 Issues

- Lack of housing diversity particularly in growth areas of Bendigo
- Areas with predominantly lower density housing make it difficult to attract businesses and services
- Limited understanding around the market demand for different types of housing in Greater Bendigo, for example units and apartments
- Limited understanding of the existing housing capacity in Greater Bendigo
- There are over 6,000 buildings in a Heritage Overlay which creates development challenges and limitations
- Lack of understanding on the extent of single dwelling covenants*, particularly across the established areas of urban Greater Bendigo
- Housing affordability is an increasing problem exasperated by social housing wait lists
- An outdated Residential Character Policy which provides limited direction for preferred character outcomes in Greater Bendigo
- Limited direction in terms of legislation/rules to improve environmental sustainability outcomes in the majority of new houses
- The high cost of servicing new housing areas with water, sewerage, electricity and roads

6.7.2 Opportunities

- Introduce residential zones that provide clarity around suitable housing for different areas
- Develop Urban Design Frameworks that provide guidance around the design of new developments in Commercial centres to encourage better housing design and diversity
- Undertake a survey to determine market demand for medium density development
- Undertake further investigation to determine the potential of rezoning some areas of farming and low-density residential land within the Urban Growth Boundary
- Better integrate new housing in heritage precincts including secondary dwellings to the rear of properties or contemporary extensions
- Maximise opportunities through the Big Housing Build for housing in Greater Bendigo
- Maximise existing planning tools to encourage a proportion of affordable housing in new developments
- Investigate density incentives when a positive community benefit will be delivered as a result of a new development
- Investigate alterations to the Urban Growth Boundary that could progress the supply of residential land



7. Environment

7.1 Context

The natural assets of Greater Bendigo are highly regarded by the local community and visitors. Being a city in a forest means we have a rich variety of flora and fauna for residents and visitors alike to enjoy. However, this also brings its own challenges in limiting where development can take place to ensure the ongoing protection of important vegetation and fauna.

In a city with areas prone to both bushfire and flooding, the potential of more frequent future extreme weather events must be considered when planning suitable locations for new housing. A dry climate and less frequent rainfall is also something that needs to be considered when planning for new development.

Positively the temperate climate of Greater Bendigo makes it ideally placed to harness renewable energy opportunities and maximising these opportunities in all new developments and renovations should be encouraged. There are also many opportunities to make better use of the rainfall that Greater Bendigo does get by introducing Water Sensitive Urban Design into new developments and landscaping with appropriate drought tolerant plant species.

7.2 Climate Change

Greater Bendigo is not only expected to get warmer and drier into the future, with less annual rainfall, but to experience more extreme weather events. This includes an increased risk of both bushfires and intense storms[17]. It is expected that the weather in the region may be more closely aligned to the current weather of Shepparton by 2050[18].

With knowledge of the likely regional impacts of climate change, it is essential that these impacts are considered when planning for future development. This includes directing housing to low-risk bushfire locations and discouraging new housing in flood prone areas.

As the population grows so do the surfaces which attract heat such as concrete and roads. During hot weather these areas can be several degrees warmer than the surrounding areas, resulting in a heat island affect. If we don't seek to mitigate the effects of this through more tree planting and other strategies these environments will become increasingly difficult for residents to live. More detail around this and its impacts is provided in the City's adopted Greening Greater Bendigo Strategy.

With a dry climate and a long-term average rainfall of 510mm (150mm less than Melbourne)[19] having access to potable water has long been a concern raised by residents including in the most recent consultation for the Council Plan (Mir Wimbul). This needs to be factored into the City's long-term planning and the City will need to work closely with Coliban Water in particular to address this.

Over half of the land within Greater Bendigo is zoned for farming. Agriculture is an important industry in Greater Bendigo and different areas of the municipality are suited to different types of farming from livestock and cropping in the south and west to irrigated farming in the north around Elmore[20]. Climate change is also likely to have an impact on the types of farming that are suitable in and around Greater Bendigo and the City is working with Deakin University on a project to better understand what this might mean for the region. The continued retention and protection of areas of high agricultural productivity from residential encroachment will be an important consideration. This is being further supported by the City through a decrease in the 2021/22 budget of the farmland differential rate from 85 to 75 per cent of the general rate.

The City's recent Climate Change and Environment Strategy encourages our community to produce net zero carbon emissions by 2030, and zero carbon housing developments have a big role to play. This is discussed later in this section.

7.3 Flooding

Prior to 2000 urban drainage was designed for minor, frequent rain events not extreme flood events. While the City is currently upgrading the network, this will take time and comes at a significant cost (estimated to be at around $40 million).

The Bendigo Urban Flood Study was prepared in 2013 in collaboration between the North Central Catchment Management Authority (NCCMA) and the City of Greater Bendigo. Bendigo has a long history of flooding however this flood study was the first of its kind in Greater Bendigo to be used to support development information.

The study estimated that around 30,000 properties with a variety of uses including residential, commercial and industrial would be impacted by a large flood in Bendigo. Areas that are particularly vulnerable include areas around Kangaroo Flat, central Bendigo and Epsom and Huntly.

The Bendigo Urban Flood Study was implemented via Amendment C221.

More recently a Heathcote Flood study was completed in collaboration with the NCCMA. The Heathcote Flood Study was implemented via Amendment C243 which updated the planning controls to approximately 320 properties.

Consideration needs to be given to not increasing residential densities in flood prone areas particularly given the likelihood of more extreme weather events into the future.

7.4 Native Vegetation

The native vegetation in around the Bendigo urban area is one of the defining characteristics of the City. It plays an important role not only from an amenity perspective, but also biodiversity and cooling of the urban environment.

The planning controls in relation to the removal of native vegetation have been getting progressively increased. This is part of a deliberate government policy around reversing the loss of native vegetation across the State.

Amendment VC138 was introduced in 2018 following the release of Protecting Victoria's Environment - Biodiversity 2037. The amendment introduced changes to Clause 12 (Biodiversity) of the Planning Scheme to refer to the Guidelines for the removal, destruction or lopping of native vegetation (Department of Environment, Land, Water and Planning, 2017). Clause 12 identifies the need for no 'net loss of biodiversity as a result of the removal, destruction or lopping of native vegetation.' While avoiding the removal of native vegetation is the preferred approach, where this is unavoidable impacts of this native vegetation loss should be minimised, and an offset to compensate for the biodiversity impact is required.

The introduction of the Guidelines for the removal, destruction and lopping of native vegetation in 2017 has created an additional layer of complexity to land use planning, particularly on a precinct wide basis. Offset requirements are becoming increasingly expensive and difficult to source, to the point where it may make development economically unviable. The modelling for native vegetation removal is evolving and becoming more sophisticated and this is also creating a number of challenges. When read in conjunction with VC140 around bushfire planning and directing growth to low-risk locations, this can potentially become problematic in a City like Greater Bendigo given the surrounding natural context, and has already been a challenge in progressing planning projects such as the Maiden Gully Precinct Structure Plan.

As Greater Bendigo's population and the demand for rural living grows, housing is increasingly occurring around the edges of urban Bendigo close to or within bushland. One of the State's greatest concentration of Box-Ironbark forest surrounds the urban area of Bendigo. This presents a number of challenges in managing a healthy forest, habitat corridors for native animals, and bushfire risk, especially with some of this flora and fauna protected under the Flora and Fauna Guarantee (1988) at a State Level and Protection and Environment Protection and Biodiversity Conservation Act (1999) at a national level.

17 *Environment Strategy page 9.*

18 *Loddon Campaspe Climate Projections 2019 www.climatechange.vic.gov.au/__data/assets/pdf_file/0039/429879/Loddon-Campaspe-Climate-Projections-2019_20200219.pdf*

19 *Greening Greater Bendigo 2020-2070.*

20 *North Central Regional Sustainable Agriculture Strategy, NCCMA 2016.*

7.5 Bushfire

The Bushfire Royal Commission highlighted the importance of addressing bushfire risk at a strategic planning level rather than at the planning permit stage. Subsequent changes to State policy and statutory provisions have enshrined this into the planning system. The role of the Country Fire Authority (CFA) was also elevated significantly.

There are currently 15,000 properties in Greater Bendigo within a Bushfire Management Overlay (BMO). A planning permit is required for subdivision and new houses on properties which are affected by a BMO. This control is applied to ensure that development is only permitted where harmful exposure to bushfire can be reduced[21].

Given the potential loss of life around bushfire in recent years, policies have been strengthened. Bushfire protection now is the primary consideration when deciding whether areas are suitable for residential development. Areas cannot be rezoned to allow further intensification of the land unless they can achieve a radiant heat flux of 12.5kw/h (or a Bushfire Attack Level of 12.5).

State planning policy also requires that growth be directed into low risk locations and it is a requirement for Council to be able to demonstrate that a particular growth area is low risk compared to other potential areas. This is a particular challenge as there is no Planning Practice Note or other guidance on how to undertake this type of assessment.

While the BMO identifies areas of hazard it does not identify bushfire risk. In order to adequately assess bushfire risk across Greater Bendigo, the City requires a Municipal Bushfire Risk Assessment to be completed. A consultant will be appointed over the coming months to undertake this work to inform the Managed Growth Strategy. The aim of this assessment will be to identify the bushfire risk profile of different areas of Greater Bendigo. Where these areas are of a high risk then new residential development in these areas should be actively discouraged. This is likely to be one of the biggest constraints on any further expansion of the urban area of Greater Bendigo.

Where lower risk areas are identified it will then be necessary to undertake a more detailed precinct-based assessment of the bushfire risk to identify potential mitigations measures.

The historic pattern of development within Greater Bendigo has also meant there are many dwellings which have been constructed in heavily vegetated environments or directly adjoining vegetated areas without a buffer of defendable space. Consideration may need to be given into the future around the appropriate zone for some of these areas to discourage new housing.

7.6 Zero carbon homes and environmentally sustainable development

The average Australian household generates over seven tonnes of greenhouse gas emissions annually, with around 40 per cent of this due to heating and cooling[19].

There is a move towards increasing renewable energy particularly at both a State and Local level. The State Government has established a renewable energy target of 50 per cent by 2030[22].

The City's Climate Change and Environment Strategy 2021-2026 identifies and goal of 40 per cent of households and businesses having a solar system installed by 2030.

While these targets may sound ambitious, already 69 per cent of the region's energy needs are generated from renewable energy, up from less than five per cent only five years ago. It is anticipated that over the next five years if all planned largescale solar projects go ahead that the region will be able to generate its own energy needs and even be able to export power out of the region[23].

The Trajectory for Low Energy Buildings agreed by all states and territories in February 2019 anticipated strengthened energy provisions in the National Construction Code (NCC 2022), including an increase in building efficiency and stronger standards for fixed appliances such as heating, cooling and hot water. This strengthening will continue in future reviews of the NCC eventuating in zero energy (and carbon) ready buildings into the future[24].

The proposed increases will maximise the benefits of solar PV panels for renewable energy generation on homes, transition away from fossil fuel gas and move to all-electric new homes resulting in reducing the impacts of climate change, and a shift to a net-zero future.

It is therefore important that new estates and new dwellings in existing residential areas are designed to consider a transition to net zero energy usage now and adapt to a hotter and drier environment in the future. This includes introducing greening and landscaping to reduce urban heat island effects, installing or allowing for the installation of solar Photovoltaic panels and ensuring improved thermal fabric and high energy and water efficient standards in any new build or renovation.

The City has been proactive and introduced an Environmentally Sustainable Development (ESD) policy into the Greater Bendigo planning scheme in 2018. This policy ensures ESD is considered at a planning stage prior to building approval where the greatest impact on sustainability for the lowest amount of cost exists. The ESD policy requires planning permit applications for three or more dwellings on a lot to submit a Sustainable Design Assessment. Currently single dwellings on a lot are required to achieve a minimum 6 Star energy rating however the Victorian Government via the NCC 2022 review has committed toward all new homes requiring to meeting a 7 Star energy rating[25].

Figure 6: Concept plan for Chum Street, Golden Square prepared by MGS architects in 2014



Development Summary

Site area	13.5 hectares	
1 bedroom apartments	28	Over 3-4 storeys
2 bedroom apartments	132	Over 3-4 storeys
2 bedroom semi-detached dwelling	40	Over 2 storeys
3 bedroom semi-detached dwelling	9	Over 2-3 storeys
4 bedroom semi-detached dwelling	8	Feature housing over 2 storeys
2 bedroom terraced dwelling	101	Over 2 storeys
3 bedroom terraced dwelling	70	Over 2-3 storeys

7.7 Land contamination

The alluvial mining legacy of Bendigo means that large parts of the urban area are impacted by varying degrees of soil contamination with metals such as arsenic, lead, zinc and copper among others. The cost to rehabilitate some of these sites to allow for sensitive uses such as residential development, has made the development of these sites unviable to date.

This has led to a number of well located land parcels remaining vacant for a long time. The most notable of these is Chum Street, Golden Square. A concept plan for this 13 hectare Crown Land site was prepared as part of the previous Residential Strategy in 2014 and has been further referenced within the Golden Square Structure Plan. The concept plan comprised 388 dwellings of a range of sizes.

There is a need to better utilise public land which may include de-risking some of this land, if we want to better utilise land which is well located close to existing services and infrastructure.

The ongoing exploration of sites such as Chum Street should continue to help in meeting Greater Bendigo's growth needs due to their alignment with planning policy to provide housing in established areas and better utilise existing infrastructure.

Another legacy of the mining era is that there are many mine shafts and mining vents across the City. Where these are known preliminary soil investigations on properties are required, and if this indicates that development can occur, then construction management plans need to be prepared. This all adds to the cost and unviability of developments. There are also instances where mine shafts aren't currently mapped and were poorly capped. From time to time the mine shafts will experience subsidence and open up without warning.

The development of the municipality over time has also led to the potential for other forms of contamination such as old tips or petrol stations. All this goes to further impact on what might otherwise be land which could be suitable for residential development.

21 *Building in the BMO, www.planning.vic.gov.au/policy-and-strategy/bushfire/building-in-the-bmo*

22 *Victoria's Renewable Energy Targets, www.energy.vic.gov.au/renewable-energy/victorias-renewable-energy-targets*

23 *Adapt Loddon Mallee, www.adaptloddonmallee.com.au/energy*

24 *Renew – Resources on the 2022 National Construction Code, https://renew.org.au/advocacy/climate-resilient-homes/resources-on-the-2022-national-construction-code/*

25 *Victoria to Pursue 7-Star Energy Efficiency Vision, www.premier.vic.gov.au/victoria-pursue-7-star-energy-efficiency-vision*

7.8 Groundwater

Groundwater is naturally occurring within the disused and abandoned mines across Greater Bendigo and has been recovering to normal levels since the cessation of mining activity within these mines in 2011[26]. Interim solutions to managing this groundwater have been put in place since 2015. However, a long-term solution for the groundwater issue still needs to be found otherwise it will continue to discharge into the environment at several points across Greater Bendigo. Groundwater has higher levels of salt, arsenic, other heavy metals and hydrogen sulphide.

7.9 Summary of environmental issues and opportunities

7.9.1 Issues

- Greater Bendigo is likely to be hotter and drier in the future, and experience more extreme weather events
- With patches of native vegetation on many sites, this can make it difficult to develop these sites or it can be difficult or costly to obtain vegetation offsets (where vegetation is provided elsewhere to make up for vegetation loss)
- Planning for growth whilst managing bushfire risk is a challenge and timely strategic planning advice from the CFA is needed
- We need to consider the impacts of building housing in flood prone areas, this includes the impacts to homes downstream. While not a planning consideration it also may impact on insurance
- Retrofitting existing dwellings to be more energy efficient can be costly upfront. Not doing this however will likely lead to growing costs to heat and cool these dwellings in the future which is likely to impact on those least able to afford it
- New mining exploration licences may further limit suitable development areas
- While there are a number of ex-mining sites in well located areas, the cost and ability to remove the contamination on these sites and get them ready for development can be challenging
- Mine shafts and mine vents can add to new development costs and often the location of these shafts is not always known
- Currently groundwater discharges into several points across Greater Bendigo
- Erosion is a challenge in certain areas and may make some locations unsuitable for development

26 *DELWP, Managing Groundwater from Bendigo Mines www.water.vic.gov.au/groundwater/bendigo*



7.9.2 Opportunities

- Continue to advocate for the remediation of former mining land to enable residential and other uses
- Protect and enhance vegetation and tree canopy coverage
- Establish and promote a native vegetation offset bank, that will not only permanently protect vegetation but increase opportunities for locally sourced vegetation offsets
- Complete a municipal wide bushfire assessment prior to the draft Managed Growth Strategy to ensure residential development is directed to low-risk locations
- Develop and implement flood studies (also identified in the Climate Change and Environment Strategy 2021-2026)
- Encourage more housing in areas with fewer environmental risks
- Encourage greater consideration of Environmentally Sustainable Design at the design stage of development by providing ready access to information and tools to make the process as easy as possible
- Encourage residents to continue to reduce their water use including outside of droughts
- Partner with Coliban Water to improve household and business water use efficiency (also identified in the Climate Change and Environment Strategy 2021-2026)



8. Infrastructure

8.1 Water

Since European colonisation the flow of water across the landscape has been significantly altered. Greater Bendigo sits between the Campaspe and Loddon Rivers and contains several significant waterways, water storage and treatment facilities. This includes Lake Eppalock, the Coliban Water reclamation plant, Bendigo Creek, Axe Creek, Myers Creek, and Bullock Creek. Over time urban and rural land use and development is impacting the quality of waterways and ground water, and balancing water functions and land use and development is becoming increasingly difficult.

Lake Eppalock is located on the Campaspe and Coliban Rivers and was constructed in the 1960s for irrigation and domestic water supply. Today it continues to be a major water storage facility and is also used for recreation purposes and environmental flows. The surrounding area is heavily vegetated which is vital for water quality and habitat.

Intensification of use and development around waterways, particularly in urban areas, is increasingly causing issues relating to flooding, contamination, silting, poor water quality and limited passive surveillance. More recently the development of walking and cycling paths along several creek corridors has increased, including the use of street art and the re-introduction of native habitats.

Bendigo Creek is fed by numerous tributaries and runs from Big Hill through the heart of the Bendigo urban area and into our rural landscape. The heavily engineered drain that we see today has continued to be altered since the discovery of gold to straighten, regrade and remove obstructions from a once-natural Creek. This allowed vast volumes of gold mining sludge to be channelled out of the city and deposited across the landscape, producing contaminated soils and sediment. Contaminated groundwater from mine workings is still being discharged into the Creek, as well as stormwater from urban areas. During the 1980s flood levee banking was constructed around the Creek along the Epsom and Huntly sections, the lifespan of which presents a potential risk for surrounding land use and development. With the growth of urbanisation, there has been a steady loss of indigenous vegetation and a disconnection with the Creek, with most land use and development backing onto the Creek rather than fronting it.

In the urban area of Bendigo there are a number of active and decommissioned water channels. This provides an opportunity for modernisation of active channels during the development phase to improve developer outcomes, improve water services to rural water users and reduce overall system water losses.

Water pressure can be a challenge in certain areas for example for taller buildings in the City Centre and in planning for new areas. It is important that this is considered at the planning stage.

Since the establishment of the water reclamation plant in Epsom there has been significant residential growth occurring to the south and east.

Recycled water has also become a major feature of the Bendigo Water Reclamation Plant with the opportunity and demand for recycled water growing strongly.

Recycled water is water that has been treated so it can be used for other purposes. Coliban Water produces approximately 1,700 ML of recycled water annually, with the dominate uses being irrigation of public open space and farmland, and the Fosterville gold mine. There is also some third pipe developments within the city, where Class A recycled water is able to be used for garden watering.

There is an exciting opportunity to improve the drought resilience of the City, however the opportunity is also limited to the viability of moving recycled water over long distance from the central source at Epsom. Over the coming twenty five years the flows into the Bendigo Water Reclamation Plant will increase by 5,000ML per annum.

As lifestyle living has grown in popularity over the last 30 years, the widespread construction of dams for this style of living has further altered the flow of water across the landscape.

8.2 Sewerage

Coliban water currently around 45,000 household sewer connections within Greater Bendigo, with the number of connections growing at around 2.2 per cent per year.

In addition, there are currently around 10,000 properties reliant on onsite wastewater management systems with around 200 new applications per year in Greater Bendigo. These management systems are the responsibility of the property owner.

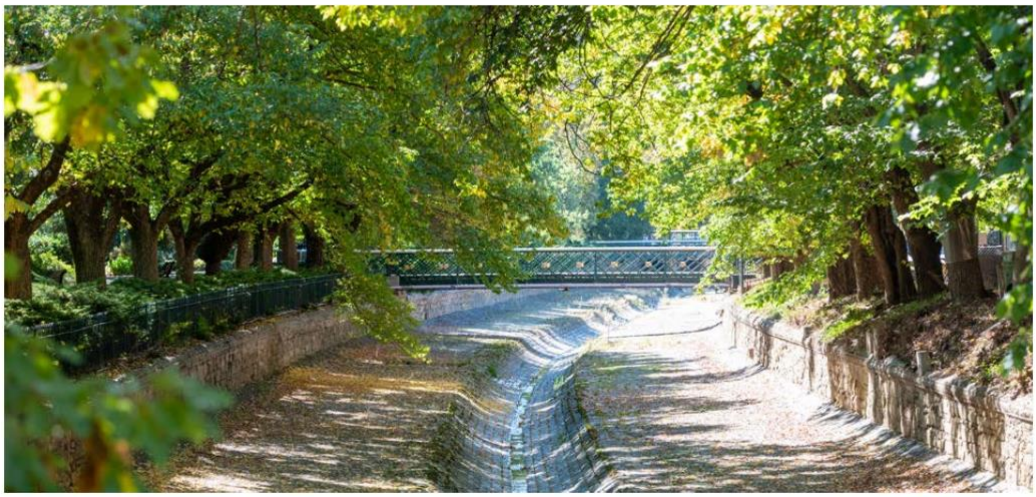
In urban Bendigo sewage flows via gravity, or in low areas is collected and pumped to the Bendigo Water Reclamation Plan in Epsom. With a growing population and development of new employment land the amount of sewage flows being sent to Epsom will increase.

From a land use point of view, it is becoming increasingly important to ensure that more housing is not directed near to the treatment plant. Therefore, the City is currently working with Coliban Water on appropriate planning controls surrounding the treatment plant to protect this important asset.

8.3 Digital connectivity

Like many areas in regional Victoria, Greater Bendigo is impacted by digital connectivity issues particularly in rural areas but also some of the urban areas of Bendigo. The Loddon Campaspe Regional Digital Plan identified some of the following challenges in terms of digital connectivity; access, affordability, mobile coverage and public wifi.

In an era of remote working access to reliable internet and mobile coverage has never been more important. Inadequate access to reliable internet and speeds could hamper the economic and residential growth in certain areas.



8.4 Community buildings/hubs

Community buildings are important for healthy, sustainable communities. They support community members' social and economic participation and access to services.

The City has developed a draft Community Buildings Policy (Policy). The Policy principles and service level hierarchy are guiding the development of a draft Community Hubs Strategy (Strategy). The Strategy will support a future where Greater Bendigo has an integrated and equitable network of community buildings / hubs that can be used flexibly to meet growing and evolving community needs.

There are hundreds of community buildings already in existence across Greater Bendigo – including the likes of community centres, halls, libraries and sporting pavilions. These vary in terms of their quality and utilisation rates.

There are identified financial challenges in maintaining/ renewing numerous existing infrastructure assets. The asset maintenance/ renewal 'gap' is expected to increase as Greater Bendigo's existing infrastructure assets continue to age, and as standards change.

The draft Community Hubs Strategy may identify scenarios where communities wish to move away from having several low quality, poorly utilised community buildings within close proximity of one another, to investing in a higher quality, more vibrant and multi-purpose community building/hub.

Within the growth areas of Bendigo, investment in community hubs can potentially be partially funded through Developer Contributions Plans to a maximum amount of $1,225 per new dwelling[27]. Importantly this doesn't fund the full cost of the development of a new facility and therefore the City still needs to factor this into its capital works planning.

8.5 Public space and recreation

Our public spaces are the commons of the city; the places that we share and come together in as citizens. They are collectively a vital ingredient of our economy, society, community health and wellbeing, and culture. They are intrinsic to the fabric, character and identity of the city itself.

Greater Bendigo's public spaces are diverse. They include parks, gardens, creek corridors, bushland, sporting reserves, but also streets and road reserves, urban spaces such as squares, malls and plazas, privately-owned public space, rail corridors and easements, and crucially, extensive areas of public land which are usually managed by organisations other than the City of Greater Bendigo.

Over 23 per cent of the city's area (over 71,400 hectares) is made up of some form of public space (even excluding some major public space types such as streets). This compares very favourably with most other areas of Victoria and Australia.

Figure 7 – Public space in Bendigo



Developing residential neighbourhoods nearer to the city fringes requires integrated planning and provision of new public space to provide for the recreation, mobility, liveability and local character needs of these communities.

The priority for most established parts of the municipality is however for improvements to the quality of existing public spaces, with some communities in need of more investment than others.

The kinds of improvements most commonly needed are infrastructure, facilities and amenity upgrades such as pathways, seating and lighting, better connections between spaces, as well as more shade, trees and vegetation. Facilities and infrastructure to support active recreation, such as organised sports, play spaces, and water access, are generally well-provided for though there are ongoing needs for new provisions and upgrades, in both newer and more established communities.

As well as public spaces as the population grows, there will be and increasing need to address gaps in organised sporting facilities. There is an action in adopted Greater Bendigo Public Space Plan (page 75) to Develop a policy framework for the strategic planning and provision of recreation reserves and facilities.

27 *www.planning.vic.gov.au/policy-and-strategy/development-contributions*

8.6 Education

There are 23 standalone kindergartens and 27 long day care centres in Greater Bendigo with these services managed by: 60% private not for profit, 34% private for profit, 4% local government and 2% other.

From 2022, funded kindergarten services are being expanded to include three-year-old and four-year-old children across Greater Bendigo and local children will benefit from this additional education. The number of children in our community, aged three and four-years-old, is expected to grow from 3,594 in 2021 to 3,877 in 2029. Two SA2 regions in Greater Bendigo (SA2 region-south and SA2 region – Eaglehawk/ California Gully) are expected to experience significant levels of unmet demand for kindergarten places during this time.

Across Greater Bendigo there are 28 government primary schools, two special schools catering for students with additional needs, four junior secondary schools from years 7-10 and one senior secondary college, years 11-12[28]. This is a slightly different secondary education model to most areas in Victoria. The Bendigo Senior Secondary College caters for 1,700 students making it the largest in the state[29]. As well as government school there are also 10 catholic primary schools, three prep-year 12 schools, one prep-year 10 and one catholic secondary school.

As at 2021 it was estimated there were around 11,500 primary school age students (5-11) and 9,400 secondary school age students (12-17). By 2036 it is forecast there will be an additional 3,100 primary school age students and a further 2,700 secondary school age students[30]. Based on 200,000 people at 2050 there could be an additional 4,000 primary school students and 3,500 secondary school students, based on 2036 numbers.

The majority of schools in Greater Bendigo, particularly secondary schools, are located within the established areas of Bendigo. Over the longer term, in particular, having a single government funded senior secondary college in the centre of Bendigo with limited opportunities for expansion may create challenges.

Given the time it takes to plan for new schools, it is important that this is considered early within any (precinct) structure planning process.

8.7 Summary of infrastructure issues and opportunities

8.7.1 Issues

- Need to ensure that the wastewater treatment plant is protected from residential encroachment and the development of more housing nearby
- Improve access to reticulated services such as water and sewerage into the small towns so they can offer housing opportunities
- There is a large number of community buildings across the municipality which are not currently aligned with need (i.e. some areas are well serviced with community buildings and others not as well serviced)
- There are gaps in the provision of public space, recreation and sporting facilities in certain areas - some of these gaps have been identified in the Greater Bendigo Public Space Plan
- Limited opportunities for expansion of the certain schools due to their location
- Currently secondary schools in Greater Bendigo are all located within the established areas of Greater Bendigo
- Development Contribution Plans only collect part of the cost of what infrastructure and services actually cost

8.7.2 Opportunities

- Encourage households to design their gardens to better capture stormwater and minimise runoff
- Discourage gas connections within new housing estates consistent with the Greater Bendigo Climate Change and Environment Strategy
- Ensure Development Contribution Plans are developed concurrently with (Precinct) Structure Plans for new Growth Areas to fund infrastructure and open space
- Work with school building authorities to develop a shared understanding of growth, and impacts for schools
- Ensure community facilities are planned alongside population growth and directed to the most appropriate locations
- Make it clear where new growth is encouraged, particularly within established areas with the necessary, existing infrastructure

28 *www.education.vic.gov.au/about/programs/Pages/educationplansbendigo.aspx*

29 *Bendigo Senior Secondary College, College Profile, www.bssc.edu.au/college/profile*

30 *https://forecast.id.com.au/bendigo*



9. Transport

9.1 Integrated Transport and Land Use planning

Transport Planning and Land Use Planning have often been considered separately. The Connecting Greater Bendigo Integrated Transport and Land Use Strategy (ITLUS) adopted in 2015 was a way of bringing these two elements together. This strategy is currently being implemented and sets the high-level strategic framework for sustainable transport and land use decisions. The five objectives of ITLUS are:

1. Preventing urban sprawl and strengthening connections between people and places
2. Improving health and wellbeing through much better public transport and more active travel
3. Using the capacity of our network to better move people and goods
4. Changing individual travel behaviours through strengthening partnerships and building community support
5. Leading through innovation and good governance

Considering land use and transport together is important because they are interrelated and impact how a city operates. Land uses generate movement, which can vary in terms of time, frequency and intensity. For example, a school will generate predictably large amount of movement at specific times on specific days. The location of land uses, as well as surrounding infrastructure will also have impacts. For example, if a school is within a neighbourhood that has safe footpaths and road crossing points and it doesn't take too long to walk or ride places, the school is likely to generate fewer car movements and more movements by people on bike or foot.

Without interconnected active transport connections and frequent and efficient public transport, residents will have little choice but to drive to their work, shops and services and open space. Equally important is increasing residential densities in areas which are close to shops, services or good transport to enable people to access their daily needs nearby. As we plan for growth and change, considering how the City can continue to encourage the take up of more sustainable and efficient ways of moving around will be fundamental to ensuring a liveable city into the future.

Therefore, it is important that ITLUS informs the Managed Growth Strategy and the two strategies align.

9.2 Walking and Cycling

The City adopted the Walk, Cycle Greater Bendigo Strategy in 2019 which identifies the many benefits to walking and cycling including health, cost and better-connected communities. This strategy identified there was a clear interest in walking and cycling more often. Technological changes and improvements also mean that it has never been easier to travel via active transport. The take up of e-bikes, which has grown by 800 per cent in Australia over the last five years[31], and the growth in e-scooters, provide the opportunity for residents to travel longer distances comfortably.

Further growth in active transport does however depend on having access to infrastructure and ideally separated paths. Walk, Cycle Greater Bendigo identified there are 700km of footpaths, 165km of trails and 12 road underpasses across Greater Bendigo. However, these are currently not evenly distributed across Greater Bendigo and often lack connection with the broader network of footpaths and shared paths. Safe infrastructure such as physically separated bike lanes, off-road trails, footpaths and priority crossings are important because 60 per cent of Greater Bendigo residents want to walk or ride more often but are concerned about their own safety from the risks of car traffic.

Given the benefit of residents in new developments of having access to safe and separated walking and cycling connections, it is essential these are considered at the design stage and through the (precinct) structure planning process. Given the hot climate within Greater Bendigo during the summer months, new estates should include substantial tree coverage to reduce the heat island effect and provide a comfortable and attractive environment to walk and ride.

Retrofitting safe and comfortable walking and cycling infrastructure into the city's already established areas should also be treated as a priority. Equally, firmer policy and clear practice expectations at a local and State level should be established regarding the provision of safer walking and cycling infrastructure in transport projects.



Greater Bendigo has an opportunity to provide a city that is easy to walk and ride around. This is due to some locally relevant factors, as well as external forces. These include:

- A comparably good starting point and precedents for quality walking and cycling infrastructure, such as the Bendigo Creek, Back Creek and Long Gully Trails
- A relatively flat landscape and logical corridors for future walking and cycling infrastructure
- A strong policy base for investment that extends beyond ITLUS and the Walk, Cycle Greater Bendigo Strategy. This includes the Greater Bendigo Public Space Plan 2019, the Climate Change and Environment Strategy 2021-2026, the Mir Wimbul Council Plan 2021-2025, Greening Greater Bendigo 2020, and the Reimagining Bendigo Creek Plan 2020
- A moderately sized urban footprint and predominantly central employment cluster which can lead to efficiencies in attracting more walking and cycling as standard commuter patterns
- Wide road reserves (commonly 30 metres wide) which can accommodate shady trees, footpaths and bike lane
- A recent rise in the popularity of walking and cycling. This emerged from the first COVID-19 lockdown in March-April 2020; however, the popularity has since remained
- Exponential growth in the sales and popularity of e-bikes. E-bikes attract a larger group of riders who can get where they need to be quicker, and often without worrying about hills, headwinds, and about what they wear while riding

9.3 Public Transport

Urban buses and regional rail are the primary modes of public transport that service Greater Bendigo.

There are now five railway stations within Greater Bendigo: Bendigo Station, Kangaroo Flat, Eaglehawk, Epsom and Elmore. There are currently 20 train services to Melbourne and 23 from Melbourne to Bendigo each weekday. These provide a relatively frequent and convenient service from Bendigo and Kangaroo Flat; however, there are only seven train services to and from Epsom each weekday, and only five train services to and from Eaglehawk each day. These infrequencies have led to very low patronage at these stations.

The delivery of Bendigo Metro Rail means there are also new stations being constructed at Huntly, Goornong and Raywood.

31 *Monash University, The changing face of urban mobility: The rise of electric scooters and e-bikes, https://lens.monash.edu/@design-architecture/2021/10/06/1383900/the-changing-face-of-urban-mobility-the-rise-of-electric-scooters-and-e-bikes*

Figure 8: Urban bus routes and 400m catchment areas of bus stops

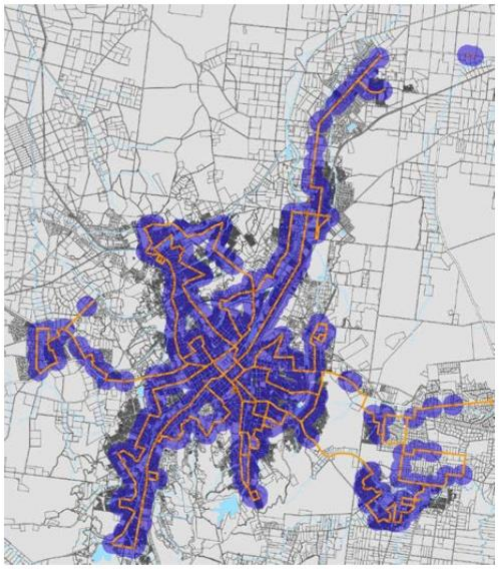
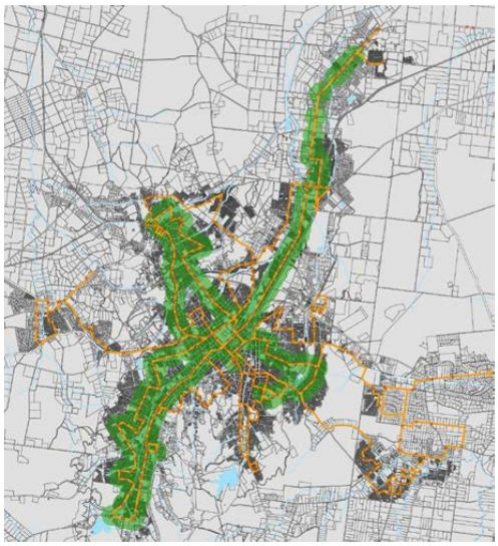


Figure 9: Urban bus routes and 400m catchment areas of bus stops that have average weekday frequencies of more than two services per hour



While there is an ambition to have regular train services and more stations so that the network can double as a metro rail service, the train network still operates primarily as a regional connector. Transporting passengers between Bendigo and Melbourne and providing sub-regional services for connecting places like Kyneton, Castlemaine and Bendigo with each other are the typical functions for the train network.

There is a substantial amount of underutilised land surrounding the train stations in Greater Bendigo. There is the potential over time to develop some of this well-located land to provide transit orientated development to meet a range of community needs.

Currently, despite there being 17 bus services in Bendigo including the Strathfieldsaye Loop (#71), Bendigo-Heathcote, and Bendigo-Goornong, and roughly 302 urban buses leaving the station every weekday, bus patronage as a share of journey to work data remains relatively low. Capturing total bus patronage data is difficult as a number of passengers don't touch on to pay a fare, resulting in a large gap between the patronage data being analysed and the true amount of people on a bus. From anecdotal estimates, the proportion of total passengers who don't pay a fare could be as high as 70-80%.

Bendigo's bus network generally provides good coverage of the city's suburban locations and is reliable in terms of delivery and punctuality, and offers a fleet of well maintained, clean, accessible and safe vehicles. Bus stops are gradually being upgraded to be more accessible for people with physical disabilities, and to provide better weather protection. Most of the urban bus routes operate on an average weekday frequency of one (or less than one) service per hour. There are only six routes that offer more frequent service intervals. While approximately 80% of dwellings within urban Bendigo are within 400m of a bus stop (figure 8), the proportion within 400m of a bus stop with an adequate frequency is far less (figure 9).

There are substantial opportunities to increase public transport use particularly for trips into the City Centre both on the train and bus. To do this however, services need to be direct and frequent otherwise it is generally more convenient for most people to drive.

9.4 Private Vehicle Use

Currently as our population grows so does our reliance on car ownership. Currently, while 81.6% of all dwellings in the urban area are within 400 metres of a bus stop, most residents continue to choose to drive to work.

In 1996, 13% of households owned three cars, and by 2016 this was 18.7%. Conversely the proportion of households without a car halved over the same time period from one in 10 households to one in 20 (10.2% to 5.3%)[32]. Should this pattern of growth in car ownership continue there will likely be significant impacts on road infrastructure.

32 *Profile ID, ID Consulting*

This will include more traffic making it more difficult to get around the city, more money needing to be spent on upgrading and widening roads, and more intersection upgrades. However, these patterns are likely reflective of the urban environment that has been developed and policy context in recent decades.

The following factors encourage private vehicle use over alternative transport modes:

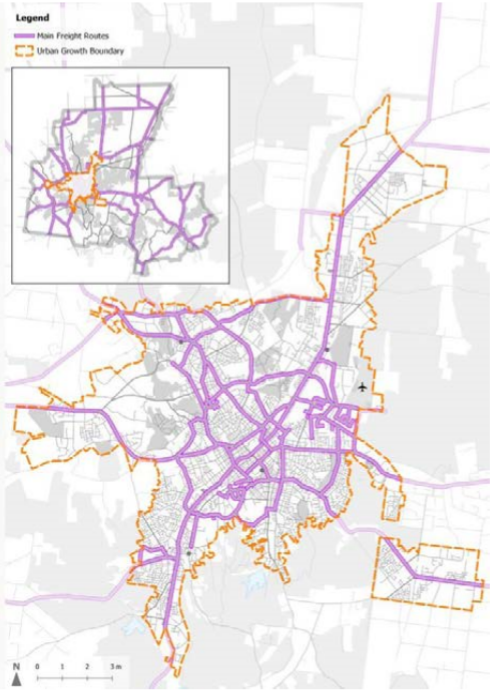
- An increase in low density residential development on the city's fringe, where it takes longer to get to places and is more difficult to service effectively with public transport
- The provision of cheap or free parking
- Minimum car parking requirements in the planning scheme for new developments and changes to land uses
- An inconsistent distribution and quality of infrastructure that supports walking and cycling
- An uneven distribution of funds for transport infrastructure
- Streetscape environments that favour private vehicles, for example high speed limits, priority for space and sequencing, and designs that allow for safer vehicle movements at higher speeds

These factors contribute to a city that predominantly relies on private vehicle use for transport. Driving as opposed to using active transport can also result in more sedentary lifestyles, increasing public health risks such as higher rates of obesity, leading to non-communicable diseases such as type 2 diabetes and coronary heart disease. These public health risks are in addition to the high number of road-based casualties and fatalities. Since 2000, 146 people have lost their lives on roads in Greater Bendigo and 2,018 have been hospitalised due to road-based trauma.

Heavy reliance on private vehicle use also leads to detrimental impacts to our environment, both in terms of increasing greenhouse gas emissions, but also to the amenity that is valued in a regional city like Greater Bendigo. Increased private vehicle use will lead to more traffic, noisy street environments, longer commutes, and less space within the road reserve for things like street trees and nature strips. This threat is something that Greater Bendigo residents treat seriously and was the major catalyst for the development of ITLUS.

While the City of Greater Bendigo and the State Government acknowledge that our cities and policies need to be more conducive to safer and healthier modes of transport, it could take a long time to effectively address the environment that has led to such a heavy reliance on private vehicles.

Figure 10: Main freight routes in Bendigo



9.5 Freight

In 2017, Council endorsed the Bendigo Freight Study. This study identifies the importance of protecting freight routes from residential encroachment. It highlights that where freight routes are not protected this can lead to decreasing traffic flow, increasing likelihood of conflicts between heavy vehicles and cyclists, and the need for expensive infrastructure such as noise attenuation barriers.

With a growing population, employment and more residents shopping online, it is likely that there is going to be more freight in Greater Bendigo. The types of vehicles may also change to more larger vehicles such as B-doubles and potentially B-triples.

The potential Western Freight and Northern Freight Corridor will be important over time to reduce the need for trucks to travel through residential areas given the potential for greater conflict with more trucks and more residents travelling by car and bike.



9.6 Summary of transport issues and opportunities

9.6.1 Issues

- If car ownership patterns remain unchanged there could be 30,000 more cars on the road by 2036, an increase of more than one third on current numbers
- If car ownership continues to grow, the cost of maintaining, upgrading and adding additional lanes to roads will increase, and there will be amenity and environmental impacts due to road widening projects
- Lack of safety when riding a bicycle on roads in Greater Bendigo
- Lack of incentives for an alternative transport mode given the time and ease of car travel in Greater Bendigo
- Lack of pedestrian and cycle connections in some suburbs and estates discourages walkability
- Upfront cost of introducing separated bike lanes, footpath improvements etc to encourage walking and cycling
- Reliance on a high portion of grant funding from State and Federal governments to deliver infrastructure which is prioritised at a state-wide level
- Lack of train services to Eaglehawk, Elmore, Goornong, and Epsom Stations and time between services
- Direct and frequent public transport in low density urban areas is not financially viable
- Servicing growth areas with public transport often occurs after the majority of the new population has moved in and have already established their daily travel behaviours which predominantly rely on driving
- Growth in trucks on roads, including through the residential areas of Bendigo

9.6.2 Opportunities

- Advocate for more direct, cross city and new bus services where there are gaps, such as Marong and other small townships
- Continue to advocate for Bendigo Metro Rail and the delivery of more stations and services across Greater Bendigo, such as Golden Square, Maiden Gully, Marong and Kangaroo Flat South
- Encourage new development in and around current and proposed train stations
- Advocate for the development of vacant land owned by State Government for future train stations in Bendigo including Bendigo Station, Eaglehawk and Golden Square
- Encourage the provision of bicycle parking requirements and end of trip facilities in new developments over and above the requirements at Clause 52.34 of the Planning Scheme
- Ensure new developments are well connected to existing pedestrian and cycle networks
- Respond to the growing proportion of our community using e-bikes and scooters as modes of transport by providing safe cycling infrastructure
- Encourage electric charging stations in new subdivisions
- Guide development to established areas with good transport opportunities, including frequent bus and safe walking and cycling infrastructure
- Encourage the establishment of a car sharing scheme in Greater Bendigo to reduce private car ownership
- Work with the Department of Transport to develop a priority project list to optimise funding opportunities at Federal, State and local government levels

10. Economy and employment

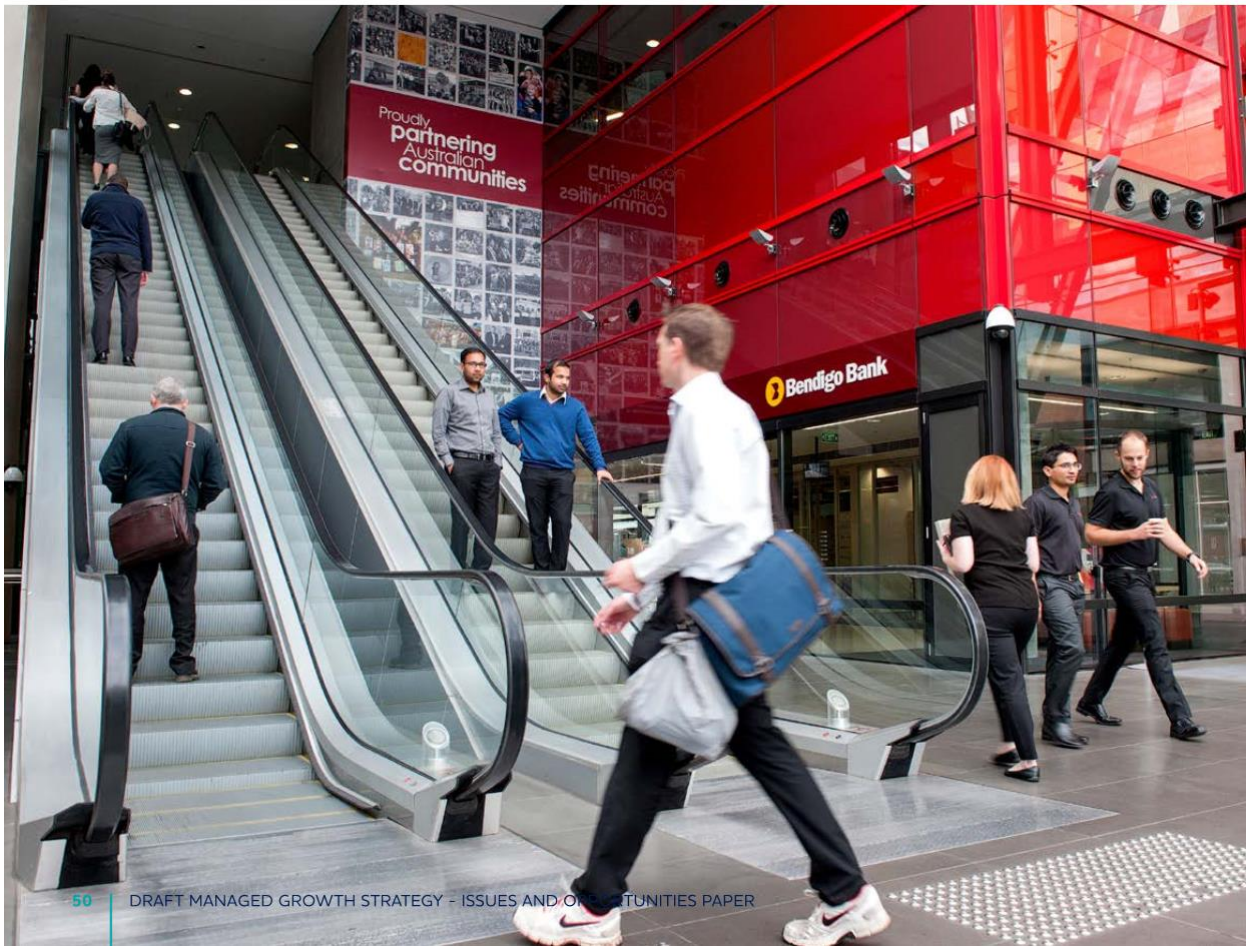
10.1 Greater Bendigo economy

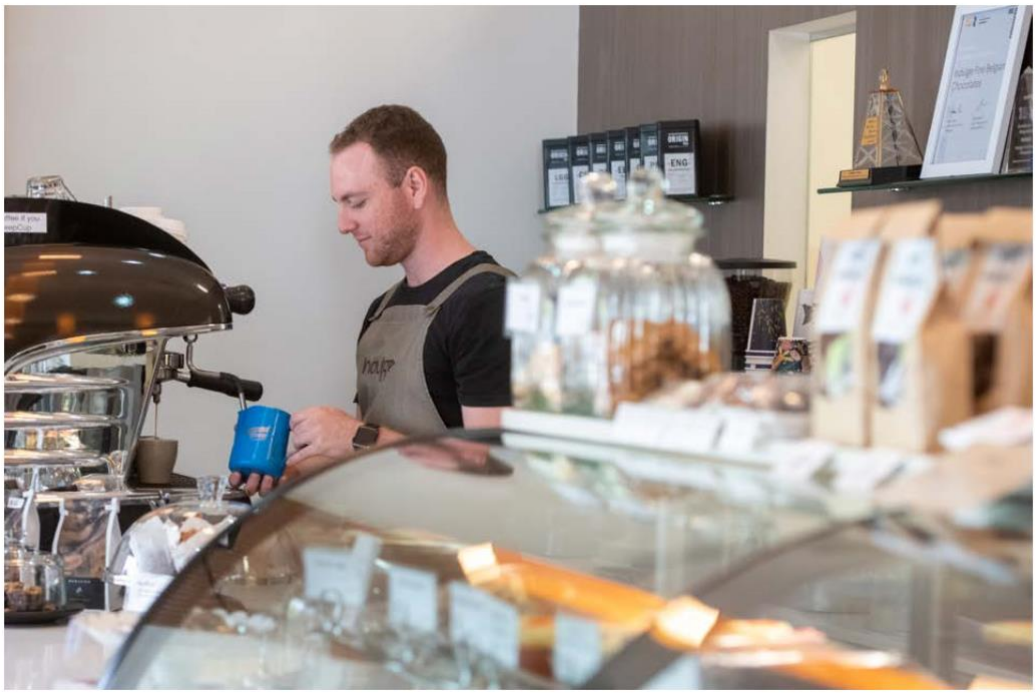
Greater Bendigo supports around 48,000 jobs and an annual economic output of $16 billion[33]. The economy in Greater Bendigo benefits from being largely self-contained, with around 89 per cent of employed residents also working within Greater Bendigo.

COVID has changed the way we work, with up to 40 per cent experimenting with working from home. This is compared with at the 2016 census day where only five per cent of workers worked from home[34]. This was even lower in Greater Bendigo at four per cent.

As was the case prior to the pandemic, consumer behaviour is also changing. The way consumers interact with their commercial spaces has been impacted in the past 18 months and has seen online expenditure grow at an equivalent annual rate of just under 70 per cent across Australia[35].

It is difficult to know what the impact of COVID will be on employment but if remote working continues, this may have impacts on the scale and composition of some of the suburban and neighbourhood activity centres.





10.2 Employment

Greater Bendigo benefits from a diversified economy which has helped employment levels to bounce back to now being marginally higher than pre-COVID levels.

There are close to 8,000 businesses now operating in Greater Bendigo. While the City benefits from larger employers such as the Bendigo and Adelaide Bank, Bendigo Hospital and Hazeldines Chickens among others, the majority of businesses are small, with 97% employing less than 20 staff and 59% being sole traders. The construction industries accounts for the highest number of sole traders - more than one in five businesses[36].

Health care and social assistance is the greatest employer in the municipality representing 18.2% of all employment. This is followed by retail trade (12.1%), construction (9.5%) and education and training (9.2%)[37].

Projected employment at a Greater Bendigo Regional (SA4) level suggests that growth to May 2024 will be strongest in health care and social assistance with a further 2,200 jobs added, construction with a further 1,300 jobs added and transport, postal and warehousing with a further 400 jobs added[38]. COVID has shown how difficult it is to project changes even on a shorter-term time period, therefore longer-term projections in terms of employment are more difficult. Increasing levels of automation also make it challenging to predict jobs of the future which can make planning for commercial land more challenging.

However, it is likely that employment growth will continue in industries such as healthcare due to the ageing population, STEM (or STEAM) and creativity[39].

Providing employment where people live is important in creating integrated communities. Therefore, it is important to consider commercial land when planning new development areas or opportunities to encourage a greater range of uses in certain established areas. This may be through planning controls such as the Mixed Use or Activity Centre Zone.

Given the large number of sole traders, establishing a business at home, where appropriate, will also continue to be important.

33 *REMPLAN, 2019.*

34 *Working from Home Research Paper, Productivity Commission Report.*

35 *Bendigo CLACS Floor Space Projections Draft 2021.*

36 *Australian Bureau of Statistics. Counts of Australian Businesses Entries and Exits, Cat. 8165., Jun 2018, 2019, 2020 as cited in REMPLAN.*

37 *REMPLAN, Greater Bendigo Economic Profile.*

38 *Employment Projections by Industry, Labour Market Information Portal, https://lmip.gov.au/default.aspx?LMIP/Downloads/EmploymentRegion*

39 *The workforce of the future, McKinsey and Company, www.mckinsey.com/business-functions/strategy-and-corporate-finance/our-insights/the-workforce-of-the-future*

Figure 11: Activity centres in Greater Bendigo

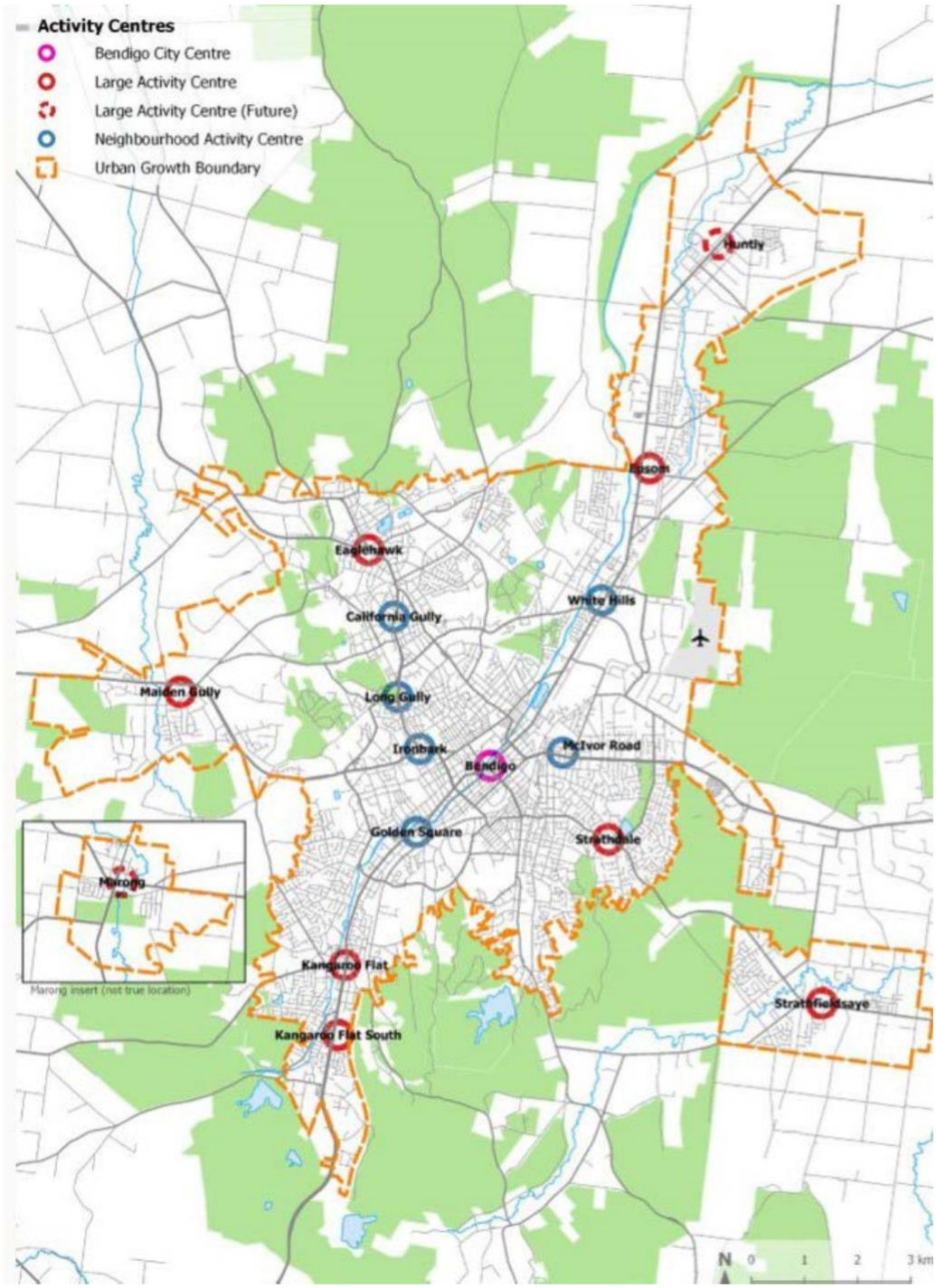


Table 14: Estimates of commercial floorspace requirements, CLACS 2015

	By 2021 – additional square metres				By 2036 – additional square metres			
	Super-market	Specialty retail	Office	Department Store	Super-market	Speciality retail	Office	Department Store
Bendigo City Centre	x	36,400 and hospitality	24,000	1,600	2,900	60,400	20,400	8,900
Eaglehawk	800	3,100	300	x	2,400	5,000	400	x
Epsom	1,600	2,100 + 300 hospitality	x	x	1,700	+ 600 hospitality	x	x
Golden Square	x	400	x	x	1,700	1,000	x	x
Kangaroo Flat	x	2,500 + 600 hospitality	x	x	1,500	4,000 +1,200 hospitality	x	x
Kangaroo Flat South	x	7,100	100	1,600	4,000	8,600	200	4,300
Strathdale	x	1,800 + 300 hospitality	x	x	4,100	2,000 + 600 hospitality	300	x
S/saye	700	2,000	x	x	1,800	3,100	x	x
Maiden Gully	2,000	400	x	x	1,100	200	x	x
Huntly	1,400	300	x	x	1,000	200	x	x
Marong*	1,700	300	x	x	1,200	200	x	x
Total	**8,200**	**55,100**	**24,400**	**3,200**	**23,400**	**83,500**	**21,300**	**13,200**

**A separate retail assessment has been undertaken as part of the Marong Township Structure Plan*

10.3 Commercial development

In 2015 Council adopted a Commercial Land and Activity Centre Strategy (CLACS). Given the changes brought on by COVID including growth in online shopping, click and collect and home delivery options, increased remote working, as well as growing interest in commercial land, CLACS will be updated at the same time as the Managed Growth Strategy. This update will be an input into the draft Managed Growth Strategy.

The City's urban areas are well serviced by commercial centres. In addition to the Bendigo City Centre, there are currently seven large activity centres located within the urban area and satellite townships of Greater Bendigo and two future large centres at Huntly and Marong (Figure 11).

At the time of writing CLACS in 2015, it was estimated that by 2021 an additional 90,900 square metres of additional commercial floorspace would be required across the urban area of Bendigo (plus Marong) and by 2036 a further 141,400 square metres (Table 13). By far the greatest proportion of this was estimated to be in the City Centre. An update to these floorspace projections will be provided in the draft Managed Growth Strategy.

It is also important to note the way retail centres function will need to evolve with current and future trends. Diverse retail environments should be encouraged and supported to enable shopping centres, fine grain retail areas and larger shopping complexes to offer a diversity of shops and experiences such as café culture/outdoor dining to capture a wide local base.

10.4 Industrial development

The Greater Bendigo Industrial Land Development Strategy (2020) indicates that there is an impending shortage of industrial land. There is a total of 967ha of zoned industrial land, but as of March 2020 there was less than 100ha of land available for development, with land above one hectare particularly scarce.

The strategy forecasts that existing supply could be exhausted by 2032. Therefore, setting aside more land for industrial development is a high priority for the City.

Over the past two years the City has been working to progress a large site or sites to enable a new employment precinct. Through this process the Bendigo Regional Employment Precinct (BREP), a 280 hectare precinct to the south of the Marong township was identified. Technical planning studies are currently being undertaken to inform a future planning scheme amendment to rezone this land to enable industrial development.

Industrial centres such as East Bendigo and Golden Square will continue to remain important, providing local employment opportunities and proximity to the centre of Bendigo and in the case of East Bendigo, the Bendigo Airport. However, the BREP does enable consideration of the future and form of some industrial precincts located close to residential development. None more so than Charleston Road, East Bendigo being strategically located opposite the Bendigo TAFE Food and Fibre Centre and only two kilometres from the Bendigo City Centre. The preparation of a masterplan to redevelop this precinct should be progressed in the short term.

10.5 Circular Economy

The consumption of materials and production of waste accounts for approximately 50 per cent of greenhouse gas emissions[40]. A Circular Economy approach is key to reducing future global heating and broader environmental degradation from material use. From a community perspective, household waste accounts for about 30 per cent of all waste sent to landfill in Greater Bendigo. These figures have grown relatively in line with population growth. If substantial changes are not made and business-as-usual growth continues, the annual volume of waste (and subsequent negative impacts) will continue to rise with a growing population.

Households in Greater Bendigo produce:

- 23,000 tonnes/annum general waste kerbside
- 14,500 tonnes/annum comingled recycling
- 12,000 tonnes/annum Food & Garden Organics (FOGO) (15,500 tonnes/annum including household green-waste drop-off at landfill)

This is around 400 kilograms of general waste per dwelling in Greater Bendigo each year, not to mention the waste produced from the process of manufacturing and supplying these goods to households. There is a great opportunity for this to be reduced through behavioural and technological solutions.

The City is focused on delivering a circular economy to address both our climate and waste crises. This means that we reduce the production and consumption of goods and make better use of existing materials through recycling and reuse i.e. transition to using secondary rather than primary materials. A key goal is to reduce the material going to landfill and increase its recirculation into the economy. To help deliver on this aim, the City has introduced a range of initiatives in recent years to reduce waste to landfill such as the organics, the use of reusable coffee cups and the adoption of a Circular Economy & Zero Waste Policy to guide our design and procurement of infrastructure and services using recycled and reused products and materials.

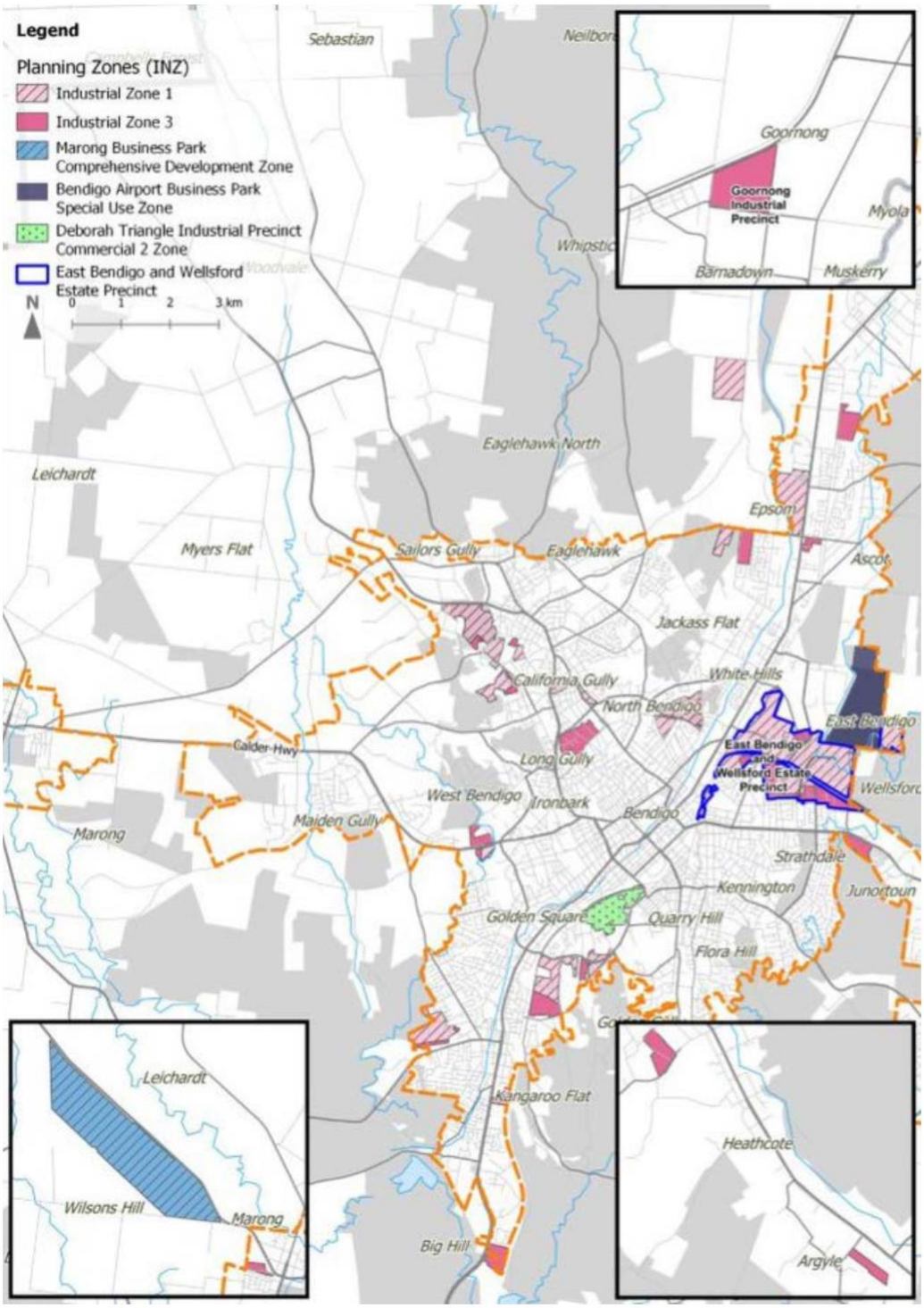
As new dwellings are constructed there is great potential to better utilise recycled content in their construction and in the supporting infrastructure such as new bike paths and roads. This is not to mention the better utilisation of existing spaces in the region. The use of recovered products and materials, and recycled content, should be promoted and incentivised to support the region's climate change objectives into the future.

Another significant issue that may impact residential development in Greater Bendigo is the Eaglehawk landfill which is due to close in 2022/23. The City is currently working through what this transition may look like given, at least in the short term, some material at least needs to be sent to general waste. Residential waste, recycling and organic collections will not be impacted by this process, but there will likely be ramifications for construction and demolition (C&D) and commercial & industrial (C&I) stakeholders. As part of a post-landfill environment the City plans to work closely with such stakeholders to provided suitable diversion routes for end-of-life materials e.g. C&D "waste".

Given the environmental legacy issues of a landfill, more housing proximate to the Eaglehawk landfill needs to be discouraged. The proposed introduction of a Buffer Area Overlay and the application of the Neighbourhood Residential Zone to land within 500 metres of the landfill site boundary will be the subject of a separate planning scheme amendment outside of this project (Amendment C242).

40 *Ellen MacArthur Foundation, 2021,https://emf.thirdlight.com/link/w750u7vysuy1-5a5i6n/@/preview/1?o*

Figure 12: Industrial Land in Greater Bendigo



10.6 Agribusiness

In Greater Bendigo agriculture plays an important role in the local and national economy and food supply chain. Agricultural land use and development is referred to in this section as Agribusiness. Agribusiness includes all agricultural primary producers, food and beverage product manufacturers, as well as manufacturers of agricultural machinery and agricultural support services.

In 2016, there was a total of 1,940 (5.2%) people employed in the Agribusiness sector. Most jobs were in the 'Food Product Manufacturing' sector, which was following by the 'Sheep, Grains, Beef & Dairy Cattle' and the 'Poultry and Other Livestock' sectors[41].

This Agribusiness activity generates demand for local goods and services (industrial effects), and a proportion of these workers' wages is then spent locally (consumption effects). As a result, for every 10 people employed directly in the Agribusiness sector, it is estimated that another 9 to 10 people are employed in the broader Greater Bendigo economy (total of 3,866 jobs).

In 2016, the total economic output for Greater Bendigo is estimated at $11.236 billion, of which Agribusiness accounts for $801.962 million (7.1%). The dominant sector was 'Food Product Manufacturing' at $530.406 million, following by the 'Sheep, Grains, Beef & Dairy Cattle', 'Beverage Product Manufacturing', and 'Poultry and Other Livestock' sectors[42].

10.7 Intensive animal industries

Intensive Animal industries are an important contributor to employment and economic output of the Greater Bendigo economy. With the growth of Greater Bendigo, some of the buffer distances have been reduced and allowed for more residential development closer to some of these operations, which can create challenges in terms of biosecurity, health and amenity.

Given this potential conflict in 2013, the City developed an Intensive Animal Industries Study to consider planning tools to further enhance the buffers around existing operations. The implementation of this study was not completed due to the commencement in 2015 of a State-wide review to update planning regulations around intensive animal industries.

Following this State-wide review an action to be implemented by 2022 is to develop a more consistent approach to determining separation distances for various animal industries[43]. This should provide greater clarity around the buffers required to protect different industries.

41 *Agri-business Economic Contributions Study, Greater Bendigo and Loddon Campaspe 2017, REMPLAN.*

42 *Agri-business Economic Contributions Study, Greater Bendigo and Loddon Campaspe 2017, REMPLAN.*

43 *Planning for sustainable animal industries in Victoria, https://agriculture.vic.gov.au/about/agriculture-in-victoria/sustainable-animal-industries/planning-for-sustainable-animal-industries-in-victoria*

Figure 13: Agribusiness output and employment by sector in Greater Bendigo 2016

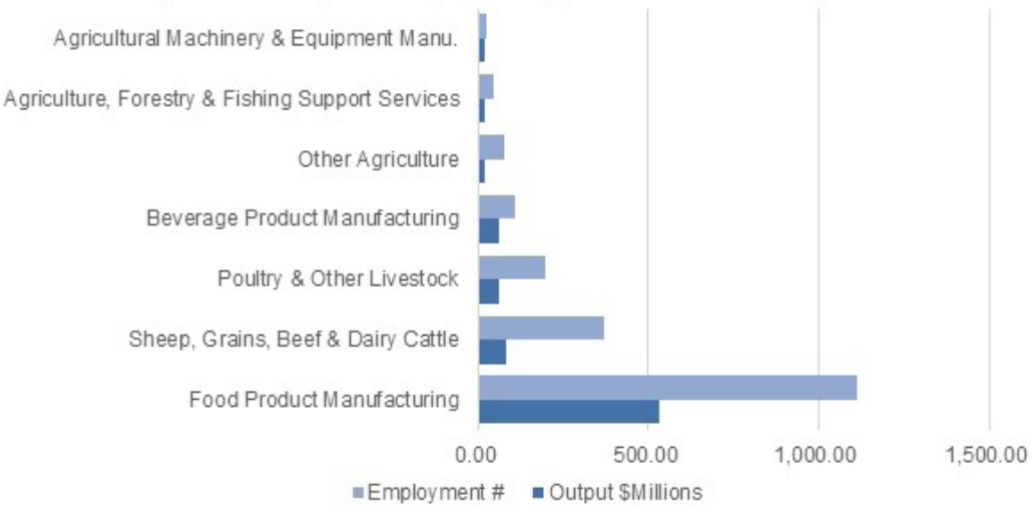
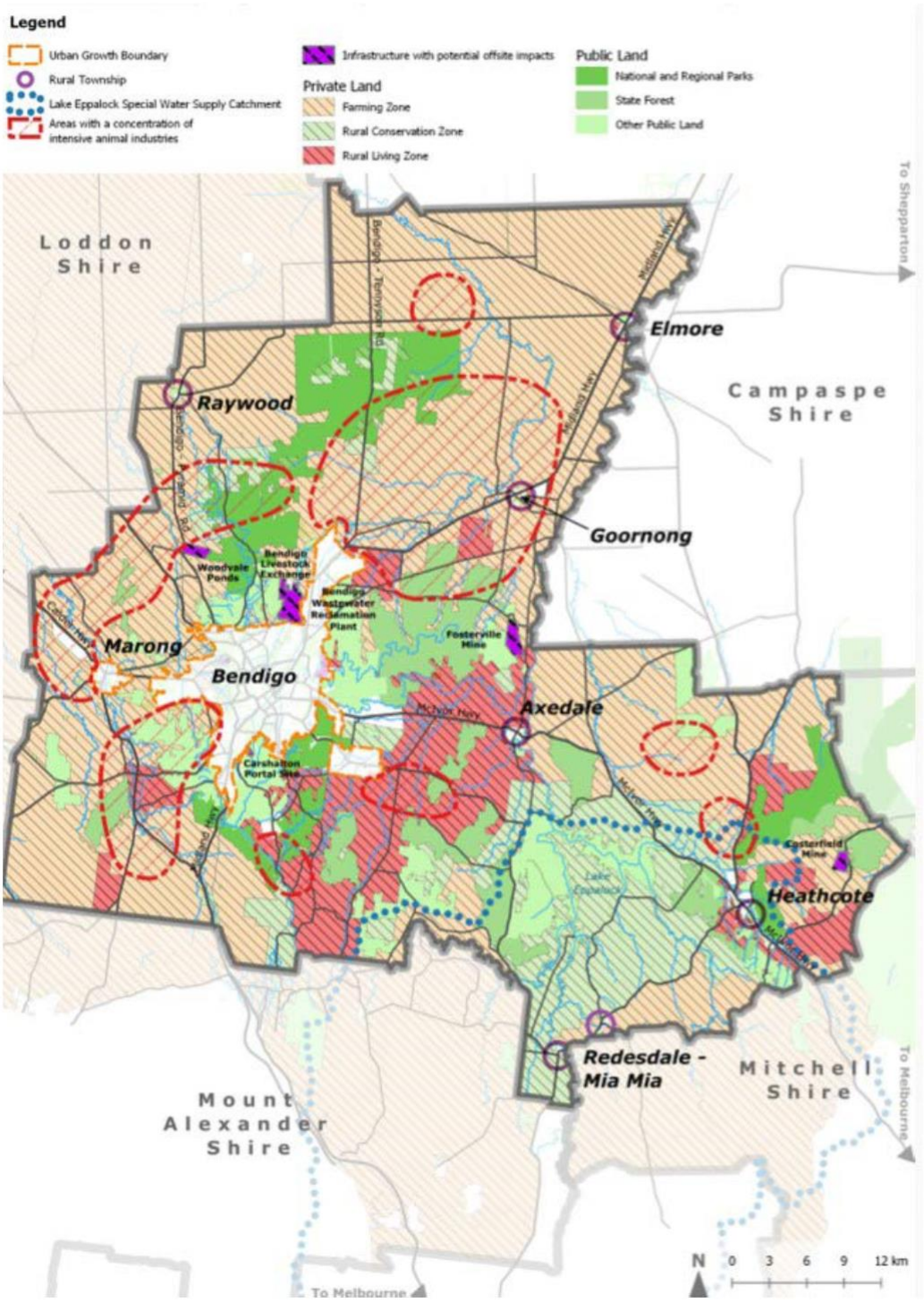


Figure 14: Major Intensive Animal Industries in Greater Bendigo



10.8 Summary of economy and employment issues and opportunities

10.8.1 Issues

- Challenges with land use conflict, particularly between heavy industries, intensive animal industries and residential development
- Lack of industrial land supply and potential impact on employment opportunities
- Growth in online shopping may have a negative impact on some existing retail stores and the composition of the various activity centres
- Difficult to project what the longer-term impacts of COVID will have in planning for commercial floorspace and commercial development

10.8. 2 Opportunities

- Continue to encourage a range of business activities in different areas to ensure a diversified economy
- Encourage and facilitate greater circular economy outcomes
- Encourage more opportunities for active commercial space at ground floor and residential above particularly within the City Centre and along transport corridors such as High Street, Bendigo
- Encourage better landscaping, tree canopies and pedestrian access to new commercial developments to encourage walking to access daily goods and services
- Encourage a diversity of dwelling types surrounding existing or future activity centres
- Consider the transition of some industrial land located adjacent to residential development to an alternative zone, following detailed precinct planning
- Prepare a masterplan for the Charleston Road, East Bendigo precinct
- Discourage more residential development adjacent to existing industrial/ landfill precincts
- Identify areas of high value agricultural land now and into the future given the importance of the agricultural industry to Greater Bendigo
- Potential for new employment opportunities and growth aligned with the release of mining exploration licenses



11. Rural areas

11.1 Context

The rural areas of Greater Bendigo house around 19,882 residents or approximately 17% of the population. Like the urban area of Bendigo, rural areas have experienced significant changes over time. Following European colonisation, land was subdivided into smaller lots and sold privately through settlement schemes as part of the gold rush and soldiers returning from WWI. As a result, much of the land that was once managed and cared for according to Dja Dja Wurrung and Taungurung Law and customs is now in private and public ownership. Rural areas are now valued for their productivity, resources, and amenity.

European farming practices have introduced both rewards and challenges. The municipality has a diverse and thriving agricultural sector, including intensive animal industries, grazing, cropping and wine production. However, widespread land clearing and expanding land use and development has resulted in the loss of native vegetation and caused issues with salinity, erosion and water quality.

Many large rural properties were made up of smaller parcels created as part of the early settlement schemes. This has resulted in fragmentation of farming land, particularly in the northern parts of the municipality. Gradually over time smaller farming lots are being sold to individual owners which often results in the land being used for rural living and permanently losing its value as productive agricultural.



Greater Bendigo's rural areas can be defined by their population, function, infrastructure and services, and are categorised as traditional service centres, urban periphery towns, or rural townships and localities (see Figure 15).

Traditional service centres, which include Elmore and Heathcote, have a larger residential population and are well serviced with facilities and infrastructure to support future growth. They are major transport junctions, often being a resting point for travellers, and are also a destination in their own right with permanent tourism attractions and major events.

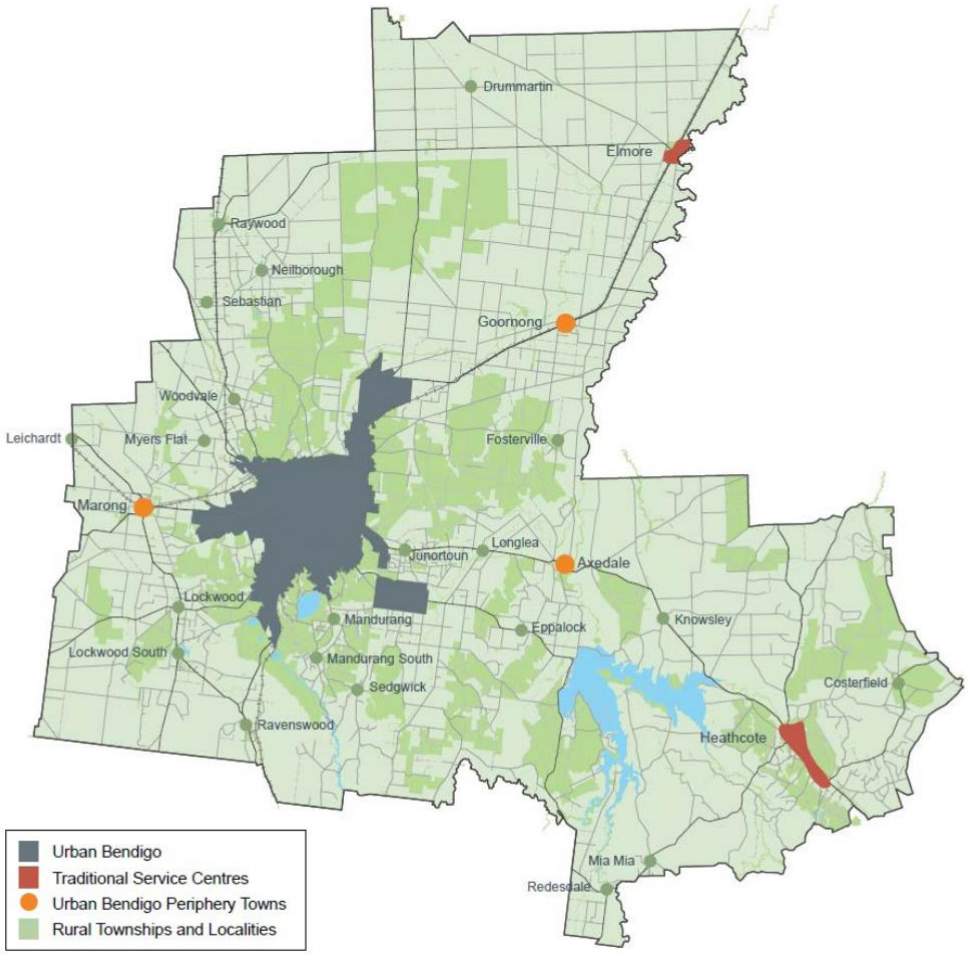
Urban periphery towns, including Axedale, Goornong and Marong, are located within close proximity (generally within 15km) to the Bendigo urban area, currently have a smaller residential population, and fewer facilities and infrastructure to support population growth (noting the longer term growth potential of Marong).

Rural townships and localities have fewer residents again, with limited infrastructure and facilities. Their functions vary across the municipality, from rural lifestyle properties and hobby farms to large farming properties including cropping, grazing or intensive animal industries.

Since developing the Rural Communities Strategy in 2016, the City has progressively worked towards planning for future growth in rural areas while protecting community values. This is being realised through the adoption and implementation of the Heathcote Township Plan in 2019 and the current work being undertaken to develop Township Plans for Elmore and Goornong.

In the strategic work undertaken to date, infrastructure provision, growth of townships, and land use conflicts are consistent themes across most rural areas.

Figure 15: Map of rural areas of Greater Bendigo



11.2 Housing in rural areas

The Rural Areas Strategy was prepared and adopted in 2009. Recommendations include to reduce the fragmentation of agricultural land and discourage new houses in rural areas unless they support agricultural uses. It also identifies the current over-supply of rural living land in Greater Bendigo.

Since adoption of the Rural Areas Strategy, housing in rural areas has continued to increase. Most growth has continued to expand rural lifestyle properties in areas close to the urban area of Bendigo, as well as urban periphery towns and traditional service centres (see Figure 16).

Given the time which has lapsed since the Rural Areas Strategy was developed, and the growing pressure for new development in some of these areas, it is important that this Strategy is updated. This will be the subject of a separate piece of work which will take place following the completion of the Managed Growth Strategy.

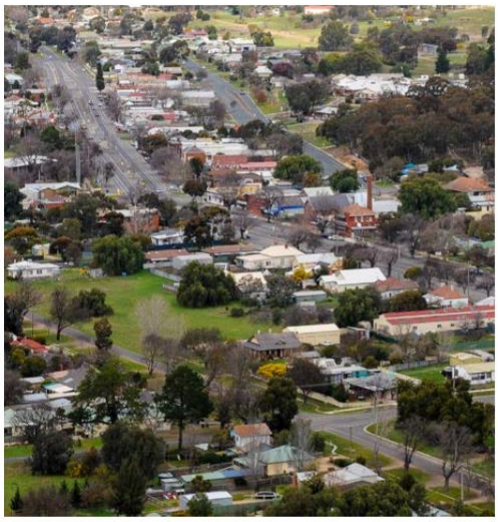


Figure 16: Dwellings constructed in rural areas



11.3 Summary of rural issues and opportunities

11.3.1 Issues

- An increased appetite for lifestyle and rural living resulting in demand for more dwellings
- Lack of servicing or cost to service some rural areas with infrastructure, including reticulated sewerage, which limits growth
- Potential land use conflicts due to the way townships have developed (for example having industry near residential development)
- Limited access to public transport in certain areas

11.3.2 Opportunities

- Undertake a new Rural Areas Strategy to provide greater direction for rural townships
- Continue to develop township plans to provide direction for the growth and change in bigger townships
- Better understand the economic and tourism opportunities in different townships, facilitate development to meet these needs and increase employment opportunities
- Continue to build on tourism opportunities through the delivery of infrastructure, for example the O'Keefe Rail Trail
- Ensure there are community facilities fit for purpose that meet community needs
- Work with the Department of Transport to deliver transport options which meet community needs
- Continue to advocate for improved telecommunication infrastructure to improve access for business and households

12. References

Adapt Loddon Mallee, *www.adaptloddonmallee.com.au/energy*

A Guide to Property Values, Annual analysis of property sales data from Valuer-General Victoria January-December 2020, *www.land.vic.gov.au/valuations/resources-and-reports/property-sales-statistics*

Australian Bureau of Statistics, Census of Population and Housing, 2016, *www.abs.gov.au/census*

Australian Bureau of Statistics. Counts of Australian Businesses Entries and Exits, Cat. 8165., Jun 2018, 2019, 2020 as cited in REMPLAN, *https://app.remplan.com.au/bendigo/economy/summary?state=aEp6caX9YFzpkm7fBj6MrzS1HDHMbr*

Australian Government, Your Home, Australia's Guide to Environmentally Sustainable Homes, *www.yourhome.gov.au/energy*

Australian Government, Department of Industry, Science, Energy and Resources, *www.energy.gov.au/government-priorities/buildings/trajectory-low-energy-buildings*

Bendigo Education Plan, 2018, *www.education.vic.gov.au/about/programs/Pages/educationplansbendigo.aspx*

City of Greater Bendigo, Affordable Housing Action Plan

City of Greater Bendigo, Connecting Greater Bendigo: Integrated Transport and Land Use Strategy, *www.bendigo.vic.gov.au/sites/default/files/2016-08/ITLUS_-_Adopted_260815.pdf*

City of Greater Bendigo, Commercial Land and Activity Centre Strategy, *www.bendigo.vic.gov.au/Services/Strategic-Planning-Projects/Commercial-land-and-activity-centre-strategy*

City of Greater Bendigo Council Plan 2021-2025 (Mir wimbul), *www.bendigo.vic.gov.au/About/Document-Library/council-plan-2021-2025-pdf*

City of Greater Bendigo, Economic Development Strategy 2020-2030, A stronger Greater Bendigo 2030, *www.bendigo.vic.gov.au/About/Document-Library/A-stronger-Greater-Bendigo-2030*

City of Greater Bendigo, Draft Environment Strategy 2021-2026, *www.letstalkgreaterbendigo.com.au/climate-change-and-environment-strategy-2021-2026*

City of Greater Bendigo, Greening Greater Bendigo 2020-2070, *www.bendigo.vic.gov.au/About/Document-Library/Greening-Greater-Bendigo*

City of Greater Bendigo, Healthy Greater Bendigo 2021-2025, *www.bendigo.vic.gov.au/Services/Strategic-Planning-Projects/Healthy-Greater-Bendigo*

City of Greater Bendigo, Heritage Gaps Analysis, *www.bendigo.vic.gov.au/sites/default/files/2019-09/Bendigo%20Heritage%20Gaps%20Analysis%20Report.pdf*

City of Greater Bendigo, Housing Strategy, *www.bendigo.vic.gov.au/Services/Strategic-Planning-Projects/Housing-strategy*

City of Greater Bendigo, Greater Bendigo Planning Scheme Review, *www.bendigo.vic.gov.au/Services/Building-and-Planning/Town-Planning/Greater-Bendigo-Planning-Scheme-Review*

City of Greater Bendigo, Greater Bendigo Industrial Land Development Strategy, *www.bendigo.vic.gov.au/Services/Strategic-Planning/Strategic-Planning-Projects/Industrial-Land-Development-Strategy*

City of Greater Bendigo, Residential Strategy 2016, *www.bendigo.vic.gov.au/sites/default/files/2019-10/Residential%20Strategy%20Adopted%20vr3.pdf*

City of Greater Bendigo, Plan Greater Bendigo, *www.bendigo.vic.gov.au/Services/Strategic-Planning-Projects/Plan-Greater-Bendigo*

City of Greater Bendigo, Public Space Plan, *www.bendigo.vic.gov.au/About/Document-Library/gb-public-space-plan-parts-1-3-adopted-june-2019-pdf*

City of Greater Bendigo, Residential Character Study, *www.bendigo.vic.gov.au/About/Document-Library/residential-character-study-2003*

City of Greater Bendigo, Walk, Cycle, Greater Bendigo Strategy, *www.bendigo.vic.gov.au/walkcyclegb*

DELWP, Building in the BMO, *www.planning.vic.gov.au/policy-and-strategy/bushfire/building-in-the-bmo*

DELWP, Development Contributions, *www.planning.vic.gov.au/policy-and-strategy/development-contributions*

DELWP, Guidelines for the removal, destruction or lopping of native vegetation 2017, *www.environment.vic.gov.au/__data/assets/pdf_file/0021/91146/Guidelines-for-the-removal,-destruction-or-lopping-of-native-vegetation,-2017.pdf*

DELWP, Loddon Mallee South Regional Growth Plan, *www.planning.vic.gov.au/policy-and-strategy/regional-growth-plans/loddon-mallee-south-regional-growth-plan*

DELWP, Managing Groundwater from Bendigo Mines, *www.water.vic.gov.au/groundwater/bendigo*

DELWP, Practice Note 90, Planning for Housing, *www.planning.vic.gov.au/__data/assets/pdf_file/0032/445388/PPN90-Planning-for-housing.pdf*

DELWP, Practice Note 91, Using the Residential Zones, *www.planning.vic.gov.au/__data/assets/pdf_file/0033/445389/PPN91-Using-the-residential-zones.pdf*

DELWP, Urban Development Program, *www.planning.vic.gov.au/land-use-and-population-research/urban-development-program/regionaludp*

DELWP, Victoria In Future, *www.planning.vic.gov.au/land-use-and-population-research/victoria-in-future*

DELWP, Victoria's Renewable Energy Targets, *www.energy.vic.gov.au/renewable-energy/victorias-renewable-energy-targets*

Dja Dja Wurrung, Land Use Activity Agreement, *www.justice.vic.gov.au/your-rights/native-title/dja-dja-wurrung-land-use-activity-agreement*

Ellen MacArthur Foundation, 2021, *https://emf.thirdlight.com/link/w750u7vysuy1-5a5i6n/@/preview/1?o*

Employment Projections by Industry, Labour Market Information Portal, *https://lmip.gov.au/default.aspx?LMIP/Downloads/EmploymentRegion*

Infrastructure Victoria, 30 Year Infrastructure Strategy 2021-2051, *www.infrastructurevictoria.com.au/project/30-year-strategy*

Forecast ID, ID Consultants, *https://forecast.id.com.au/bendigo*

Grattan Institute, Housing Affordability: Re-Imagining the Australian Dream – Grattan Institute, *https://grattan.edu.au*

Loddon Campaspe Climate Projections 2019, *www.climatechange.vic.gov.au/__data/assets/pdf_file/0039/429879/Loddon-Campaspe-Climate-Projections-2019_20200219.pdf*

Loddon Campaspe Integrated Transport Strategy

Loddon Campaspe Digital Plan, *www.rdv.vic.gov.au*

Monash University, The changing face of urban mobility: The rise of electric scooters and e-bikes, *https://lens.monash.edu/@design-architecture/2021/10/06/1383900/the-changing-face-of-urban-mobility-the-rise-of-electric-scooters-and-e-bikes*

Land Use and Population Planning, Urban Development Program, Department, Environment Land, Water and Planning, *www.planning.vic.gov.au/__data/assets/pdf_file/0028/79318/2017-Urban-Development-Program-Greater-Bendigo.pdf*

McKinsey & Company, The workforce of the future, *www.mckinsey.com/business-functions/strategy-and-corporate-finance/our-insights/the-workforce-of-the-future*

NCCMA 2016, North Central Regional Sustainable Agriculture Strategy, *www.nccma.vic.gov.au/sites/default/files/publications/north_central_victoria_regional_sustainable_agriculture_strategy_2015_-_final_version_1.pdf*

Planning Panels Victoria, Hobsons Bay Planning Scheme Amendment C131hbay, Planning Policy Framework and residential zones, *https://hdp-au-prod-app-hobs-participate-files.s3.ap-southeast-2.amazonaws.com/7416/2917/6485/Amendment_C131_Panel_Report.pdf*

Plan Melbourne, 2017-2050, *www.planmelbourne.vic.gov.au*

Planning for sustainable animal industries in Victoria, *www.agriculture.vic.gov.au/about/agriculture-in-victoria/sustainable-animal-industries/planning-for-sustainable-animal-industries-in-victoria*

Profile ID, ID consulting, *https://profile.id.com.au/bendigo*

Premier of Victoria, Media Release, Victoria to Pursue 7-Star Energy Efficiency Vision, *www.premier.vic.gov.au/victoria-pursue-7-star-energy-efficiency-vision*

Productivity Commission Report, Working from Home Research Paper, *www.pc.gov.au/research/completed/working-from-home*

REMPLAN, Greater Bendigo Economic Profile, *https://app.remplan.com.au/bendigo/economy/summary?state=aEp6caX9YFzpkm7fBj6MrzS1HDHMbr*

REMPLAN, Agri-business Economic Contributions Study, Greater Bendigo and Loddon Campaspe 2017

Renew, Resources on the 2022 National Construction Code, *https://renew.org.au/advocacy/climate-resilient-homes/resources-on-the-2022-national-construction-code/*

Taungurung Land Use Activity Agreement, *www.justice.vic.gov.au/your-rights/native-title/taungurung-land-use-activity-agreement*

Appendix 1 - Suburb snapshots

This appendix provides a snapshot of the suburbs of Bendigo and the small towns.

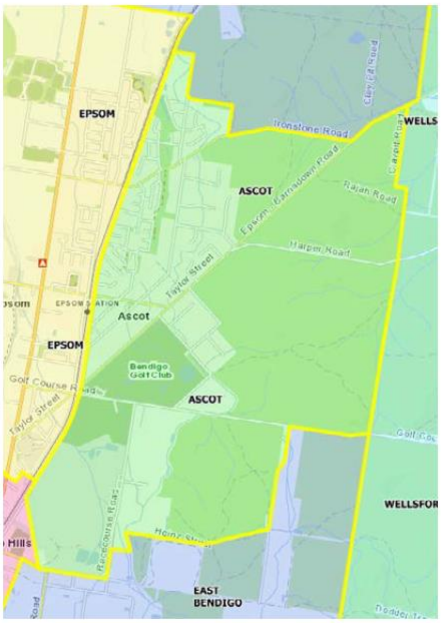
The population and household statistics are based on the 2016 Census. It is acknowledged that some areas have experienced significant growth since this time and update data will be available following the 2021 Census.

The dwelling construction data is based on the building data where a Certificate of Occupancy has been issued – the dwelling has been completed.

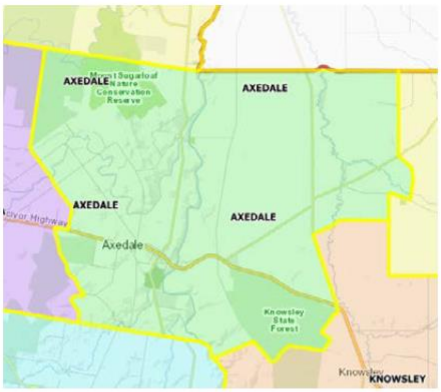
Subdivision data is derived from the City's planning records.



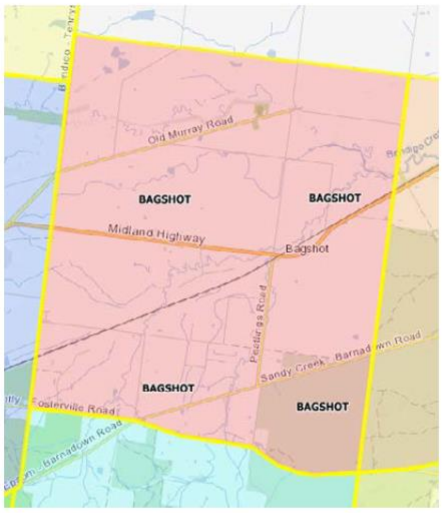
ASCOT	(2016 Census snapshot)		
Total population	11,747	**Number of bedrooms**	
Median age	33	1 bedroom	0.9%
Total private dwellings	4,646	2 bedrooms	7.8%
		3 bedrooms	50.5%
Household Composition		4+ bedrooms	38.5%
Family	76.2%	Not stated	2.2%
Lone person	20.5%	**Number of vehicles**	
Other	1%	None	3.1%
Dwelling Structure		1	27.7%
Separate house	96%	2	43.2%
Semi-detached	2.9%	3+	22.2%
Flat or apartment	0.4%	Not stated	3.8%
Other	0.5%		
Top industries of employment			
Hospitals			6.2%
Supermarket and grocery stores			3.1%
Takeaway food services			2.9%
Banking			2.8%
Primary education			2.5%



AXEDALE	(2016 Census snapshot)		
Total population	802	**Number of bedrooms**	
Median age	40	1 bedroom	0%
Total private dwellings	325	2 bedrooms	11.3%
		3 bedrooms	44.5%
Household Composition		4+ bedrooms	41.1%
Family	80.4%	Not stated	3%
Lone person	18.5%	**Number of vehicles**	
Other	1.1%	None	1.1%
Dwelling Structure		1	21.6%
Separate house	100%	2	39.8%
Semi-detached	0%	3+	35.2%
Flat or apartment	0%	Not stated	2.3%
Other	0%		
Top industries of employment			
Hospitals			5.7%
Gold ore mining			4.7%
Site preparation services			3%
Plumbing services			3%
Sheep farming (specialised)			2.7%



BAGSHOT		(2016 Census snapshot)	
Total population	288	**Number of bedrooms**	
Median age	44	1 bedroom	3.1%
Total private dwellings	102	2 bedrooms	4.1%
		3 bedrooms	37.8%
Household Composition		4+ bedrooms	52.0%
Family	94.3%	Not stated	3.1%
Lone person	5.7%	**Number of vehicles**	
Other	0%	None	0%
Dwelling Structure		1	9.7%
Separate house	100%	2	38.7%
Semi-detached	0%	3+	48.4%
Flat or apartment	0%	Not stated	3.2%
Other	0%		
Top industries of employment			
Poultry farming (egg)			8.2%
Site preparation services			7.3%
Hospitals			6.4%
Beef cattle farming (specialised)			3.6%
Supermarket and grocery stores			3.6%



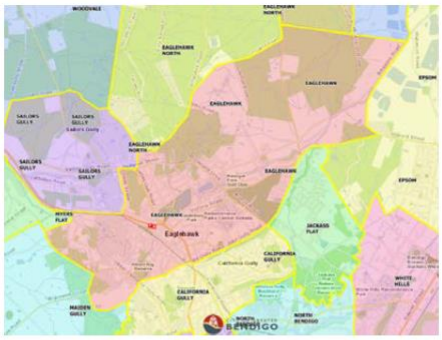
BENDIGO		(2016 Census snapshot)	
Total population	5,512	**Number of bedrooms**	
Median age	41	1 bedroom	5.7%
Total private dwellings	3,007	2 bedrooms	28.7%
		3 bedrooms	44.6%
Household Composition		4+ bedrooms	17.2%
Family	55.6%	Not stated	3.6%
Lone person	38.9%	**Number of vehicles**	
Other	5.5%	None	11.0%
Dwelling Structure		1	44.1%
Separate house	80.8%	2	29.9%
Semi-detached	15.8%	3+	10.8%
Flat or apartment	2.5%	Not stated	4.2%
Other	0.6%		
Top industries of employment			
Hospitals			9.3%
Banking			3.7%
Primary education			3.2%
Cafes and restaurants			3.1%
Supermarket and grocery stores			2.4%



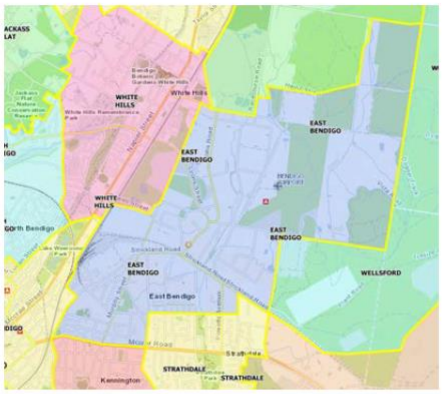
CALIFORNIA GULLY		(2016 Census snapshot)
Total population	4,363	**Number of bedrooms**
Median age	38	1 bedroom 1.8%
Total private dwellings	2,016	2 bedrooms 16.7%
Household Composition		3 bedrooms 59.9%
Family	62.5%	4+ bedrooms 17.8%
Lone person	33.2%	Not stated 3.2%
Other	4.2%	**Number of vehicles**
Dwelling Structure		None 8.3%
Separate house	94.3%	1 39.8%
Semi-detached	4.0%	2 31.0%
Flat or apartment	1.3%	3+ 15.4%
Other	0.2%	Not stated 5.5%
Top industries of employment		
Hospitals		5.9%
Supermarket and grocery stores		4.4%
Aged care residential services		4.2%
Building and other industrial cleaning services		2.8%
Takeaway food services		2.7%



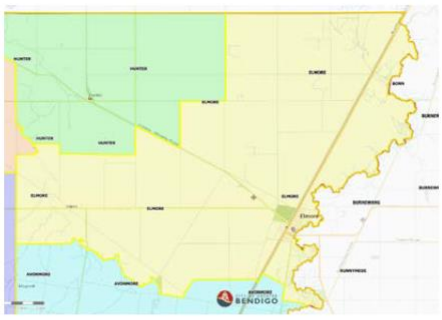
EAGLEHAWK		(2016 Census snapshot)
Total population	5,691	**Number of bedrooms**
Median age	39	1 bedroom 4.4%
Total private dwellings	2,625	2 bedrooms 20.8%
Household Composition		3 bedrooms 49.5%
Family	55.6%	4+ bedrooms 22.3%
Lone person	34.8%	Not stated 2.9%
Other	3.8%	**Number of vehicles**
Dwelling Structure		None 8.5%
Separate house	89.5%	1 35.1%
Semi-detached	8.3%	2 34.6%
Flat or apartment	1.0%	3+ 16.4%
Other	0.3%	Not stated 5.4%
Top industries of employment		
Hospitals		6.8%
Supermarket and grocery stores		4.1%
Other social assistance services		3.8%
Aged care residential services		2.7%
Takeaway food services		2.5%



EAST BENDIGO		(2016 Census snapshot)	
Total population	2,092	**Number of bedrooms**	
Median age	44	1 bedroom	3.2%
Total private dwellings	1,082	2 bedrooms	24.5%
		3 bedrooms	51.9%
Household Composition		4+ bedrooms	18.4%
Family	57.7%	Not stated	2.0%
Lone person	37.7%	**Number of vehicles**	
Other	4.5%	None	6.9%
Dwelling Structure		1	44.3%
Separate house	78.0%	2	31.2%
Semi-detached	19.5%	3+	13.8%
Flat or apartment	1.8%	Not stated	3.9%
Other	0.3%		
Top industries of employment			
Hospitals			5.4%
Other social assistance services			3.5%
Supermarket and grocery stores			3.3%
Banking			2.9%
Local government admin			2.4%

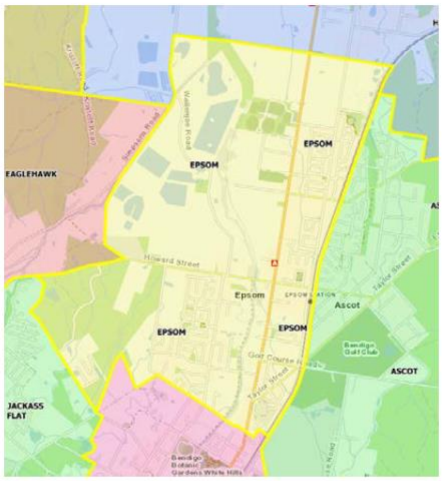


ELMORE		(2016 Census snapshot)	
Total population	776	**Number of bedrooms**	
Median age	51	1 bedroom	7.5%
Total private dwellings	417	2 bedrooms	17.6%
		3 bedrooms	45.7%
Household Composition		4+ bedrooms	23.6%
Family	57.5%	Not stated	4.5%
Lone person	41.6%	**Number of vehicles**	
Other	0.9%	None	6.8%
Dwelling Structure		1	35.4%
Separate house	93.2%	2	30.4%
Semi-detached	0.0%	3+	20.1%
Flat or apartment	0.9%	Not stated	7.4%
Other	5.9%		
Top industries of employment			
Road freight transport			4.9%
Hospitals			4.9%
Other grain growing			4.5%
Other horse and dog racing activities			4.1%
Dairy cattle farming			3.7%



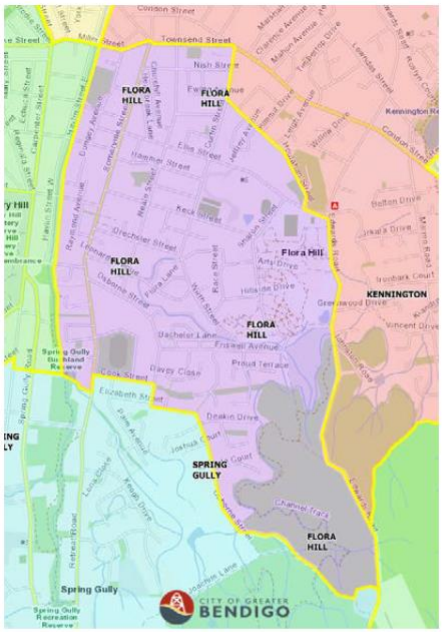
EPSOM		(2016 Census snapshot)	
Total population	4,325	**Number of bedrooms**	
Median age	31	1 bedroom	0.3%
Total private dwellings	1,642	2 bedrooms	4.9%
		3 bedrooms	52%
Household Composition		4+ bedrooms	40.8%
Family	78.9%	Not stated	1.8%
Lone person	17.2%	**Number of vehicles**	
Other	3.9%	None	2%
Dwelling Structure		1	27.7%
Separate house	98.4%	2	48.1%
Semi-detached	0%	3+	18.8%
Flat or apartment	0.2%	Not stated	3.3%
Other	1.2%		

Top industries of employment	
Hospitals	6%
Banking	3.6%
Supermarket and grocery stores	2.9%
Aged care residential services	2.7%
Takeaway food services	2.5%

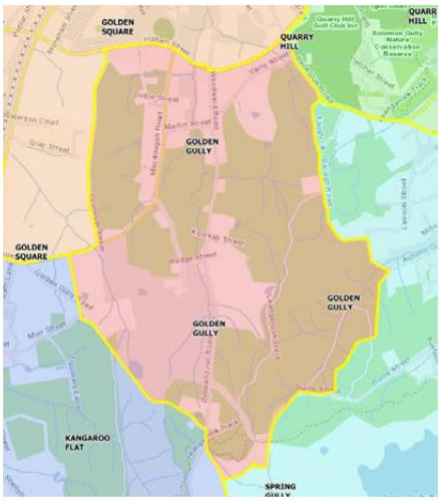


FLORA HILL		(2016 Census snapshot)	
Total population	3,955	**Number of bedrooms**	
Median age	27	1 bedroom	3.4%
Total private dwellings	1,788	2 bedrooms	25.1%
		3 bedrooms	52.9%
Household Composition		4+ bedrooms	16.2%
Family	55.1%	Not stated	2.4%
Lone person	32.3%	**Number of vehicles**	
Other	12.6%	None	8.6%
Dwelling Structure		1	41.4%
Separate house	77.5%	2	32.2%
Semi-detached	21.8%	3+	13.9%
Flat or apartment	0.3%	Not stated	3.8%
Other	0.0%		

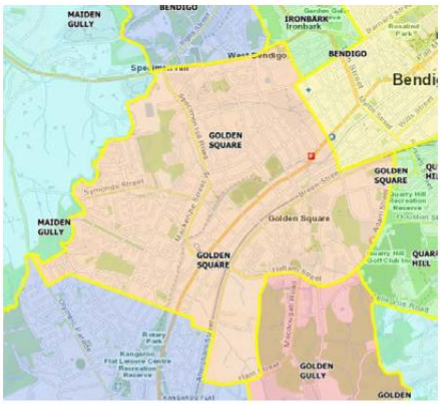
Top industries of employment	
Hospitals	6.5%
Cafes and restaurants	4.3%
Supermarket and grocery stores	4%
Takeaway food services	3.3%
Other social assistance services	2.8%



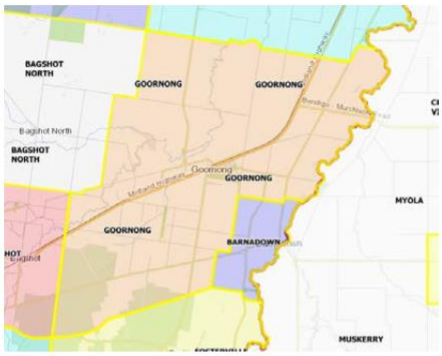
GOLDEN GULLY		(2016 Census snapshot)
Total population	211	**Number of bedrooms**
Median age	38	1 bedroom 0.0%
Total private dwellings	85	2 bedrooms 7.5%
		3 bedrooms 53.7%
Household Composition		4+ bedrooms 38.8%
Family	78.9%	Not stated 0.0%
Lone person	16.9%	**Number of vehicles**
Other	4.2%	None 4.1%
Dwelling Structure		1 18.9%
Separate house	100.0%	2 29.7%
Semi-detached	0.0%	3+ 36.5%
Flat or apartment	0.0%	Not stated 10.8%
Other	0.0%	
Top industries of employment		
Takeaway food services		14%
Road freight transport		10%
Hospitals		10%
Beekeeping		6%
Poultry processing		6%



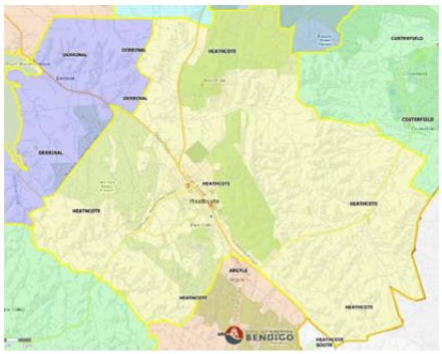
GOLDEN SQUARE		(2016 Census snapshot)
Total population	8,820	**Number of bedrooms**
Median age	38	1 bedroom 3.9%
Total private dwellings	4,071	2 bedrooms 16.8%
		3 bedrooms 55.6%
Household Composition		4+ bedrooms 20.2%
Family	63.9%	Not stated 3%
Lone person	31.7%	**Number of vehicles**
Other	4.3%	None 6.3%
Dwelling Structure		1 36.0%
Separate house	88.6%	2 38.2%
Semi-detached	4.5%	3+ 15.7%
Flat or apartment	4.6%	Not stated 3.8%
Other	1.9%	
Top industries of employment		
Hospitals		6.3%
Banking		3%
Supermarket and grocery stores		2.7%
Primary education		2.4%
Other social assistance services		2.3%



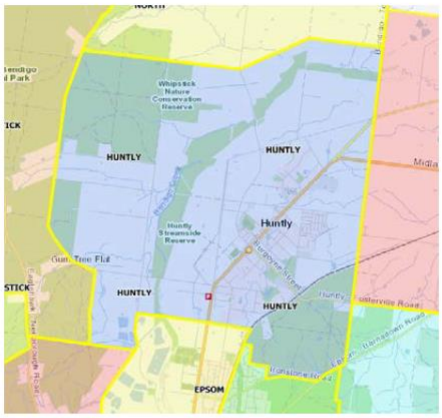
GOORNONG	(2016 Census snapshot)		
Total population	654	**Number of bedrooms**	
Median age	39	1 bedroom	1.8%
Total private dwellings	270	2 bedrooms	8.5%
		3 bedrooms	47.3%
Household Composition		4+ bedrooms	41.1%
Family	76.9%	Not stated	1.3%
Lone person	19.9%	**Number of vehicles**	
Other	3.2%	None	1.8%
Dwelling Structure		1	16.7%
Separate house	98.6%	2	41.2%
Semi-detached	1.4%	3+	38.5%
Flat or apartment	0.0%	Not stated	1.8%
Other	0.0%		
Top industries of employment			
Hospitals	5.3%		
Other grain growing	4.5%		
Primary education	4.5%		
Gold ore mining	4.2%		
Supermarket and grocery stores	3.8%		



HEATHCOTE & ARGYLE	(2016 Census snapshot)		
Total population	2,793	**Number of bedrooms**	
Median age	56	1 bedroom	3.9%
Total private dwellings	1,577	2 bedrooms	22.9%
		3 bedrooms	49.8%
Household Composition		4+ bedrooms	17.2%
Family	63.3%	Not stated	5.7%
Lone person	33.1%	**Number of vehicles**	
Other	3.6%	None	5.4%
Dwelling Structure		1	32%
Separate house	95.2%	2	36.7%
Semi-detached	0.3%	3+	17.7%
Flat or apartment	1.4%	Not stated	8.3%
Other	1.7%		
Top industries of employment			
Hospitals	5.3%		
Gold ore mining	4.1%		
Supermarket and grocery stores	4.1%		
Wine and other alcoholic beverage manufacturing	3.2%		
Defence	3.1%		



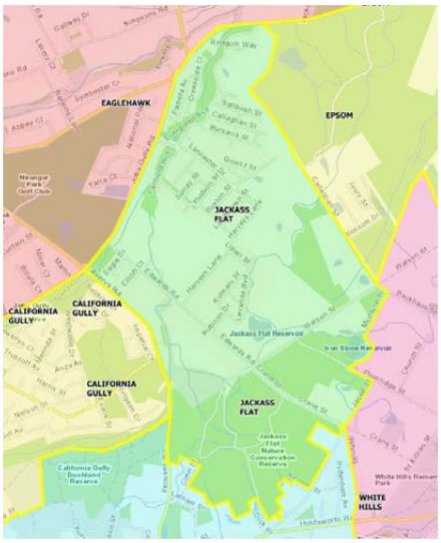
HUNTLY	(2016 Census snapshot)		
Total population	2,379	**Number of bedrooms**	
Median age	32	1 bedroom	1.0%
Total private dwellings	872	2 bedrooms	4.3%
		3 bedrooms	45.4%
Household Composition		4+ bedrooms	47.2%
Family	80.3%	Not stated	2.1%
Lone person	16.7%	**Number of vehicles**	
Other	3.0%	None	0.9%
Dwelling Structure		1	20.2%
Separate house	99.1%	2	44.9%
Semi-detached	0.5%	3+	30.4%
Flat or apartment	0.0%	Not stated	3.7%
Other	0.0%		
Top industries of employment			
Hospitals	5.9%		
Supermarket and grocery stores	3.4%		
Other social assistance services	3.1%		
Takeaway food services	2.9%		
Other automotive repair and maintenance	2.4%		



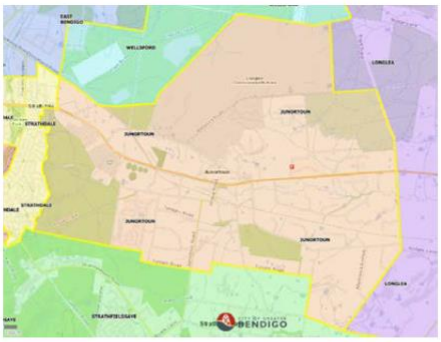
IRONBARK	(2016 Census snapshot)		
Total population	1,095	**Number of bedrooms**	
Median age	44	1 bedroom	4.7%
Total private dwellings	561	2 bedrooms	29.8%
		3 bedrooms	46.8%
Household Composition		4+ bedrooms	17.0%
Family	56.8%	Not stated	1.7%
Lone person	38.9%	**Number of vehicles**	
Other	4.3%	None	9.2%
Dwelling Structure		1	44.7%
Separate house	87.7%	2	28.2%
Semi-detached	11.0%	3+	14.0%
Flat or apartment	1.3%	Not stated	3.9%
Other	0.0%		
Top industries of employment			
Secondary education	5.8%		
Cafes and restaurants	4.1%		
Hospitals	3.8%		
Aged care residential services	3.6%		
Other social assistance services	3.4%		



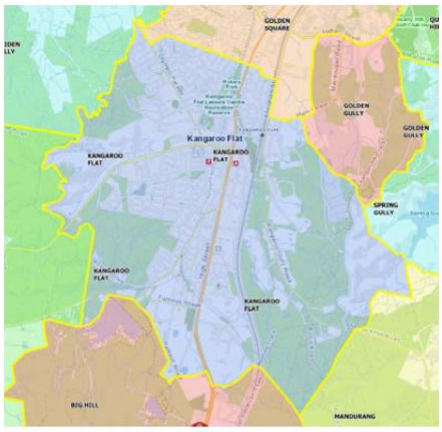
JACKASS FLAT		(2016 Census snapshot)	
Total population	1,141	**Number of bedrooms**	
Median age	26	1 bedroom	0.0%
Total private dwellings	453	2 bedrooms	1.3%
		3 bedrooms	27.3%
Household Composition		4+ bedrooms	69.4%
Family	74.2%	Not stated	2.1%
Lone person	18.3%	**Number of vehicles**	
Other	7.5%	None	2.1%
Dwelling Structure		1	27.0%
Separate house	99.0%	2	49.1%
Semi-detached	1.0%	3+	18.7%
Flat or apartment	0.0%	Not stated	3.1%
Other	0.0%		
Top industries of employment			
Hospitals			8.7%
Supermarket and grocery stores			5.2%
Aged care residential services			3.3%
Secondary education			3.1%
Road freight transport			2.3%



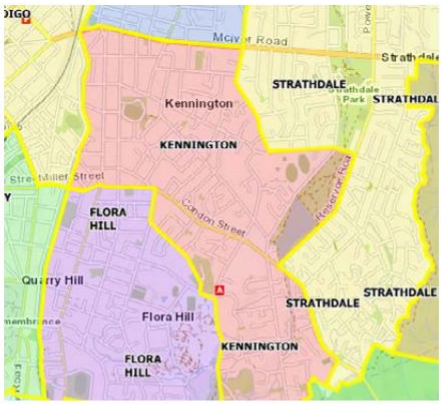
JUNORTOUN		(2016 Census snapshot)	
Total population	3,201	**Number of bedrooms**	
Median age	41	1 bedroom	1.7%
Total private dwellings	1,136	2 bedrooms	9.1%
		3 bedrooms	30.2%
Household Composition		4+ bedrooms	57.4%
Family	84.7%	Not stated	1.2%
Lone person	14.3%	**Number of vehicles**	
Other	1.0%	None	0.9%
Dwelling Structure		1	20.7%
Separate house	97.8%	2	47.2%
Semi-detached	0.4%	3+	28.4%
Flat or apartment	0.0%	Not stated	2.8%
Other	1.5%		
Top industries of employment			
Hospitals			8.1%
Banking			5%
Primary education			4.3%
Secondary education			3.2%
Takeaway food services			2.9%



KANGAROO FLAT		(2016 Census snapshot)
Total population	10,394	**Number of bedrooms**
Median age	42	1 bedroom 2.7%
Total private dwellings	4,782	2 bedrooms 17.0%
Household Composition		3 bedrooms 57.2%
Family	64.6%	4+ bedrooms 19.9%
Lone person	32.1%	Not stated 3%
Other	3.3%	**Number of vehicles**
Dwelling Structure		None 6.7%
Separate house	88.3%	1 38.3%
Semi-detached	10.4%	2 35.1%
Flat or apartment	1.1%	3+ 15.3%
Other	0.0%	Not stated 4.5%
Top industries of employment		
Hospitals		5.4%
Supermarket and grocery stores		4.3%
Poultry processing		3.3%
Cured meat and smallgoods manufacturing		2.7%
Takeaway food services		2.6%



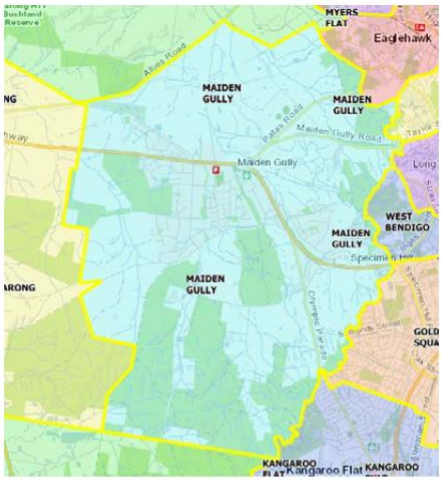
KENNINGTON		(2016 Census snapshot)
Total population	5,649	**Number of bedrooms**
Median age	42	1 bedroom 2.3%
Total private dwellings	2,710	2 bedrooms 24.1%
Household Composition		3 bedrooms 48.9%
Family	59.1%	4+ bedrooms 22.6%
Lone person	35.0%	Not stated 2.1%
Other	6.0%	**Number of vehicles**
Dwelling Structure		None 7.2%
Separate house	77.1%	1 41.4%
Semi-detached	21.4%	2 34.6%
Flat or apartment	1.1%	3+ 13.2%
Other	0.1%	Not stated 3.6%
Top industries of employment		
Hospitals		8%
Takeaway food services		3.6%
Banking		3.4%
Secondary education		3.3%
Primary education		2.9%



LONG GULLY		(2016 Census snapshot)
Total population	3,383	**Number of bedrooms**
Median age	36	1 bedroom 5.0%
Total private dwellings	1,590	2 bedrooms 20.5%
Household Composition		3 bedrooms 59.4%
Family	62.5%	4+ bedrooms 11.5%
Lone person	32.8%	Not stated 3.6%
Other	4.7%	**Number of vehicles**
Dwelling Structure		None 10.6%
Separate house	91.0%	1 40.6%
Semi-detached	6.2%	2 30.8%
Flat or apartment	2.3%	3+ 12.2%
Other	0.2%	Not stated 5.9%
Top industries of employment		
Hospitals		5.9%
Supermarket and grocery stores		4.6%
Aged care residential services		4.1%
Other social assistance services		3.7%
Building and other industrial cleaning services		3.1%

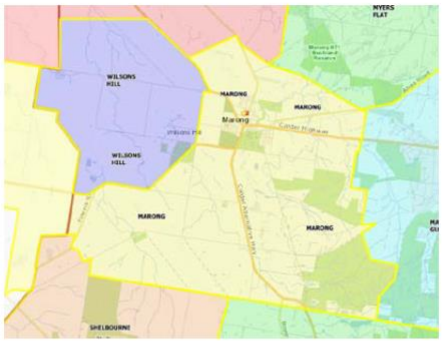


MAIDEN GULLY		(2016 Census snapshot)
Total population	4,992	**Number of bedrooms**
Median age	35	1 bedroom 1.1%
Total private dwellings	1,633	2 bedrooms 2.8%
Household Composition		3 bedrooms 35.3%
Family	88.4%	4+ bedrooms 59.7%
Lone person	10.4%	Not stated 0.9%
Other	1.2%	**Number of vehicles**
Dwelling Structure		None 0.9%
Separate house	98.7%	1 11.3%
Semi-detached	0.0%	2 50.6%
Flat or apartment	0.3%	3+ 34.7%
Other	0.8%	Not stated 2.5%
Top industries of employment		
Hospitals		7.2%
Banking		3.4%
Supermarket and grocery stores		3.3%
Primary education		2.9%
Takeaway food services		2.1%



MARONG	(2016 Census snapshot)		
Total population	1,416	**Number of bedrooms**	
Median age	31	1 bedroom	1.9%
Total private dwellings	535	2 bedrooms	6.0%
		3 bedrooms	43.3%
Household Composition		4+ bedrooms	46.6%
Family	81.6%	Not stated	2.2%
Lone person	16.0%	**Number of vehicles**	
Other	2.4%	None	0.7%
Dwelling Structure		1	17.2%
Separate house	96.1%	2	48.9%
Semi-detached	0.0%	3+	30.7%
Flat or apartment	0.0%	Not stated	2.6%
Other	3.3%		

Top industries of employment	
Hospitals	6.6%
Banking	4.5%
Primary education	4.3%
Supermarket and grocery stores	3.5%
Poultry processing	3.3%

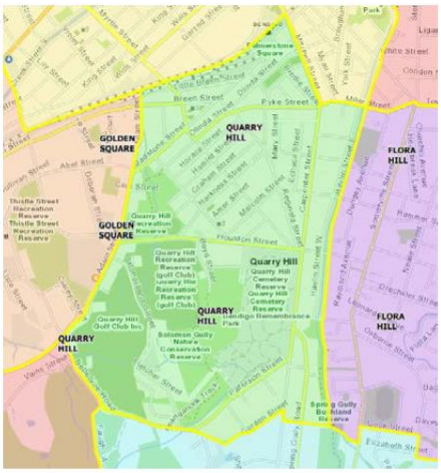


NORTH BENDIGO	(2016 Census snapshot)		
Total population	4,059	**Number of bedrooms**	
Median age	39	1 bedroom	3.9%
Total private dwellings	1,993	2 bedrooms	20.0%
		3 bedrooms	59.0%
Household Composition		4+ bedrooms	13.7%
Family	57.3%	Not stated	3.2%
Lone person	36.0%	**Number of vehicles**	
Other	6.7%	None	8.8%
Dwelling Structure		1	42.1%
Separate house	81.2%	2	31.4%
Semi-detached	11.5%	3+	12.6%
Flat or apartment	6.8%	Not stated	5.0%
Other	0.0%		

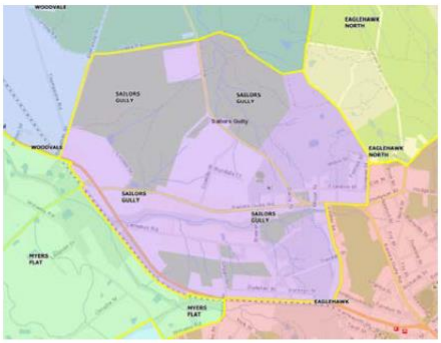
Top industries of employment	
Hospitals	13.8%
Aged care residential services	3.2%
Banking	2.8%
Supermarket and grocery stores	2.3%
Takeaway food services	2.3%



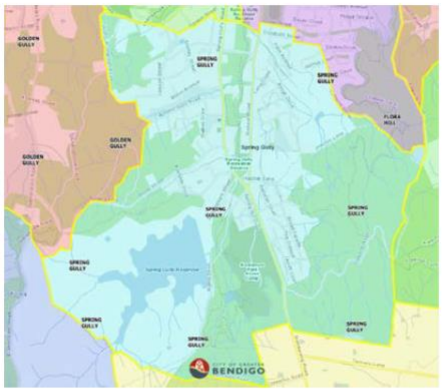
QUARRY HILL		(2016 Census snapshot)	
Total population	2,339	**Number of bedrooms**	
Median age	37	1 bedroom	4.2%
Total private dwellings	1,118	2 bedrooms	23.4%
		3 bedrooms	49.4%
Household Composition		4+ bedrooms	20.9%
Family	63.7%	Not stated	2.2%
Lone person	30.9%	**Number of vehicles**	
Other	5.4%	None	6.0%
Dwelling Structure		1	40.2%
Separate house	85.3%	2	37.1%
Semi-detached	13.6%	3+	13.5%
Flat or apartment	1.2%	Not stated	3.1%
Other	0.0%		
Top industries of employment			
Hospitals			8.8%
Secondary education			4.1%
Cafes and restaurants			3.1%
Banking			3.1%
Other social assistance services			3.1%



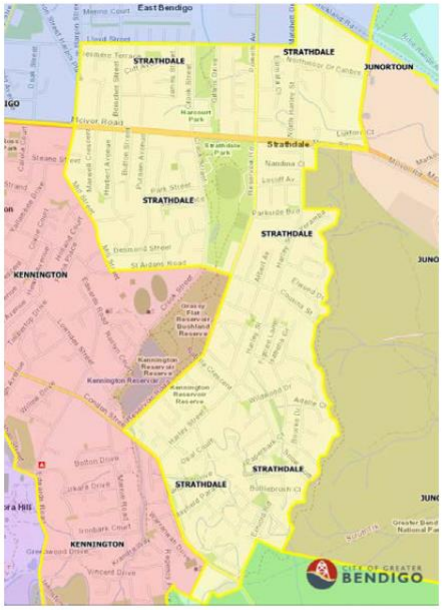
SAILORS GULLY		(2016 Census snapshot)	
Total population	711	**Number of bedrooms**	
Median age	46	1 bedroom	1.1%
Total private dwellings	303	2 bedrooms	14.0%
		3 bedrooms	57.2%
Household Composition		4+ bedrooms	25.8%
Family	74.5%	Not stated	1.8%
Lone person	21.7%	**Number of vehicles**	
Other	3.7%	None	1.5%
Dwelling Structure		1	25.6%
Separate house	100.0%	2	35.3%
Semi-detached	0.0%	3+	35.0%
Flat or apartment	0.0%	Not stated	2.6%
Other	0.0%		
Top industries of employment			
Hospitals			8.1%
Supermarket and grocery stores			5.3%
Takeaway food services			4.5%
Road freight transport			4.5%
State government administation			4.1%



SPRING GULLY		(2016 Census snapshot)	
Total population	3,000	**Number of bedrooms**	
Median age	43	1 bedroom	2.9%
Total private dwellings	1,413	2 bedrooms	18.1%
		3 bedrooms	46.1%
Household Composition		4+ bedrooms	29.2%
Family	64.3%	Not stated	2.7%
Lone person	31.5%	**Number of vehicles**	
Other	4.3%	None	5.9%
Dwelling Structure		1	35.5%
Separate house	86.1%	2	37.3%
Semi-detached	12.8%	3+	17.4%
Flat or apartment	0.8%	Not stated	4.9%
Other	0.0%		
Top industries of employment			
Hospitals			8.1%
Banking			4.2%
Primary education			4.2%
Secondary education			3.6%
Higher education			2.9%



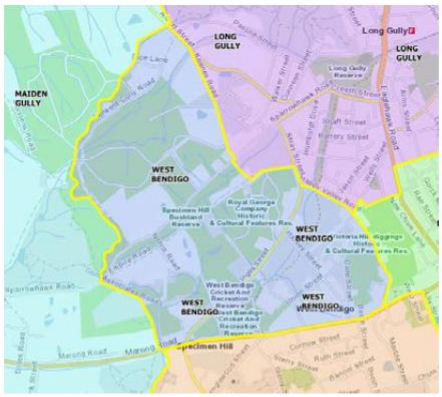
STRATHDALE		(2016 Census snapshot)	
Total population	5,663	**Number of bedrooms**	
Median age	45	1 bedroom	0.8%
Total private dwellings	2,509	2 bedrooms	14.3%
		3 bedrooms	47.9%
Household Composition		4+ bedrooms	34.9%
Family	68.8%	Not stated	2.2%
Lone person	27.7%	**Number of vehicles**	
Other	3.5%	None	4.2%
Dwelling Structure		1	35.2%
Separate house	86.4%	2	40.5%
Semi-detached	13%	3+	16.9%
Flat or apartment	0.4%	Not stated	3.1%
Other	0%		
Top industries of employment			
Hospitals			6.9%
Takeaway food services			4.4%
Primary education			3.7%
Banking			3.7%
Supermarket and grocery stores			2.9%



STRATHFIELDSAYE	(2016 Census snapshot)		
Total population	5,428	**Number of bedrooms**	
Median age	35	1 bedroom	
Total private dwellings	1,864	2 bedrooms	
		3 bedrooms	
Household Composition		4+ bedrooms	
Family	88%	Not stated	
Lone person	10.6%	**Number of vehicles**	
Other	1.4%	None	
Dwelling Structure		1	
Separate house	99.4%	2	
Semi-detached	0.2%	3+	
Flat or apartment	0.2%	Not stated	
Other	0%		
Top industries of employment			
Hospitals	8.1%		
Primary education	4.7%		
Banking	4.7%		
Supermarket and grocery stores	3.9%		
Secondary education	3.1%		



WEST BENDIGO	(2016 Census snapshot)		
Total population	375	**Number of bedrooms**	
Median age	42	1 bedroom	0%
Total private dwellings	169	2 bedrooms	15.7%
		3 bedrooms	54.3%
Household Composition		4+ bedrooms	25%
Family	69.6%	Not stated	5%
Lone person	26.1%	**Number of vehicles**	
Other	4.3%	None	5%
Dwelling Structure		1	28.4%
Separate house	100.0%	2	36.2%
Semi-detached	0.0%	3+	26.2%
Flat or apartment	0.0%	Not stated	4.3%
Other	0.0%		
Top industries of employment			
Supermarket and grocery stores	11.4%		
Hospitals	11.4%		
Aged care residential services	6.1%		
Accomodation	5.3%		
Building and other industrial cleaning services	5.3%		



WHITE HILLS		(2016 Census snapshot)	
Total population	3,219	**Number of bedrooms**	
Median age	37	1 bedroom	1.9%
Total private dwellings	1,444	2 bedrooms	15.8%
		3 bedrooms	54.2%
Household Composition		4+ bedrooms	24.7%
Family	66.2%	Not stated	3.5%
Lone person	29.5%	**Number of vehicles**	
Other	4.3%	None	7.6%
Dwelling Structure		1	35.2%
Separate house	89.9%	2	34.6%
Semi-detached	8.8%	3+	17.5%
Flat or apartment	0.4%	Not stated	5.1%
Other	0.3%		

Top industries of employment	
Hospitals	7.6%
Takeaway food services	4.4%
Supermarket and grocery stores	3.2%
Primary education	3.1%
Banking	2.8%



NOTES

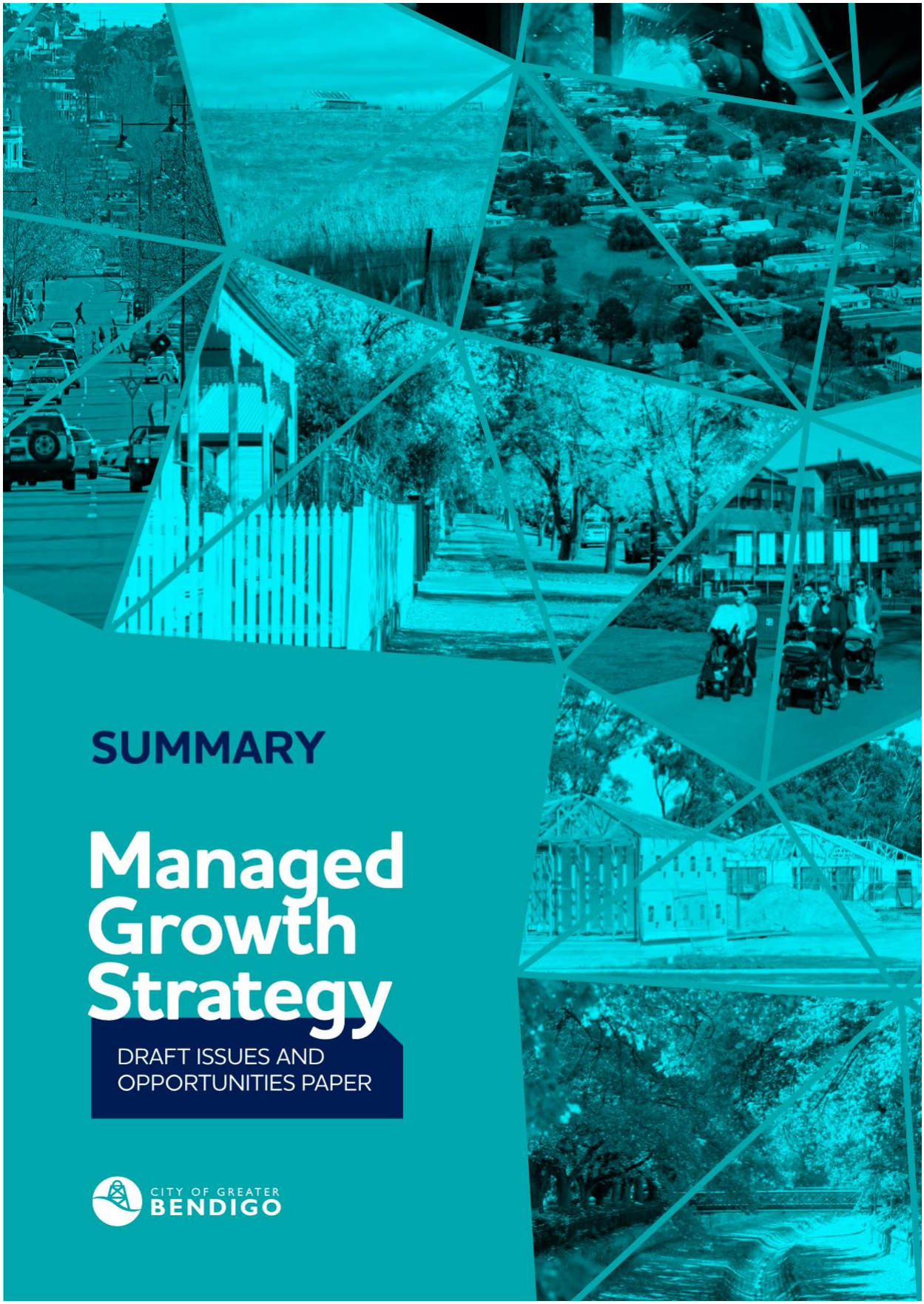




City of Greater Bendigo
A: 15 Hopetoun Street, Bendigo
M: PO Box 733, Bendigo VIC 3552
P: 1300 00 2642 or (03) 5434 6000
E: requests@bendigo.vic.gov.au
W: www.bendigo.vic.gov.au

CITY OF GREATER BENDIGO

Attachment 2 - Managed Growth Strategy - Summary





Greater Bendigo offers the best of regional living and our population is growing, welcoming around 2,000 new residents each year.

The municipality is one of Australia's largest inland cities, supporting a local population of approximately 120,000. If the region continues to grow at the current rate of 1.6 to 1.7 per cent, around 80,000 more residents will call Greater Bendigo home by 2050 (a population of 200,000). This will mean meeting the needs for more than 33,000 new homes and upwards of 35,000 jobs.

To manage future growth, a proactive approach is required in planning and directing this growth to locations which are most suitable. This includes areas which are closer to existing or planned services, facilities and transport, and have limited environmental constraints such as bushfire and flooding risk. For example, areas around commercial centres or along main roads.

In determining where new housing can go, it is also important to consider the many features which contribute to making the municipality so desirable. This includes preserving native vegetation, open space, places of cultural heritage value and heritage buildings. It is important to ensure these features remain for future generations and as such many of these areas will not be suitable for more residential development even if they are well located.

The Managed Growth Strategy needs to be developed to balance all these needs and to accommodate growth.

What does this mean for me?

All residents have an interest in a growing and changing Greater Bendigo. For example:

- Residents generally want to work close to their home to reduce commuting distances
- Households with younger children want to be able to easily access schools and kindergartens
- Households want to be able to access homes which suit their needs and that they can afford without being under financial stress
- Residents want to be able to easily get around the municipality whether by walking, cycling, public transport or through driving
- Housing in areas prone to bushfire or flooding may have impacts with insurance
- Planning controls mean that different types of development are suitable in certain locations
- There is technology that supports remote working
- Consideration and protection of the environment in how we live, travel, work and play

What is the Managed Growth Strategy?

The Managed Growth Strategy (MGS) will provide a residential framework plan for growth over the next 30 years. This includes considering the opportunities for growth within the existing urban area of Bendigo, as well as if and where the Urban Growth boundary should be changed. It will provide a series of priorities for more



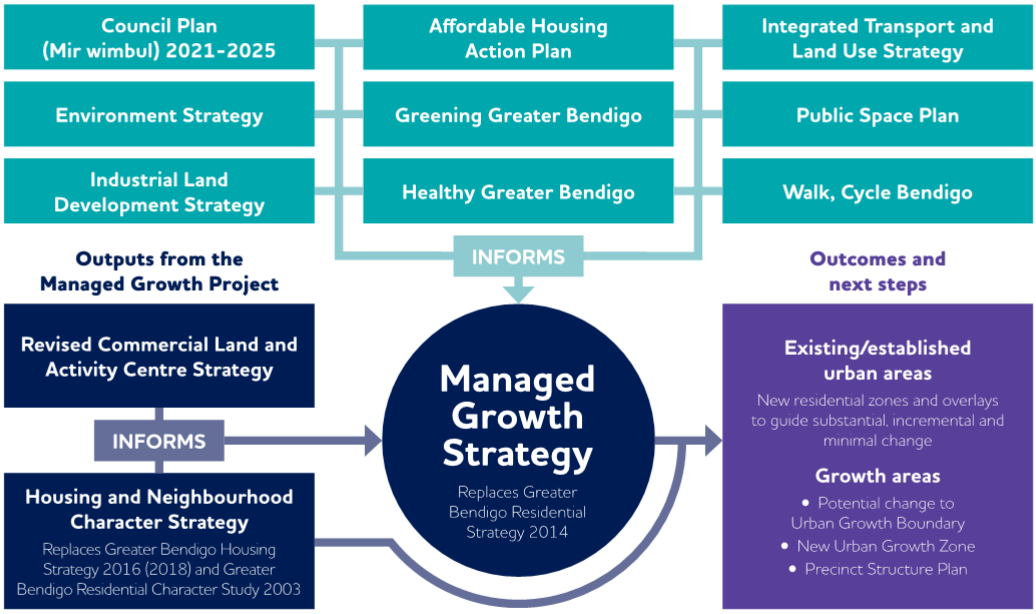
detailed investigations of individual precincts and suburbs to accommodate growth. While rural areas and their role will be considered as part of the MGS, more detailed analysis will be the subject of a new Rural Areas Strategy likely to commence later in 2022.

The MGS will replace the City's existing Residential Strategy which is now six years old. It will also be informed by the following strategies and documents which will be developed at the same time as the MGS:

- Housing and Neighbourhood Character Strategy
- Revised Commercial Land and Activity Centre Strategy
- Agricultural Land Use Assessment
- Municipal Bushfire Risk Assessment

These documents will be prepared at the same time as the draft Managed Growth Strategy. We hope to consult on these documents in the second half of 2022.

Summary of the relationship between existing strategies and outputs from the Managed Growth Strategy





Why have we prepared an MGS – Issues and Opportunities Paper?

The purpose of this paper is to identify any constraints or enablers for development early in the preparation of the MGS. It has been prepared to provide some context to the community, landowners, government/servicing agencies and developers around the changes occurring in Greater Bendigo, what might happen in the future and the various factors that need to be considered in making decisions about where new housing and other development should go.

How does this fit with house prices and land supply?

There has been lots of interest from the media, community and developers around house prices and land supply particularly in recent months.

It is State planning policy that all municipalities across Victoria plan to accommodate population growth over minimum of a 15 year period and be clear on where this growth should occur.

As part of the Housing and Neighbourhood Character Strategy, the City has appointed consultants to complete a Housing Capacity Analysis. This will enable the City to report back to the community and other stakeholders around the current housing supply.

The Housing Capacity Analysis will be used along with population and dwelling projections as a basis to inform what supply is needed over and above existing zoned supply, and land that is already proposed to be rezoned to residential over time such as land around the Marong Township.

Principles

There are some fundamental principles which must be considered when preparing a Managed Growth Strategy.

Principles which need to be considered in planning for growth:

- Housing must be directed to areas with a lower bushfire risk
- A range of different types of housing including affordable housing is to be encouraged particularly in well serviced locations to meet different household needs
- Environmentally Sustainable Design is necessary and can improve health outcomes
- Development areas need to be serviced with water, sewer, electricity and other services
- Development is prioritised in areas that can be supported with cost effective water and sewer services, and developments are to include integrated water principles
- Access to shops, facilities and employment opportunities is important
- Habitat and native vegetation loss is to be avoided wherever possible, and open space reserves and links for flora and fauna are to be increased
- Productive agricultural land is to be retained
- Buffer distances (e.g. between industry and residential development) need to be considered
- Contaminated land is to be remediated prior to development
- Waterways are to be protected from residential impacts
- Recognition and Settlement Agreements that are in place with the Dja Dja Wurrung and Taungurung land use corporations need to be considered
- Levies, such as the Windfall Gains Tax and Development Contributions, need to be considered

Issues and Opportunities

The following section provides an overview of the issues and opportunities identified so far by referring to existing strategies, policy and other documents as well as State Agency and Developer workshops. The issues and opportunities have been identified by City staff, as well as State Government agencies and our community. The City aims to build on these issues and opportunities by seeking further community feedback.

HOUSING

Issues

- Lack of housing diversity particularly in growth areas of Bendigo
- Areas with predominantly lower density housing make it difficult to attract businesses and services
- Limited understanding around the market demand for different types of housing in Greater Bendigo, for example units and apartments
- Limited understanding of the existing housing capacity in Greater Bendigo
- There are over 6,000 buildings in a Heritage Overlay which creates development challenges and limitations
- Lack of understanding on the extent of single dwelling covenants*, particularly across the established areas of urban Greater Bendigo
- Housing affordability is an increasing problem exasperated by social housing wait lists
- An outdated Residential Character Policy which provides limited direction for preferred character outcomes in Greater Bendigo
- Limited direction in terms of legislation/rules to improve environmental sustainability outcomes in the majority of new houses
- The high cost of servicing new housing areas with water, sewerage, electricity and roads

Opportunities

- Introduce residential zones that provide clarity around suitable housing for different areas
- Develop Urban Design Frameworks that provide guidance around the design of new developments in Commercial centres to encourage better housing design and diversity
- Undertake a survey to determine market demand for medium density development
- Undertake further investigation to determine the potential of rezoning some areas of farming and low-density residential land within the Urban Growth Boundary
- Better integrate new housing in heritage precincts including secondary dwellings to the rear of properties or contemporary extensions
- Maximise opportunities through the Big Housing Build for housing in Greater Bendigo
- Maximise existing planning tools to encourage a proportion of affordable housing in new developments
- Investigate density incentives when a positive community benefit will be delivered as a result of a new development
- Investigate alterations to the Urban Growth Boundary that could progress the supply of residential land

**Covenants are written agreements on title which restrict how land can be used and developed. These are often between the landowner and developer and run with the land unless they are removed or lapse at a certain time. The planning system is only involved if there is a planning application to remove or vary a covenant.*



ENVIRONMENT

Issues

- Greater Bendigo is likely to be hotter and drier in the future, and experience more extreme weather events
- With patches of native vegetation on many sites, this can make it difficult to develop these sites or it can be difficult or costly to obtain vegetation offsets (where vegetation is provided elsewhere to make up for vegetation loss)
- Planning for growth whilst managing bushfire risk is a challenge and timely strategic planning advice from the CFA is needed
- We need to consider the impacts of building housing in flood prone areas, this includes the impacts to homes downstream. While not a planning consideration it also may impact on insurance
- Retrofitting existing dwellings to be more energy efficient can be costly upfront. Not doing this however will likely lead to growing costs to heat and cool these dwellings in the future which is likely to impact on those least able to afford it
- New mining exploration licences may further limit suitable development areas
- While there are a number of ex-mining sites in well located areas, the cost and ability to remove the contamination on these sites and get them ready for development can be challenging
- Mine shafts and mine vents can add to new development costs and often the location of these shafts is not always known
- Currently groundwater discharges into several points across Greater Bendigo
- Erosion is a challenge in certain areas and may make some locations unsuitable for development

Opportunities

- Continue to advocate for the remediation of former mining land to enable residential and other uses
- Protect and enhance vegetation and tree canopy coverage
- Establish and promote a native vegetation offset bank, that will not only permanently protect vegetation but increase opportunities for locally sourced vegetation offsets
- Complete a municipal wide bushfire assessment prior to the draft Managed Growth Strategy to ensure residential development is directed to low-risk locations
- Develop and implement flood studies (also identified in the Climate Change and Environment Strategy 2021-2026)
- Encourage more housing in areas with fewer environmental risks
- Encourage greater consideration of Environmentally Sustainable Design at the design stage of development by providing ready access to information and tools to make the process as easy as possible
- Encourage residents to continue to reduce their water use including outside of droughts
- Partner with Coliban Water to improve household and business water use efficiency (also identified in the Climate Change and Environment Strategy 2021-2026)

INFRASTRUCTURE

Issues

- Need to ensure that the wastewater treatment plant is protected from residential encroachment and the development of more housing nearby
- Improve access to reticulated services such as water and sewerage into the small towns so they can offer housing opportunities
- There is a large number of community buildings across the municipality which are not currently aligned with need (i.e. some areas are well serviced with community buildings and others not as well serviced)
- There are gaps in the provision of public space, recreation and sporting facilities in certain areas - some of these gaps have been identified in the Greater Bendigo Public Space Plan
- Limited opportunities for expansion of the certain schools due to their location
- Currently secondary schools in Greater Bendigo are all located within the established areas of Greater Bendigo
- Development Contribution Plans only collect part of the cost of what infrastructure and services actually cost

Opportunities

- Encourage households to design their gardens to better capture stormwater and minimise runoff
- Discourage gas connections within new housing estates consistent with the Greater Bendigo Climate Change and Environment Strategy
- Ensure Development Contribution Plans are developed concurrently with (Precinct) Structure Plans for new Growth Areas to fund infrastructure and open space
- Work with school building authorities to develop a shared understanding of growth, and impacts for schools
- Ensure community facilities are planned alongside population growth and directed to the most appropriate locations
- Make it clear where new growth is encouraged, particularly within established areas with the necessary, existing infrastructure



TRANSPORT

Issues

- If car ownership patterns remain unchanged there could be 30,000 more cars on the road by 2036, an increase of more than one third on current numbers
- If car ownership continues to grow, the cost of maintaining, upgrading and adding additional lanes to roads will increase, and there will be amenity and environmental impacts due to road widening projects
- Lack of safety when riding a bicycle on roads in Greater Bendigo
- Lack of incentives for an alternative transport mode given the time and ease of car travel in Greater Bendigo
- Lack of pedestrian and cycle connections in some suburbs and estates discourages walkability
- Upfront cost of introducing separated bike lanes, footpath improvements etc to encourage walking and cycling
- Reliance on a high portion of grant funding from State and Federal governments to deliver infrastructure which is prioritised at a state-wide level
- Lack of train services to Eaglehawk, Elmore, Goornong, and Epsom Stations and time between services
- Direct and frequent public transport in low density urban areas is not financially viable
- Servicing growth areas with public transport often occurs after the majority of the new population has moved in and have already established their daily travel behaviours which predominantly rely on driving
- Growth in trucks on roads, including through the residential areas of Bendigo

Opportunities

- Advocate for more direct, cross city and new bus services where there are gaps, such as Marong and other small townships
- Continue to advocate for Bendigo Metro Rail and the delivery of more stations and services across Greater Bendigo, such as Golden Square, Maiden Gully, Marong and Kangaroo Flat South
- Encourage new development in and around current and proposed train station
- Advocate for the development of vacant land owned by State Government for future train stations in Bendigo including Bendigo Station, Eaglehawk and Golden Square
- Encourage the provision of bicycle parking requirements and end of trip facilities in new developments over and above the requirements at Clause 52.34 of the Planning Scheme
- Ensure new developments are well connected to existing pedestrian and cycle networks
- Respond to the growing proportion of our community using e-bikes and scooters as modes of transport by providing safe cycling infrastructure
- Encourage electric charging stations in new subdivisions
- Guide development to established areas with good transport opportunities, including frequent bus and safe walking and cycling infrastructure
- Encourage the establishment of a car sharing scheme in Greater Bendigo to reduce private car ownership
- Work with the Department of Transport to develop a priority project list to optimise funding opportunities at Federal, State and local government levels



ECONOMY AND EMPLOYMENT

Issues

- Challenges with land use conflict, particularly between heavy industries, intensive animal industries and residential development
- Lack of industrial land supply and potential impact on employment opportunities
- Growth in online shopping may have a negative impact on some existing retail stores and the composition of the various activity centres
- Difficult to project what the longer-term impacts of COVID will have in planning for commercial floorspace and commercial development

Opportunities

- Continue to encourage a range of business activities in different areas to ensure a diversified economy
- Encourage and facilitate greater circular economy outcomes
- Encourage more opportunities for active commercial space at ground floor and residential above particularly within the City Centre and along transport corridors such as High Street, Bendigo
- Encourage better landscaping, tree canopies and pedestrian access to new commercial developments to encourage walking to access daily goods and services
- Encourage a diversity of dwelling types surrounding existing or future activity centres
- Consider the transition of some industrial land located adjacent to residential development to an alternative zone, following detailed precinct planning
- Prepare a masterplan for the Charleston Road, East Bendigo precinct
- Discourage more residential development adjacent to existing industrial/ landfill precincts
- Identify areas of high value agricultural land now and into the future given the importance of the agricultural industry to Greater Bendigo
- Potential for new employment opportunities and growth aligned with the release of mining exploration licenses

RURAL AREAS

Issues

- An increased appetite for lifestyle and rural living resulting in demand for more dwellings
- Lack of servicing or cost to service some rural areas with infrastructure, including reticulated sewerage, which limits growth
- Potential land use conflicts due to the way townships have developed (for example having industry near residential development)
- Limited access to public transport in certain areas

Opportunities

- Undertake a new Rural Areas Strategy to provide greater direction for rural townships
- Continue to develop township plans to provide direction for the growth and change in bigger townships
- Better understand the economic and tourism opportunities in different townships, facilitate development to meet these needs and increase employment opportunities
- Continue to build on tourism opportunities through the delivery of infrastructure, for example the O'Keefe Rail Trail
- Ensure there are community facilities fit for purpose that meet community needs
- Work with the Department of Transport to deliver transport options which meet community needs
- Continue to advocate for improved telecommunication infrastructure to improve access for business and households



Expressions of Interest (EOI)

To coincide with consultation on the Managed Growth Strategy 's Issues and Opportunities, the City is also calling for expressions of interest from landowners who are interested in their land being considered for residential development. Their land may currently be zoned Farming, Low Density Residential or another zone. For potential sites to be considered, they must meet the following criteria:

- Be over one hectare in size (or there is agreement from adjoining land owners to deliver one hectare)
- Be within or close to the existing Urban Growth Boundary
- Be subject to minimal environmental constraints (such as being of a low bushfire and flooding risk and not have high levels of contamination)
- Not be heavily vegetated
- Not have a steep topography
- Not be heavily impacted by groundwater
- Be close to existing services such as sewer, water and power if not already serviced

What are we asking from you?

At this stage we are asking for residents to complete a short survey, provide feedback on the paper and if there are any topics that you believe need to be considered in the Opportunities and Issues paper. Your feedback will help inform the preparation of the draft MGS.

We are also asking for landowners with parcels of land which meet the criteria for investigation to submit an EOI. These submissions will be e further investigated in the next stages of the project.

Further information

letstalkgreaterbendigo.com.au

strategic.planning@bendigo.vic.gov.au

1300 00 2642 or (03) 5434 6000



Residential Zones

The Managed Growth Strategy and Housing and Neighbourhood Character Strategy will inform the the application of residential zones. The majority of residential land in Greater Bendigo is zoned General Residential. The municipality also has areas of Low Density Residential Zone, Mixed Use Zone, Residential Growth Zone, and Township Zone in some of the rural communities. Below is a summary of the different zones.

Overview of different residential zones

Zone	Low Density Residential Zone	Mixed Use Zone	Township Zone
Objective	Provide for low-density lots, which can treat and retain wastewater where there is no access to reticulated sewerage	Provide for a range of range of complementary uses including higher density housing	Provide for a range of uses in small towns
Building height	No maximum building height specified	No maximum building height specified. However, a mandatory maximum building height can be specified in the schedule to the zone	Discretionary maximum height – 9m but mandatory height of at least 9 m can be specified in the schedule to the zone
Subdivision area	None specified	None specified	None specified
Garden area	None specified	None specified	None specified

Zone	Residential Growth Zone	General Residential Zone	Neighbourhood Residential Zone
Objective	Housing of up to and including 4 storeys in locations well serviced by services and facilities including activity centres	Encourage a diversity of housing types particularly in well serviced locations while respecting the neighbourhood character of the area	Ensure development respects identified neighbourhood character, heritage, environmental or landscape characteristics
Building height	Discretionary maximum height – 13.5m but mandatory height of at least 13.5m can be specified in the schedule to the zone	Mandatory maximum height 11 metres and 3 storeys	Mandatory maximum 9 metres and 2 storeys
Subdivision area	None specified	None specified	Minimum subdivision area requirement
Garden area	None specified	Minimum garden area but potential for requirement to be exempted	Minimum garden area with no exemption

Source: Adapted from DELWP Planning Practice Note 91, Using the Residential Zones



City of Greater Bendigo
A: 15 Hopetoun Street, Bendigo
M: PO Box 733, Bendigo VIC 3552
P: 1300 00 2642 or (03) 5434 6000
E: requests@bendigo.vic.gov.au
W www.bendigo.vic.gov.au

CITY OF GREATER BENDIGO

16.2. 10 Hill Street, Bendigo 3550 - Construction of a Second Dwelling on a Lot, Alterations and Extension to Existing Dwelling; Construction of a Carport and Fence; Removal of Trees and 2 Lot Subdivision

Author	Adele Hayes, Statutory Planner
Responsible Director	Steve Hamilton, Director Strategy and Growth

Summary/Purpose

Application details:	Construction of a second dwelling on a lot, alterations and extension to existing dwelling; construction of a carport and fence; removal of trees; and 2 lot subdivision
Application No:	DSD/831/2020
Application Documents	Application Documents
Applicant:	C G Cannon
Land:	10 Hill Street, BENDIGO 3550
Zoning:	General Residential Zone
Overlays:	Heritage Overlay 841 Heritage Overlay 999 Neighbourhood Character Overlay 1
No. of objections:	8
Consultation meeting:	16 September 2021
Key considerations:	• Whether the proposal is consistent with Planning Scheme policy regarding housing, design and infill residential development; • Whether the proposal is consistent with the provisions of the General Residential Zone and neighbourhood character policy; • Whether the proposal will adversely affect the heritage significance of the place or precinct; • Compliance with ResCode and whether the impacts on neighbours are acceptable; • Objector concerns; and • Factors to consider in 'repeat' applications.
Conclusion:	The proposal, on balance, is an acceptable outcome with regards to the relevant Planning Scheme provisions and is recommended for approval.

Recommended Motion

Pursuant to section 61 of the Planning and Environment Act (1987), Council issue a Notice of Decision to Grant a Permit for construction of a second dwelling on a lot, alterations and extension to existing dwelling; construction of a fence; and 2 lot

subdivision at 10 Hill Street, BENDIGO 3550 subject to the conditions at the end of this report.

Policy Context

Council Plan Reference:

City of Greater Bendigo Council Plan *Mir wimbul* 2021-2025:

- Outcome 2 - Healthy, Liveable Spaces & Places
- Goal 7: Sustainable population growth is planned for.

Attachments

1. Planning Assessment Report

Attachment 1 - Planning Assessment Report - 10 Hill Street

PLANNING ASSESSMENT REPORT

Background Information

It is important to acknowledge the permit history of the site as a relevant consideration.

Planning permit application DSD/110/2018 for a two lot subdivision of land, construction of two dwellings on a lot, partial demolition, extension to existing dwelling, construction of a vehicle crossover and removal of trees was recommended for conditional approval at the 15 August 2018 Council Meeting. Council resolved to refuse to grant a permit on the following grounds:

1. The proposal is not in accordance with Clause 43.01 (Heritage Overlay).
2. The proposal is not in accordance with Clause 43.05 (Neighbourhood Character Overlay).
3. Non-compliance with the objectives and standards of Clause 55 (two or more dwellings on a lot) and Clause 56 (Residential subdivision) which will result in an unreasonable amenity outcome.
4. The proposal is not in accordance with the requirements of Clause 52.06 (Car Parking) and will result in inadequate access arrangements.
5. The proposal is not in accordance with objectives outlined in Clause 22.06 (Heritage Policy).

The refusal was appealed by the applicant at the Victorian Civil and Administrative Tribunal, who affirmed Council's decision to not grant a permit on 12 June 2019. This is discussed in greater detail below.

The current planning permit application was lodged on 6 November 2020 following pre-application meeting advice (including an on-site meeting) from the City. The following key changes have been made to the application from the previous proposal:

- The extent of development has reduced from two new dwellings to one.
- The extent of demolition of the existing dwelling has substantially reduced.
- It is now proposed to replace the front verandah with a pergola.
- The front setback of the extension to the existing dwelling has substantially increased, the scale of the extension has been substantially reduced and is no longer proposed to be two-storey.
- The secondary vehicle crossover is no longer proposed, and vehicle storage for the existing dwelling is now located to the rear of the dwelling.
- The design and siting of both the extension and new dwelling have altered (form, height, roof form, windows etc.).

Report

<u>Subject Site and Surrounds</u>

The site is formally referred to as Crown Allotment 221 Section K at Bendigo, Parish of Sandhurst, and is otherwise known as 10 Hill Street, Bendigo.

The site is rectangular in shape with an overall area of 1,011 square metres. The site is located on the eastern side of Hill Street, between Buckley Street to the north and Bannerman Street to the south. The site has a south-western frontage to Hill Street of

20.11 metres and a depth of 50.29 metres. The site has a fall of approximately 3 metres towards the north-east corner, sloping downwards from Hill Street.

The site currently contains a single-storey miners' cottage which is constructed of brick and timber and has a double gable roof. The dwelling was originally constructed of brick and has later undergone weatherboard extensions at the front and rear, including an enclosed verandah across the front. The dwelling exhibits many of the typical characteristics of miners' cottages, as identified in the Heritage Citation Report for Miners' Cottages. It is small in scale, comprises a mixture of materials, is located centrally within the site, and has a substantial front setback that does not have a formal alignment with Hill Street. It is evident that the building has been altered throughout the years in the form of partial demolition, additions and extensions. One chimney remains in the masonry section of the dwelling.



VIEW A (STREET VIEW)



VIEW B



VIEW C



VIEW D

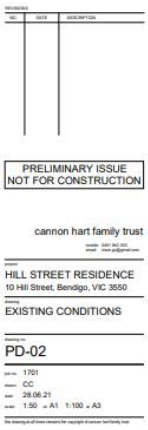


Figure 1: Photos of the subject site.

A low post and wire mesh fence presents to the street. Landscaping, of average condition, is scattered across the site. No large, established trees are growing on the site.

Vehicle access to/from the site is via an existing crossover onto Hill Street in the south-west corner of the site.

The site is located within an established residential area which comprises a range of lot sizes and dwelling types, with evidence that the surrounding area is experiencing some change with a number of examples of more recent infill residential development.

The site is adjoined by the following:

- North-west of the site, at 12 Hill Street, is a 1,003 square metre (approx.) residential allotment containing a single-storey brick dwelling with a tiled, pitched roof. The dwelling has a generous front setback of 10.2 metres and is setback 1.9m from the subject site. It does not have any windows that face the subject site. Private open space is located to the rear of the dwelling and vehicle access is via a driveway at the northern end of the property frontage.
- North-east of the site, at 35 Milroy Street, is a 1,197 square metre (approx.) residential allotment containing a three unit development. The rear unit is a single-storey brick dwelling. Its private open space is located to the south-west of the dwelling, abutting the site's north-east corner. The dwelling is setback 4.1 – 8.4m from the subject site and has a number of windows that face the site.
- South-west of the site at 8 Hill Street are three single-storey dwellings. The front dwelling is the original dwelling and the two rear dwellings have been constructed in its former rear yard area.

  The front dwelling is constructed of weatherboard and has a tiled, hipped roof. The rear dwellings are constructed of brick and have metal, hipped roofs. The front dwelling is setback 6.8 metres from Hill Street and 4.6 – 6.4 metres from the subject site and has two windows which face the site (setback 6.4m from the site).

  Vehicle access to the front dwelling is via a driveway at the southern end of the property frontage. Private open space for this dwelling is located to its east. A low picket fence presents to the street. The rear dwellings are setback 7.1 – 7.9m from the subject site and have windows which face the site. Vehicle access to the rear dwellings is via a driveway at the northern end of the property frontage. Private open space for these dwellings is located to their east.
- South-west of the site (opposite), 11 to 19 Hill Street, are single storey brick and weatherboard dwellings with tiled or metal roofs.



Figure 2: Location map showing subject site.

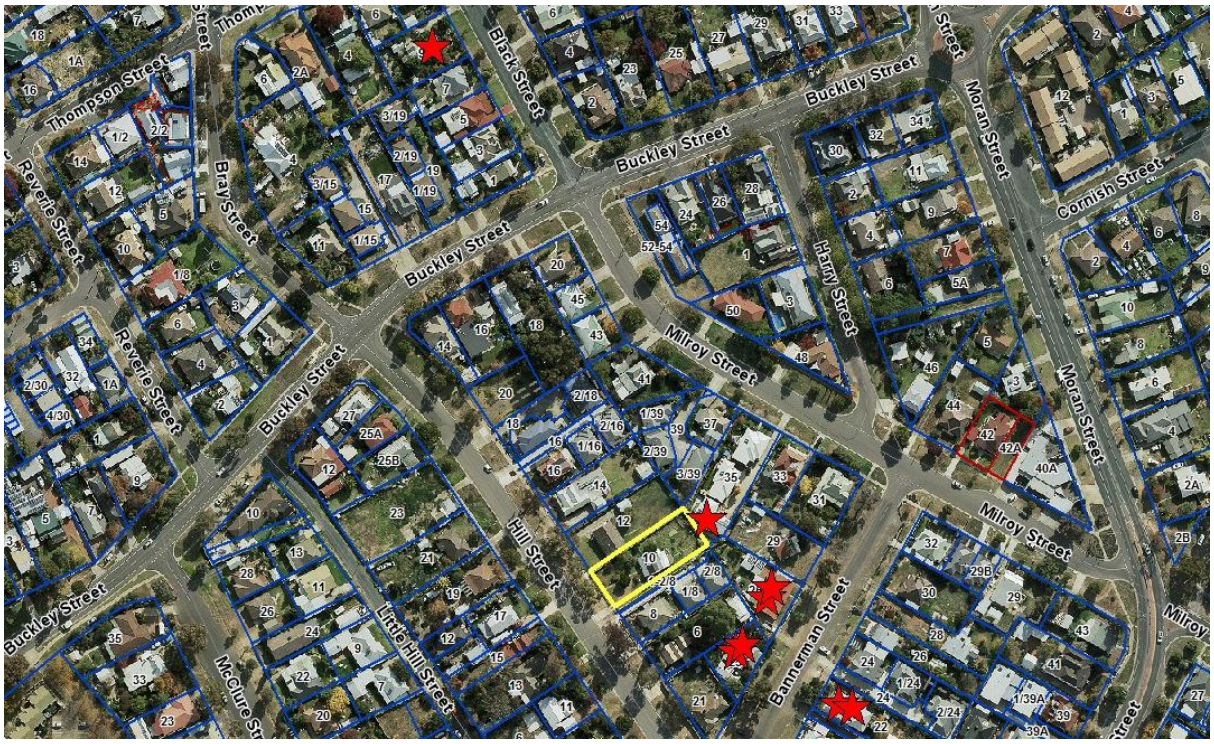


Figure 3: Location map showing subject site. Objectors' properties marked with a star.

Proposal

The application proposes the construction of a second dwelling on a lot, alterations and extension to the existing dwelling; construction of a carport and fence; removal of trees and a 2 lot subdivision.

Lot 1 will have an area of 622 square metres and will contain the existing dwelling.

It is proposed to demolish the front verandah, rear deck, and a portion of the northern and eastern walls of the rear of the dwelling. It is proposed to construct an open timber pergola to the front of the dwelling (as a modern interpretation of the verandah), and a new single-storey extension to the northern side of the dwelling which will be attached via a link. Minor external repairs are proposed to the existing dwelling.

The extension will contain an open plan kitchen, living and dining area. The extension will be of a contemporary design, feature a gable roof form and will be constructed of a combination of brick, Colorbond wide flat deck cladding and vertical shiplab board cladding. Internal alterations are also proposed to the dwelling (which do not require planning approval).

A double carport is proposed to be constructed to the rear of the existing dwelling, with secluded open space proposed to be located to the rear of the extension.

Lot 2 will have an area of 207 square metres and will contain the proposed two-storey dwelling.

The dwelling will contain three bedrooms (and an office which could be utilised as a fourth bedroom); two bathrooms; an open plan kitchen, living and dining area; and an attached single carport. The dwelling is of a contemporary design and will be constructed of a

combination of face brick and vertical shiplap board cladding with a Colorbond wide flat deck roof.

An uncovered car space is located in front of the carport, with secluded private open space to be located to the north-west of the dwelling.

It is proposed to utilise the existing single crossover, with vehicle access to both properties proposed via a common property driveway.

It is proposed to construct a new 1.2 metre high timber picket fence along the front boundary of the site and continuing half way along the common property driveway. A 1.8 metre high timber paling fence will be constructed for the remainder of the common property driveway and dividing Lot 1 and Lot 2.

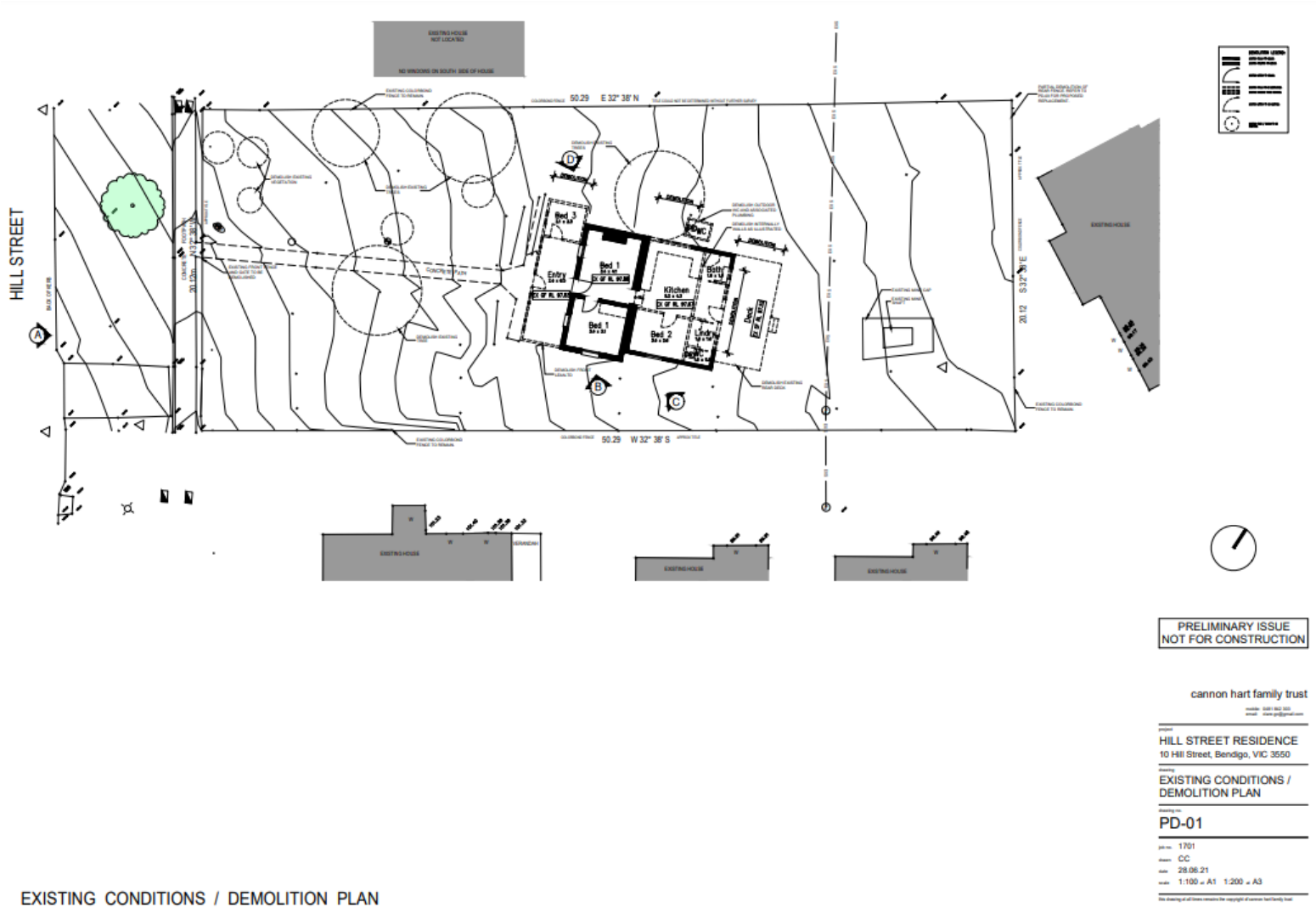


Figure 4: Existing Conditions/Proposed Demolition Plan.

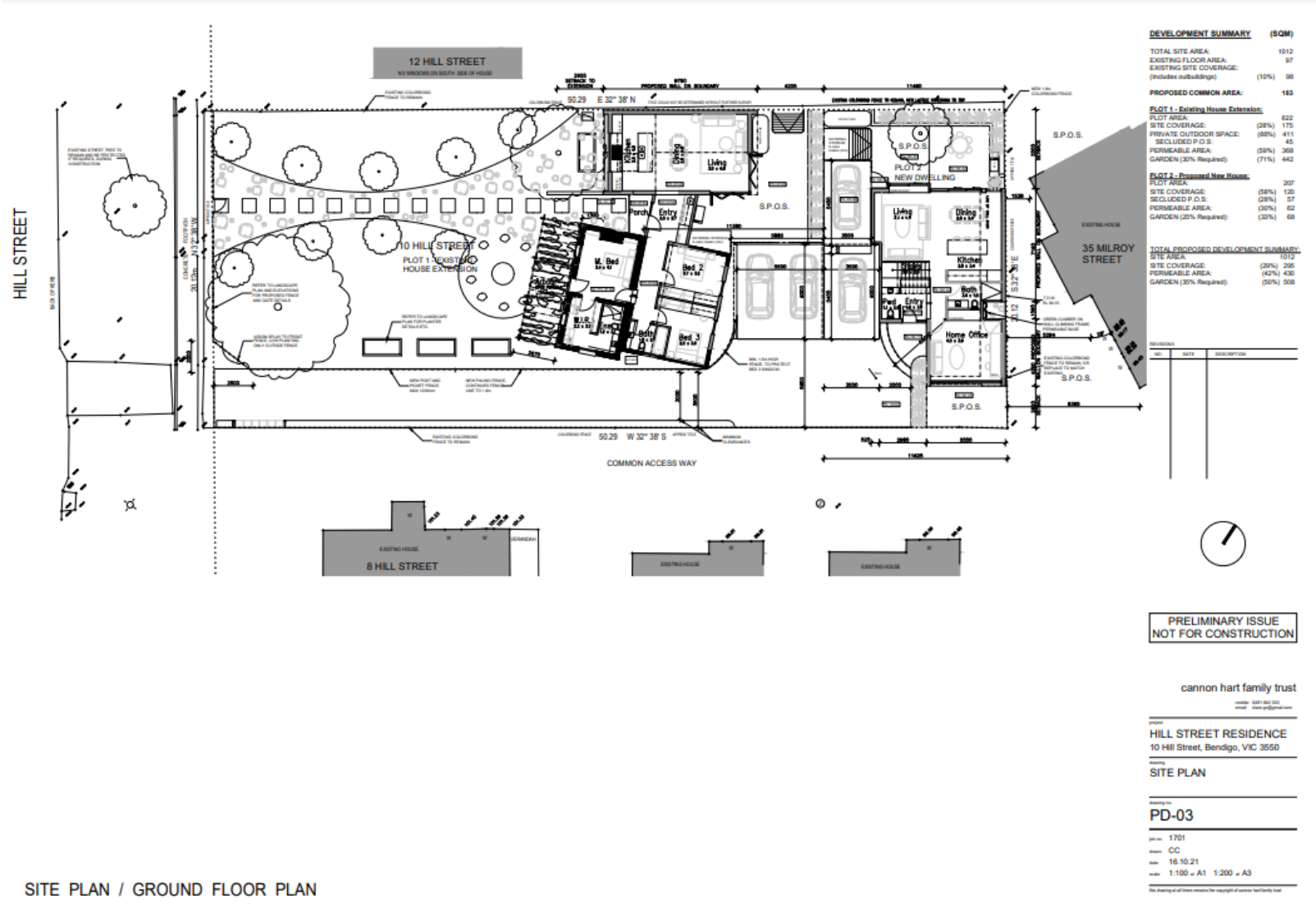


Figure 5: Proposed Site Plan/Ground Floor Plan

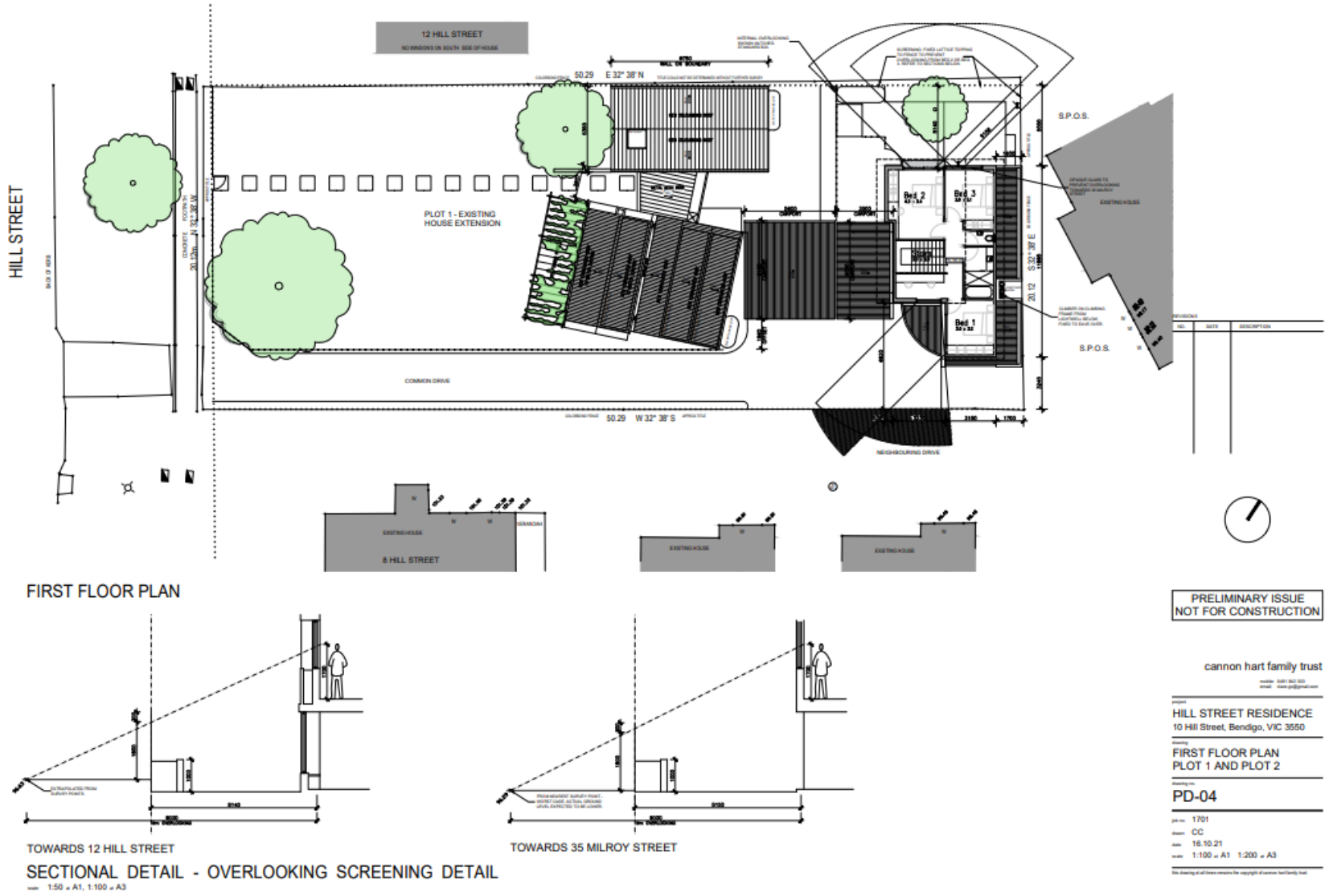


Figure 6: Proposed First Floor Plan**.**

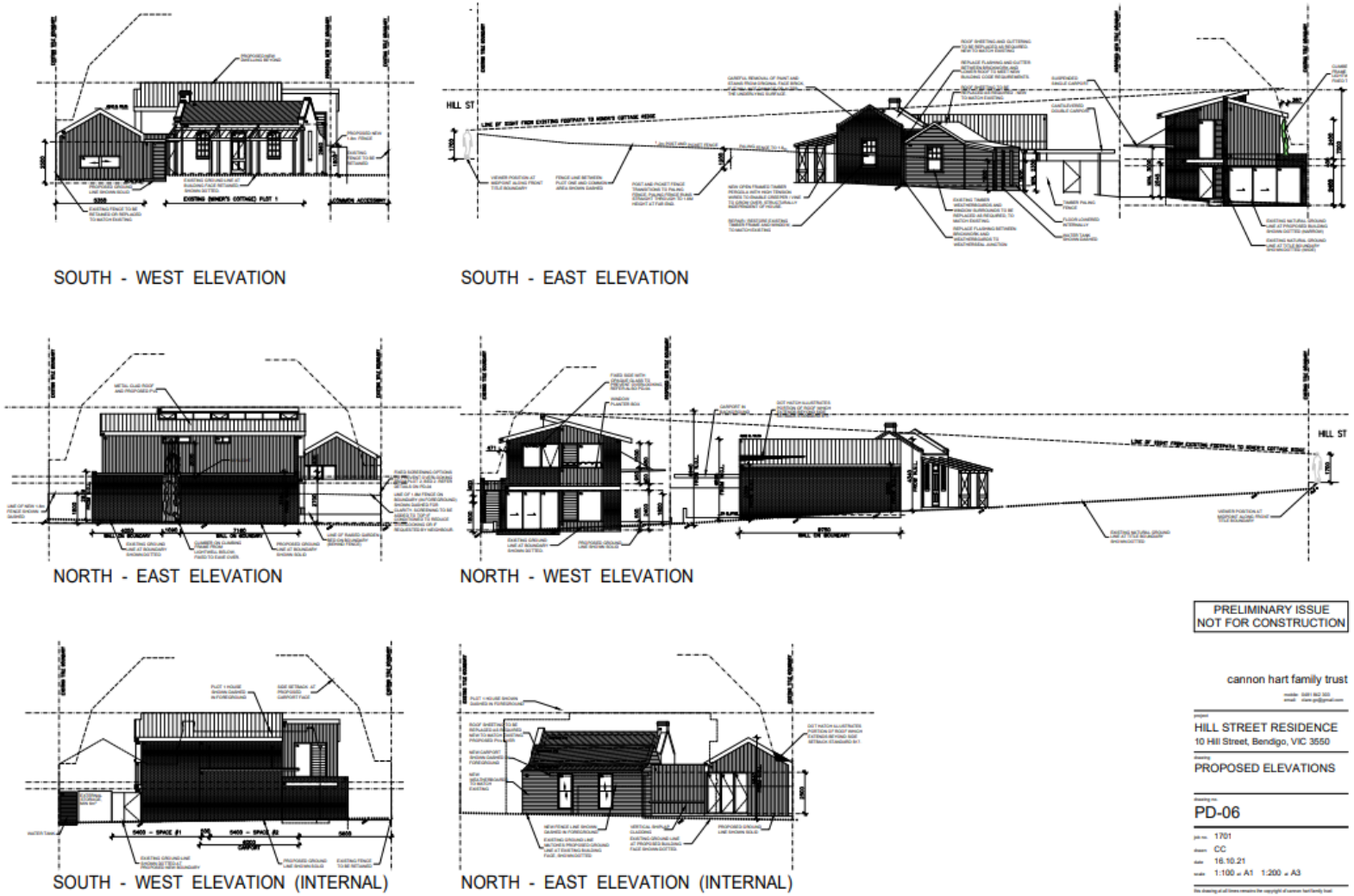
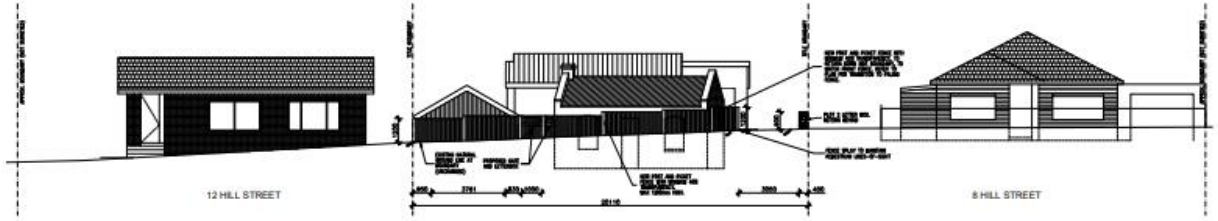


Figure 7: Proposed Elevations.



EXISTING STREET IMAGES



STREETSCAPE ELEVATION

PRELIMINARY ISSUE
NOT FOR CONSTRUCTION

cannon hart family trust

HILL STREET RESIDENCE
10 Hill Street, Bendigo, VIC 3550

STREETSCAPE

PD-07

1701
CC
28.06.21
1:100 @ A1 1:200 @ A3

Figure 8: Proposed Streetscape Elevation.

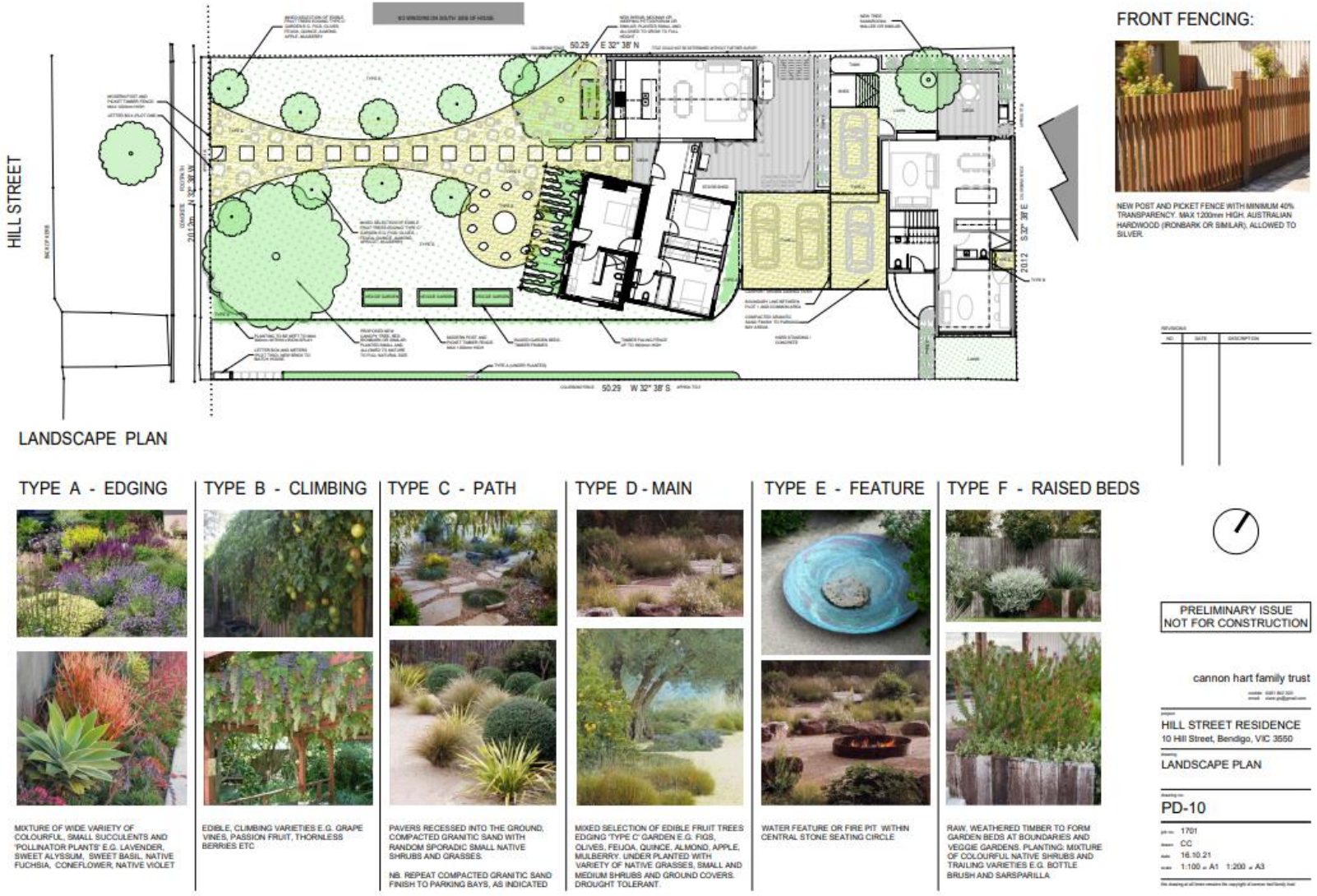


Figure 9: Proposed Landscape Plan

Planning Controls - Greater Bendigo Planning Scheme

The following clauses are relevant in the consideration of this proposal:

State Planning Policy Framework

- Clause 11 Settlement
- Clause 11.01-1S Settlement
- Clause 11.01-1R Settlement – Loddon Mallee South
- Clause 11.02-1S Supply of urban land
- Clause 11.03-1S Activity centres
- Clause 13.02-1S Bushfire planning
- Clause 13.04-1S Contaminated and potentially contaminated land
- Clause 15.01-1S Urban design
- Clause 15.01-2S Building design
- Clause 15.01-3S Subdivision design
- Clause 15.01-5S Neighbourhood character
- Clause 15.03-1S Heritage conservation
- Clause 16.01-2S Location of residential development
- Clause 16.01-3S Housing diversity

Municipal Strategic Statement

- Clause 21.02 Key Issues and Influences
- Clause 21.05 Compact Greater Bendigo

Local Planning Policies

- Clause 22.11 Central Bendigo Residential Character Policy
- Clause 22.26 Heritage Policy

Other Provisions

- Clause 32.08 General Residential Zone
- Clause 43.01 Heritage Overlay
- Clause 52.06 Car parking
- Clause 55 Construction of two or more dwellings on a lot
- Clause 56 Residential subdivision
- Clause 65 Decision Guidelines

Permit Triggers

The need for a planning permit is triggered by:

- Clause 32.08-3 of the General Residential Zone, which states that a permit is required to subdivide land and that a subdivision must meet the requirements of Clause 56.
- Clause 32.08-6 of the General Residential Zone, which states that a permit is required to construct more than one dwelling on a lot and that a development must meet the requirements of Clause 55.
- Clause 43.01-1 of the Heritage Overlay which states a permit is required to demolish a building, subdivide land, construct a building/carry out works, and remove trees.

It is noted that no planning approval is required for internal alterations to the existing building or to demolish the existing (non-original) front fence.

Consultation/Communication

Referrals

The following internal departments have been consulted on the proposal:

Referral	Comment
Traffic & Design	No objection subject to standard conditions relating to sight distances, construction requirements for the internal driveway and the requirement to obtain a Works within Road Reserve permit.
Drainage	No objection subject to standard conditions relating to the requirement to provide detailed drainage plans, the construction of works, public assets and the requirement to enter into a s173 Agreement relating to drainage.
Heritage	Supported the proposal subject to: • Confirmation of the method of paint removal for the original brickwork of the Miners cottage, noting that non-abrasive methods are recommended. • Where existing materials are proposed to be replaced, the replacement must match the existing as closely as possible. The City's Heritage team provided additional comments (for the benefit of the objectors) in relation to their position in light of the VCAT outcome for the previous proposal. These are discussed below.

Public Notification

The application was advertised by way of notice on the site and letters to adjoining and nearby owners and occupiers.

As a result of advertising, eight (8) objections were received, with the grounds of objection being:

- Existing dwelling
  - Extent of demolition
  - Demolition of verandah.
  - Setback of addition to Miners' cottage
- New dwelling
  - Siting (in proximity to rear boundary)
  - Two-storey nature (and the precedent this would create)
  - Visual bulk
  - 3+ bedrooms does not respond to the housing stock needed
- Overdevelopment

- Neighbourhood character
- Heritage
- Amenity impacts (visual amenity, overlooking, overshadowing, noise, privacy)
- Application history (and VCAT findings)

A consultation meeting was held on 16 September 2021 with the applicant, objectors and Ward Councillors.

Following the consultation meeting, the applicant formally amended the application plans in response to the concerns raised. The following changes were made to the plans:

- Increased setback of side extension to existing dwelling (Miners' cottage), achieved through decreasing extension size.
- Increased setback (to side boundary) of first floor to proposed new dwelling to reduce perceived bulk (as viewed from neighbouring properties).
- Further articulation to rear boundary built form (new dwelling) in response to rear neighbours' comments.
- Some minor internal adjustments, in order to accommodate the above changes.

The amended plans were re-circulated to all objectors for comment. It is also noted that the City's Heritage referral comments (particularly in light of the comments provided by VCAT) in relation to the extent of demolition, the proposed extension and the two-storey nature and form of the rear dwelling were also provided for review. No objections were withdrawn as a result of this process.

The objections are discussed below.

Planning Assessment

The key considerations raised by the planning assessment are discussed in turn below.

Whether the proposal is consistent with Planning Scheme policy regarding housing, design and infill residential development

The site is located within a long established, inner suburb of Bendigo. It is approximately 2 kilometres north-west of the Bendigo City Centre and close to a range of facilities, services and transport options commensurate with its location close to the Bendigo Activity Centre.

Planning policy through Clauses 11, 11.01-1S, 11.03-1S, 16.01-2S, 16.01-3S and 21.05 supports an intensification of development on sites that benefit from such locational attributes; seeks to create a compacted Bendigo urban area and create diversity in housing stock. A cornerstone of that approach, as outlined in Clauses 21.05-2 and 21.05-3, is the support of increased housing in locations within 10 minutes of a range of services and facilities.

The proposal meets planning policy objectives in terms of being an appropriate location for housing and infill residential development and is located within a 10 minute neighbourhood. The proposal provides a new four bedroom dwelling that meets the City's

policy direction of providing diverse housing choice and contributes towards the goal of creating a compact urban area.

Given the policy support from a strategic housing policy perspective for an additional dwelling in this location, attention should be drawn to the specifics of this proposal and whether it is acceptable having regard to the site context and the applicable planning controls and policies. This is discussed below.

Suitable evidence has been provided to satisfy preliminary concerns relating to the potential for the land to be contaminated (due to a known presence of mining in the area), and the land is considered to be suitable for further residential land use and development.

Whether the proposal is consistent with the provisions of the General Residential Zone and the neighbourhood character policy

The inclusion of the area in the General Residential Zone with its purpose to "*encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport"t* recognises the locational attributes outlined above.

However, the General Residential Zone also includes a purpose to encourage development that respects the neighbourhood character of the area.

In addition to the Zone, neighbourhood character is referenced as an important consideration throughout the Planning Scheme including Clauses 11, 15, 16 and 22.11.

A number of matters raised by the objectors relate to the proposal not being consistent with the neighbourhood character.

In Planning Practice Note 43 (January 2018) neighbourhood character is defined as:

"…essentially the combination of the public and private realms. Every property, public place or piece of infrastructure makes a contribution, whether great or small. It is the cumulative impact of all these contributions that establishes neighbourhood character."

The site is affected by Schedule 1 to the Neighbourhood Character Overlay which applies to the Bendigo Early Settlement Residential Character areas. The neighbourhood character objectives to be achieved are as follows:

- To ensure that new buildings and works reflect the preferred character of the surrounding area.
- To encourage the retention of existing pre-World War 1 and inter-war dwellings.
- To ensure that new buildings and works meet the objectives and design guidelines contained within the relevant Precinct Brochure of the City of Greater Bendigo Residential Character Study 2001.

The site is located in Central Bendigo Residential Character Precinct 2, which is described in Clause 22.11 as follows:

"This precinct forms part of the inner ring of suburbs that exemplify the distinctive character of early Bendigo. Most of the housing is from the Victorian, Edwardian and Inter-war periods. In parts of the precinct, dwellings are frequently weatherboard with picket fences creating a modest 'cottage' character. Elsewhere, brick and render are more common, particularly in the areas with larger houses and mansions. Setbacks vary

according to the size of lot and housing, but are often consistent within a particular streetscape. Much of the area has heritage significance."

The statement of desired future character seeks to ensure that: "*The heritage qualities and the distinctive characteristics of each streetscape will be maintained and strengthened."*

The desired future character is to be achieved by the objectives and design responses outlined and discussed in the table below:

Objectives	**Recommended Design Response**
To retain buildings that contribute to the valued character of the area.	Retain and restore wherever possible, intact Victorian, Edwardian, Federation and Inter-war era dwellings. Alterations and extensions should be appropriate to the building era.
Comment: The application proposes the partial demolition of the existing dwelling, in the form of non-original building elements. These elements do not make a strong contribution to the neighbourhood character. *Alterations to the existing dwelling are proposed in the form of restoration works to the original building fabric, along with an extension to the north-western side of the existing dwelling. The extension appropriately responds to the existing built form due to its unobtrusive link, setback, form and scale.* *The proposal complies with this objective.*	
To encourage the consideration of the landscape setting of the dwelling.	Prepare a landscape plan to accompany all applications for new dwellings. Retain large, established trees and provide for the planting of new trees wherever possible.
Comment: Whilst dwelling setbacks generally allow for landscaping within the front setback, there is not a strong landscape character present within the streetscape. Landscaping is primarily confined to grass, ground cover and small trees and shrubs. *The existing landscaping on the site is of an average condition and is proposed to be removed in order to facilitate the development and improved landscaping of the site. No large, established trees are growing on the site.* *A Landscape Plan was provided as part of the application material which shows a combination of trees, shrubs and groundcover across the site which will provide an appropriate landscape setting for both dwellings. Landscaping along the common property driveway will also reduce the impact of hard surfaces. The proposal will enhance the landscape setting of the site.* *The proposal complies with this objective.*	
To minimise site disturbance and impact of the building on the landscape.	Buildings should be designed to follow the contours of the site or step down the site.

Comment: The site has a fall of 3 metres from Hill Street to the north-west corner of the site. The proposal has been designed to follow the contours of the site. *The proposal complies with this objective.*	
To maintain the consistency, where present, of building front setbacks.	The front setback should be not less than the average setback of the adjoining two dwellings.
Comment: The existing dwelling is proposed to be retained, with the extension located 1.32- 2.925 metres behind the front line of the dwelling. The new dwelling is proposed to be located at the rear of the site. As such there is no change to the front setback from Hill Street. *The proposal complies with this objective.*	
To maintain the rhythm of dwelling spacing.	Buildings should be off-set from at least one side boundary.
Comment: The existing dwelling (due to the extension) will be located on the north-western boundary and will be offset 3.5 metres from the south-eastern property boundary. *The proposed dwelling will be offset 5 metres from the north-western boundary and 2.62 metres from the south-eastern property boundary. These offsets are consistent with those found within the streetscape.* *The proposal complies with this objective.*	
To minimise the dominance of car storage facilities	Locate garages and carports behind the line of the dwelling. Use rear access where available.
Comment: Car storage will be provided in the form of a double carport for the existing dwelling and a single carport and uncovered car space for the new dwelling. These structures are of a simple design, are located to the rear of the existing dwelling and will not be visible from Hill Street. *The proposal complies with this objective.*	
To respect the identified heritage qualities of the streetscape or adjoining buildings.	Where the streetscape contains identified heritage buildings, reflect the dominant building forms in the street, including roof forms, in the new building design.
Comment: The site is located within the Bannerman Street heritage precinct. Within Hill Street, 16 dwellings are identified as being contributory to the heritage precinct, with 6 identified as non-contributory. These contributory places include both 'miners' cottages' and 'houses'. Five miners' cottages in Hill Street (Nos 6, 10, 11, 15 and 23) are individually included in HO999. *Both the extension to the existing dwelling and the new dwelling respect the heritage qualities of the site and streetscape. This is discussed in greater detail below in the heritage assessment.*	

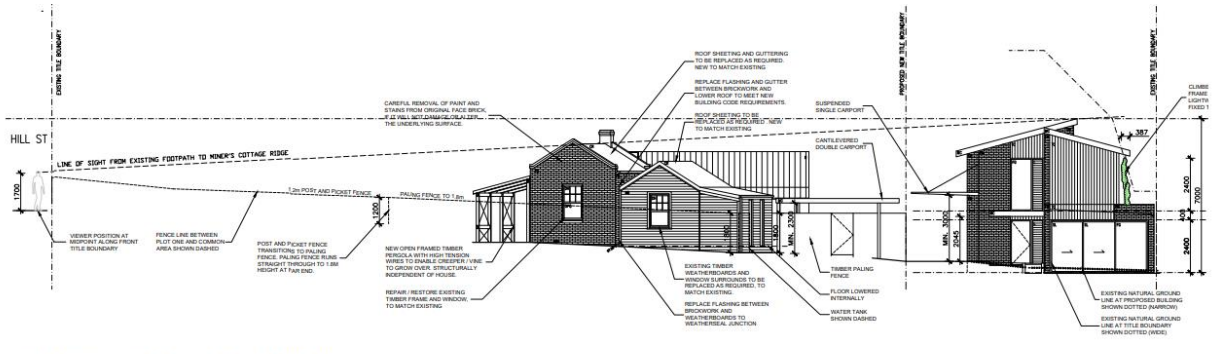
The proposal complies with this objective.	
To ensure that buildings and extensions do not dominate the streetscape. Respect the predominant building height in the street and nearby properties.	Where there is a predominance of single storey, the height of the dwelling at the front of the dwelling should match the typical single storey wall height.

Comment: It is acknowledged that dwellings within the surrounding area are predominantly single-storey, with very few instances of two-storey development within the surrounding area.

The existing dwelling will maintain a single-storey presence and the extension will not dominate the streestscape due to its generous setback, height, and simple design.

Whilst the new dwelling presents as a two-storey dwelling within a primarily single-storey streetscape, the proposal presents an acceptable design response for the following reasons:

- *The dwelling is located in excess of 45 metres from Hill Street and is sited behind the existing dwelling.*
- *The topography is undulating.*
- *Due to the slope of the site (falling from Hill Street), the new dwelling will be substantially concealed from view from Hill Street, as shown in Figure 10. below images which show the line of sight from Hill Street, and the elements of the new dwelling which would be visible. It is important to note that just because the dwelling is visible does not mean that it presents as dominant.*
- *The upper floor of the dwelling is recessed by 1.6 metres to the north-east, 0.6 metres to the south-east and up to 2.7 metres from the south-west.*
- *The proposed dwelling has a relatively high level of articulation and the pitched roof responds to the character of roofs in the surrounding area.*
- *The combination of a mix of building materials and variation between materials on the ground and upper levels.*
- *The south-east, north-east, and north-west elevations show how the new dwelling would present to surrounding properties. There is a high level of articulation in the built form.*



SOUTH - EAST ELEVATION

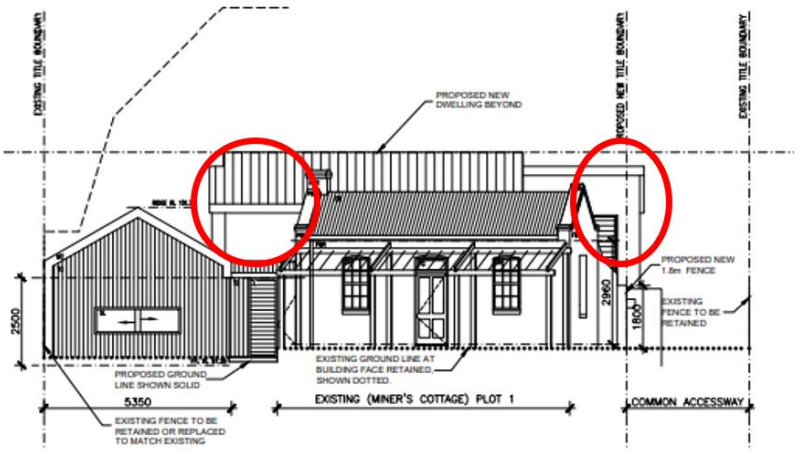


Figure 10: Images showing visibility of new dwelling from Hill Street.

Whilst it is acknowledged that the new dwelling would be visible from surrounding properties (as identified by objectors), it would not appear as dominant due to the reasons outlined above.

The proposal complies with this objective.

To use building materials and finishes that complement the dominant pattern within the streetscape.	In streetscapes where weatherboard predominates, use timber or other non-masonry cladding materials where possible, and render, bag or paint brick surfaces.
Comment: Dwellings in the streetscape are primarily constructed of brick and weatherboard, with iron or tiled roofs. *The materials of the proposed extension and dwelling include brick and linear metal cladding corrugated iron, with a replacement iron roof proposed for the existing dwelling and a Colorbond roof to the new dwelling. These materials will complement the streetscape.* *The proposal complies with this objective.*	
To ensure front fences are appropriate to the era of the dwellings and maintain the openness of the streetscape.	Provide open style front fencing. Front fences should not exceed 1.2 metres other than in exceptional case
Comment: A 1.2 metre high timber picket fence is proposed along the front boundary which is consistent with front boundary treatments within the streetscape. *The proposal complies with this objective.*	

When considering whether a proposal complies with the desired future character of an area it is important to acknowledge that desired character is not only expressed in the neighborhood character policy itself but also the purposes of the zone and broader

planning policy framework regarding housing growth and infill development, which is discussed earlier in this report. As such, the desired outcome must be to strike a balance between the competing policy objectives.

It is noted that the above objectives and design responses are not mandatory controls and there will be few, if any, developments that fully achieve all of them.

In Allison v Kingston CC & Ors [2010] VCAT 1361 (13 August 2010) the Tribunal emphasises that respecting neighbourhood character does not mean duplication:

> *"…Subject to how the design responds to its context, an increase in built form by one additional storey is in principle, accepted as being respectful of surrounding lower scale. Therefore the fact that there are no other two storey dwellings in the street is not of itself a reason to reject this proposal".*

With this in mind it is important to not dismiss the proposal as inappropriate in neighbourhood character terms simply because there are few examples of two storey dwellings in the nearby vicinity of the site. The design of the dwelling has taken into account the potential for the building to dominate and has added design elements to reduce this impact, which have been discussed above. As such, whilst the proposal will result in a change in appearance of the site, the proposed design presents an acceptable outcome with regards to the desired balance between housing policy and neighbourhood character.

It is evident that the surrounding area is experiencing a level of change, with subdivision and/or in-fill development having occurred at properties including 8 Hill Street, 16 Hill Street, 18 Hill Street, 23 Hill Street, 1-3 Little Hill Street, 10-12 Little Hill Street, 10 Bannerman Street, 17 Bannerman Street, 24 Bannerman Street, 29 Milroy Street, 35 Milroy Street, 39 Milroy Street and 42 Milroy Street.

Neighbourhood character, put simply, is a theoretical framework for managing change in an urban environment. Respecting character does not mean preventing change.

<u>Whether the proposal will adversely affect the heritage significance of the place or precinct</u>

The site is affected by the Heritage Overlay – Schedule 841 which refers to the Bannerman Street Precinct, and Heritage Overlay – Schedule 999 (HO999) which applies to Miners' Cottages – Bendigo, Ironbark, Long Gully, North Bendigo and West Bendigo.

The property has a grading of contributory within both heritage precincts. This means that the property's significance is derived from it place within a wider collection. In this case, HO999 has a more detailed Statement of Significance with a specific assessment of the property included in the study. It is identified as being constructed by A. Muir c.1876 and is considered a good example of a typical miners cottage in an historic streetscape. This streetscape is the basis for the property's contribution to the *Bannerman Street Precinct*. The Ironbark Heritage Study notes that miners cottages are often modular, the result of a series of additions accommodated under either successive gables or a lean-to skillion roof.

Planning policy through Clauses 15.03 and 22.06, along with the Heritage Overlay seeks to conserve, maintain and enhance the significance of heritage places and heritage

elements that contribute to the significance of heritage places. Such strategies include encouraging appropriate development that respects places with identified heritage values and ensuring an appropriate setting and context for heritage places is maintained or enhanced.

A number of matters raised by the objectors relate to concerns that the proposal is not consistent with the Heritage Design Guidelines, primarily in relation to the extent of demolition and matters of height, scale, dominance and siting.

Consideration has been given to the relevant decision guidelines of the Heritage Overlay including:

- The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.
- Any applicable heritage design guideline specified in the schedule to the overlay.
- Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.
- 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.
- Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.
- Whether the proposed subdivision will adversely affect the significance of the heritage place.
- Whether the proposed subdivision may result in development which will adversely affect the significance, character or appearance of the heritage place.

The City's local heritage policy at Clause 22.06 has been established to guide decisions on demolition and development of heritage places and seeks to maintain and enhance the significance of heritage places while accommodating the needs of residents to adapt and develop such places. The policy also requires new developments to be assessed against the relevant design suggestions in the Greater Bendigo Heritage Design Guidelines, August 2015.

An assessment against the policy objectives and Heritage Design Guidelines is provided as follows:

- *Subdivision*

The Heritage Policy and Heritage Design Guidelines contain objectives which seek to ensure that subdivision and development which may result from it, does not adversely affect the significance of the heritage place, provides an appropriate setting for heritage places and retains the existing built form pattern where such pattern contributes to the significance of the heritage place.

The proposed subdivision creates a new boundary to the rear of the existing miners' cottage. The Heritage Design Guidelines recommend a minimum setback of 6 metres from the rear of the dwelling to the boundary to ensure appropriate setting, views and context is maintained.

The proposal provides a 5.885 metre setback which is slightly under the recommended 6 metres, but the angling of the miners' cottage means that it meets the requirement on average. The specified minimum setback is required to protect the setting of the miners'

cottage. In this case, the slope of the site is such that the slim profile carports of both the cottage and the second dwelling will serve to create separation between new and existing.

Whilst the proposed lot boundary sits 0–1.4 metres from the side of the miners' cottage, the common property driveway has the effect of creating the sense of spacing around the existing cottage.

Based on the above, the proposed subdivision is considered an acceptable design response.

- *Demolition*

The Heritage Policy and Heritage Design Guidelines contain objectives which seek to encourage the retention of original building elements that contribute to the significance of a heritage place, allow for partial demolition where the fabric is of no significance and where demolition is supported, ensure that any replacement building displays design excellence and positively contributes to the heritage significance of the place.

Concerns were raised by objectors in relation to the demolition of the front verandah of the miners' cottage. Reference was made to the conclusions of the Tribunal on the previous planning permit application, noting that the Tribunal was not supportive of the demolition of both the gabled roof rear section of the dwelling and the front verandah. Whilst acknowledging that the verandah was not constructed of original materials (and has been significantly altered over the years), the Tribunal formed the view that variations to the cottage, including the verandah, contributed to an understanding and appreciation of the original form and scale of the miners' cottage. This is discussed in greater detail below.

Both the Heritage Policy and the Heritage Design Guidelines state that an application for demolition or partial demolition should also be accompanied by a design for the redevelopment of the site and to ensure that the replacement building displays design excellence and does not adversely affect the significance of the heritage place. As such, it is evident that the quality of replacement designs are a key consideration in determining the appropriateness of applications for demolition.

The earlier proposal would have seen the rear gable section demolished. In this proposal the structure is retained, with a section removed in an area that has already been disturbed by the removal of the chimney at an undetermined date to allow connection to a new addition. This is considered acceptable as it allows a recessive connection in an area that is not original fabric and minimises the intrusion on the earlier fabric of the building. This approach is supported.

Whilst the position of the Tribunal with regards to the demolition of the front verandah is respected, the City's Heritage team is of the view that while the form of the verandah appears consistent with the 1929 aerial photograph (refer to Figure 11 below), details also show that it has been somewhat altered in the intervening years and it is now compromised by the collection of changes, both aesthetically and structurally. It also obscures views to the original entry and building fabric. Given that this was not an original structure and that it is obscuring the most significant element of the building, its demolition is acceptable.



Figure 11: 1929 Aerial photograph.

Further to this, it is noted that whilst the Heritage Design Guidelines include a recommendation for miners' cottages that attached verandahs are retained, the City is not of the view that this refers to an enclosed structure such as this, which blocks views to the front of the earlier cottage.

It is also important to note that the previous proposal did not include any form of replacement structure and as such the demolition of the front verandah was considered in isolation (without any replacement building/structure proposed).

- *Additions & Alterations*

The Heritage Policy and Guidelines contain objectives which:

- Encourage additions and alterations that retain and protect the main architectural style, structure and significance of the heritage place.
- Encourage alterations and additions to heritage places that are concealed from the public realm, or if this cannot be achieved do not dominate the heritage place.
- To ensure integration of new development by encouraging design that respects the heritage place through its setting, location, bulk, form, height, materials and appearance.

While both contemporary and conservative design approaches are appropriate, additions should be distinguishable from the existing heritage place.

The proposed pergola is a contemporary interpretation of the original traditional skillion verandah form and allows a reference to the previous structure without obscuring the original miners' cottage. Little is known about the original verandah, other than the skillion roof form. It is easily identifiable as new works but is suggestive of an earlier appearance. That it forms a skeleton structure allows the more significant brick cottage to regain its prominence within the site and streetscape.

The proposed extension is of a simple design and is physically separated from the heritage building. The extension is connected to the original building by a recessive link which is consistent with the design guidelines for additions and alterations. The extension is setback 1.32 – 2.295 metres behind the front wall of the dwelling, with the variation in setback due to the angled siting of the dwelling within the site. The extension appears as a secondary structure on the site and its lower siting allows the original cottage to remain as the dominant element. The addition, while using sympathetic forms and materials, is easily identifiable as new works. The forms and detailing proposed are identifiably contemporary while remaining sympathetic to the original structure. The addition is set behind the existing cottage, leaving it as the primary feature of the site. This is in keeping with the design guidelines, both those specific to cottages and those applied to other building types.

- *Infill Development/New Buildings*

The Heritage Policy and Guidelines contain objectives which:
- Encourage new buildings that do not adversely affect the significance, character or appearance of the heritage precinct and are visually recessive;
- Seek to ensure that the design of new buildings responds to the context of the heritage precinct and nearby contributory buildings including scale, height, mass, form, siting, setbacks and materials; and
- Encourage new development within a heritage precinct that is contemporary in appearance and does not copy historic styles or details.

The design advice within the Guidelines states that:
- Atypical buildings found in the heritage precinct should not be used as the reference point for new development design; the design approach should be respectful of the dominant characteristics of the precinct.
- The overall shape and volume and the arrangement of the parts of any new development should not dominate the contributory buildings within the heritage precinct.

It is acknowledged that the proposed building will be visible from the public realm and that it will introduce a new two-storey element to the streetscape, which is currently predominantly single storey.

The new dwelling adopts a contemporary design which, as outlined above, references a number of the character and heritage elements found within the streetscape. The proposal is considered to present a contemporary built form, without reproducing period detail.

The second dwelling also uses simple forms and materials that are sympathetic to the cottage. The two-storey scale is somewhat larger than the single storey cottage, but it is well separated from the cottage and due to the slope of the land will be almost concealed from view from the public realm. The dwelling will appear as a secondary element. The clear differentiation in architectural detailing is considered appropriate to assist in distinguishing between the two phases of development without detracting from the significance of the original cottage.

The proposal is considered to be an acceptable design response given that the dwelling incorporates a number of design elements, as outlined above, which assist in reducing

the dominance of the dwelling within both the streetscape and 'backyardscape' to an acceptable level.

- *Car Parking / Driveway / Access*

The Heritage Policy and Heritage Design Guidelines contain objectives that seek to ensure that car accommodation and car access points do not dominate the heritage place, are located at least 1 metre behind the primary façade and are designed to ensure that they do not dominate the contributory elements of a heritage place.

The carports for both dwellings are of a simple design and are located to the rear of the site, behind the existing dwelling. Both structures will be concealed from public view, thus having no impact on the streetscape. Both are minimal structures and do not detract from the heritage place. The siting of the carports between the existing and proposed dwellings adds to the separation of the two dwellings when viewed from the street. This is considered an acceptable solution to vehicle accommodation within the site.

- *Fences*

This policy seeks to retain and restore original fences where possible, encourage fences that respect the significance and appearance of the heritage place or precinct and encourage low and open style fences that retain views of heritage places.

The application proposes to demolish the existing, non-original front fence and construct a 1.2 metre high timber picket fence in its place. Both the height and style of the fence is consistent with the Heritage Design Guidelines, particularly in relation to miners' cottages.

It is also proposed to construct a 1.8m high timber paling fence along the shared boundary and between the two lots, which is supported.

Neighbourhood character and heritage share many attributes, but there are important differences between the two concepts which must be recognised. As outlined above, the proposal represents an acceptable outcome when considered against both the neighbourhood character and heritage policy frameworks.

<u>Compliance with ResCode and whether the impacts on neighbours are acceptable</u>

A key consideration is whether the proposal achieves residential subdivision outcomes that appropriately respond to the site and its context and whether the proposal would result in reasonable amenity impacts for surrounding properties and future residents.

It is a requirement of both Clause 55 and Clause 56 that a development/subdivision must meet all of the objectives of the clause and should also meet all of the standards. However, if the City is satisfied that an application for an alternative design solution meets the design objective, the alternative design solution may be considered. Non-compliance with a number of ResCode standards generally points to an overdevelopment of the site and a non-site responsive design.

The proposal has been found to generally comply with all relevant objectives and standards of Clause 55. However, the following are clauses where a variation to the ResCode standard is required or are relevant to the objectors' concerns.

- *Clause 55.02-1 Neighbourhood character objectives (Standard B1)*

Has the objectives to ensure that the design respects the existing neighbourhood character or contributes to a preferred neighbourhood character and to ensure that development responds to the features of the site and the surrounding area.

As outlined earlier in this report, the design response is considered acceptable to the neighbourhood and the site. The proposal complies with this objective and standard.

- *Clause 55.02-3 Dwelling diversity objective (Standard B3)*

Has the objective to encourage a range of dwelling sizes and types in developments of ten or more dwellings.

Concerns were raised by objectors that the proposal was a poor response to dwelling diversity, with the new dwelling proposed to have 4 bedrooms. It is noted that given the development is for less than 10 dwellings, this provision does not apply.

- *Clause 55.03-2 Building height objective (Standard B7)*

Has the objective to ensure that the height of buildings respects the existing or preferred neighbourhood character.

Concerns were raised by objectors in relation to the height of the new dwelling. The new dwelling has a maximum height of 7 metres which complies with the 9 metre height limit with the General Residential Zone. The proposal complies with this objective and standard.

- *Clause 55.04-1 Side and rear setbacks objective (Standard B17)*

Has the objective to ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.

The proposed new dwelling meets the required side and rear setbacks. There is a minor encroachment of the extension to the existing dwelling (as illustrated in the images below). Given the siting of the extension in relation to the neighbouring dwelling and secluded private open space, it is unlikely that this encroachment will adversely impact on the amenity of the adjoining property. Whilst a minor variation to the standard is required, the proposal complies with this objective.

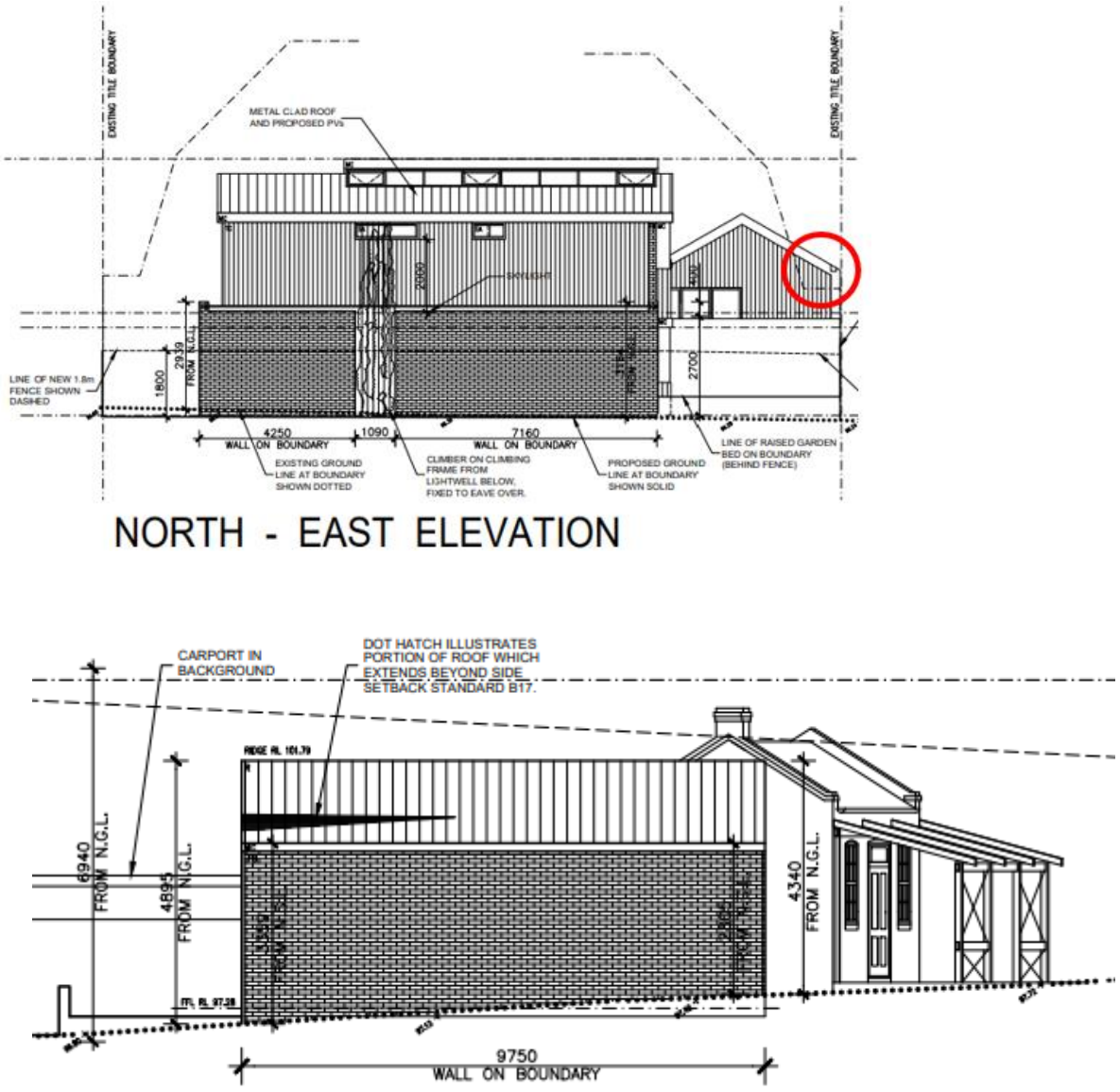


Figure 12: Images showing encroachment.

- *Clause 55.04-3 Daylight to existing windows objective (Standard B19)*

Has the objective to allow adequate daylight into existing habitable room windows.

The proposed new dwelling will allow sufficient space for a light court (in accordance with the requirements of this standard) to ensure that reasonable daylight to the existing habitable room windows of the rear adjoining dwelling is maintained. The proposal complies with this objective and standard.

- *Clause 55.04-5 Overshadowing open space objective (Standard B21)*

Has the objective to ensure buildings do not significantly overshadow existing secluded private open space.

Shadow diagrams have been provided which demonstrate that the shadows of the proposed development largely fall within the boundaries of the site, with minor overshadowing of the common property at 8 Hill Street and the secluded private open space at 35 Milroy Street occurring. The extent of overshadowing is minimal, and within

the parameters of this standard. As a result, it is unlikely that the proposal will impact on the amenity of existing dwellings. The proposal complies with this objective and standard.

- *Clause 55.04-6 Overlooking (Standard B22)*

Has the objective to limit views into existing secluded private open space and habitable room windows.

Screening in the form of fixed lattice to the top of the rear portion of the north-western boundary will prevent any potential overlooking from the first floor Bedroom 2 and 3 windows of the new dwelling in to the rear yard (secluded private open space) of 12 Hill Street.

No first floor windows are proposed along the north-eastern elevation of the new dwelling and as such no overlooking will occur into the secluded private open space or habitable room windows of 35 Milroy Street.

The first floor Bedroom 1 window will not overlook any habitable room windows or secluded private open space of the dwellings at 8 Hill Street; only partially overlooking the common property driveway. The proposal complies with this objective and standard.

- *Clause 56*

The proposal complies with all relevant objectives and standards of Clause 56 and as such is considered to meet the principal purpose of Clause 56 (Residential subdivision) which is to create liveable and sustainable neighbourhoods and urban places with character and identity. A full assessment is not provided here, given that the subdivision is being undertaken along with the development. Servicing of the new lot will occur as a matter of course through the completion of the subdivision process.

What has VCAT previously said about:
- The site and the previous development proposal; and
- 'Repeat' applications

In Canon Hart Family Trust v Greater Bendigo CC [2019] VCAT 843 which related to planning permit application DSD/110/2018 as outlined earlier within this report, the Tribunal made the following observations which are relevant in considering this new application:

- *Whilst I acknowledge that construction of two additional dwellings on the review site accords with policies encouraging additional housing in well serviced areas and that restoration and extension of the existing Miners Cottage aids in its long term retention, I consider that too much weight has been given to policies encouraging an intensification of development on well located large sites and not enough weight to policies concerning heritage and neighbourhood character, and the added importance of these given the inclusion of the site in both a precinct wide and site specific Heritage Overlay and a precinct wide Neighbourhood Character Overlay.*
- *The inclusion of the area in both a precinct wide and site-specific Heritage Overlay, together with a Neighbourhood Character Overlay, give added emphasis to the design quality of new development, how it responds to the identified heritage values and how it 'fits in' to the neighbourhood.*

- I accept that the proposal meets the requirements in Clauses 55 and 56. My reasons for refusal are not based on non-compliances with these requirements.

The proposal was considered unacceptable for the following reasons:

Neighbourhood character

- *The new extension does not achieve the average (front setback) with the new extension sitting forward of the immediately adjoining dwelling by approximately 3.4 metres.*
- *The two new double storey dwellings have flat roofs that do not reflect the pitched roofs and traditional style of period dwellings in the area or of the retained dwelling.*
- *The double storey extension sits well forward of the single storey Miners Cottage whilst the two new dwellings are located behind the existing dwelling. Thee height does not respect the predominant single storey building height in the street.*
- *The main problem or shortcoming with the proposal arises because of the layout and the way in which the proposed extension is positioned well forward of both the existing cottage and the adjoining dwelling to the north. It results in visually prominent built form, exacerbated by the inclusion of a double storey section, and is unacceptable in neighbourhood character terms.*
- *The necessity of providing two carspaces between the front wall and the street means that there is no opportunity to provide any meaningful sized vegetation to help ameliorate that visual prominence. Locating two car parking spaces in front of the extension, even if no structure is involved, does not minimise car storage facilities.*
- *In large measure these shortcomings arise because of the desire to construct two dwellings in the rear yard. As a result, the proposed extension has had to be pushed forward towards the front boundary so that extends well past the nearest adjoining dwelling. Put simply, the layout indicates that too much built form is being sought for this site. I therefore agree with Council and neighbours that the proposal is not acceptable in neighbourhood character terms.*

Heritage

- *Whilst neighbours suggested that the timber rear section may have been built before the front masonry section, I consider that a speculative suggestion and would not be consistent with the description contained in the statement of significance set out in paragraph 29. That would suggest that the masonry section was built first with the other sections added later. However, whatever the order of building the different parts of the dwelling, I am not persuaded that completely removing the gable roofed rear section and the verandah is acceptable in heritage terms.*
- *I consider that removal of the rear gable section and front verandah, even if not constructed of original materials, will be inconsistent with the design guidelines and objectives for Miners Cottages. Removal distorts and detracts from an interpretation and appreciation of the original form and scale of the Miners Cottage which in this instance incorporates both a double gable roof and an attached verandah. The fact that they are constructed of different materials and at different times to the original masonry section is consistent with how these cottages evolved. This evolution is explained on page 4 of the Design Guidelines for Miner's Cottages as, 'often with multiple additions and extensions'. I do not agree that these additions are unimportant or should be removed. Instead they contribute to an understanding and appreciation of the original form and scale of the Miners Cottage.*

- *I am also opposed to the two-lot subdivision and the way in which the nearest double storey dwelling is located just 3 metres behind the retained masonry section of the Miners Cottage. The guidelines suggest that the lot boundary be located not less than 6 metres from the rear wall to ensure that a minimum curtilage is protected.*
- *The physical proximity of the flat roofed modern building will crowd out and adversely affect an appreciation of the current setting of the Miners Cottage surrounded on all sides by open yard.*

The Tribunal concluded that *"I consider that in proposing an extension to the existing Miners Cottage together with two new double storey dwellings, too much emphasis has been given to policies encouraging urban consolidation and an intensification of development. Whilst I am not seeking an ideal outcome, I am not persuaded that what has bene proposed is acceptable in accordance with Clause 65.01 or that the proposal achieves a net community benefit when assessed against the relevant, but sometimes competing planning scheme provisions I am required to take into consideration".*

As such, it is evident from this previous proceeding that any development on the site must seek to strike a more appropriate balance between urban consolidation objectives and character/heritage objectives. Further, any development must not seek to simply respond to the previous comments and criticisms from the Tribunal but instead seek to provide a site responsive design.

The applicant has given consideration to the comments handed down by the Tribunal in the abovementioned decision and has sought to respond through a revised design with greater attention to the elements referred to within. These are discussed in greater detail below.

Planning legal principles with reference to 'repeat' applications

There are numerous Tribunal cases dealing with repeat appeals and the factors that should be taken into account when considering such applications. One such decision is Batsis Nominees Pty Ltd v Hobsons Bay CC [2009] VCAT 928 (25 May 2009). That decision outlines four factors/principles that should be considered as justifying a departure from an earlier determination.

Unless a compelling case can be made about one or more of these factors, then there is no reasonable justification for departing from the basic findings in the previous application.

The factors/principles are listed and responded to in turn:

Principle: Significant or material changes to the application itself which address the primary reasons for the previous proposal being refused.
Assessment: The issues that led to the refusal of the previous application are summarised above. The following key changes have been made in response to the concerns raised: • The extent of development has reduced from two new dwellings to one. o The Tribunal identified the shortcomings of the proposal as largely being as a result of the desire to construct two dwellings in the rear yard. o The extent of built form has substantially reduced.

- This now allows for greater spacing between the existing and proposed dwellings.
- The extent of demolition of the existing dwelling has substantially reduced.
- The rear gable section of the dwelling is now proposed to be retained.
- It is now proposed to replace the front verandah with a pergola.
- Whilst the verandah is still proposed to be demolished, an open-style pergola which is a modern interpretation of the verandah, is now proposed in its place.
- The front setback of the extension to the existing dwelling has substantially increased, the scale of the extension has been substantially reduced and is no longer proposed to be two-storey.
- The proposal now maintains the consistency of front setbacks within the streetscape (neighbourhood character), with no change to the existing front set back.
- The extension now sits behind the existing Miners' cottage in accordance with the Heritage Design Guidelines. The setback of the extension was seen as being "the main problem or shortcoming with the proposal" resulting in a "visually prominent built form, exacerbated by the inclusion of a double storey section".
- The height of the extension now respects the predominant single storey wall height.
- The secondary vehicle crossover is no longer proposed, and vehicle storage for the existing dwelling is now located to the rear of the dwelling.
- This removes the potential for any potential dominance of car storage facilities and allows opportunities for more meaningful landscaping within the front setback.
- The design and siting of both the extension and new dwelling have altered (form, height, roof form, windows etc.).
- Both the extension and new dwelling now both feature a pitched roof form which better respond to the streetscape.
- The materials palette better responds to the uniformity and predominance of weatherboard classing in this area.

The current proposal seeks to respond to previous criticisms of Council and the Tribunal and overall provides a more site responsive design which presents a clearer balance between urban consolidation and heritage/character objectives.

Principle:
Significant or material changes in the circumstances of the land or its surrounds.

Assessment:
The circumstances of the surrounding land have not changed significantly since the original decision.

Principle:
Significant or material changes in planning controls and policy.

Assessment:
There have been no significant or material changes in planning controls or policy since the original decision.

Principle:
Significant or material changes in the interpretation of the facts or law relevant to the Tribunal's consideration.

Assessment:
There are no directly relevant material changes.

Concern was raised by one of the objectors in relation to Council's ability to *"overturn the tribunal's original decision on pivotal issues".*

Having regard to the repeat appeal principles, one of the four factors is met, which means that there is justification to depart from the original decision to refuse an application that was seeking somewhat similar planning permission as this application. The City would argue that the current proposal is a substantial improvement on the previous application. For reference, the previous application plans are shown in Figures 13 and 14 below.

Each application must be assessed on its own merits.

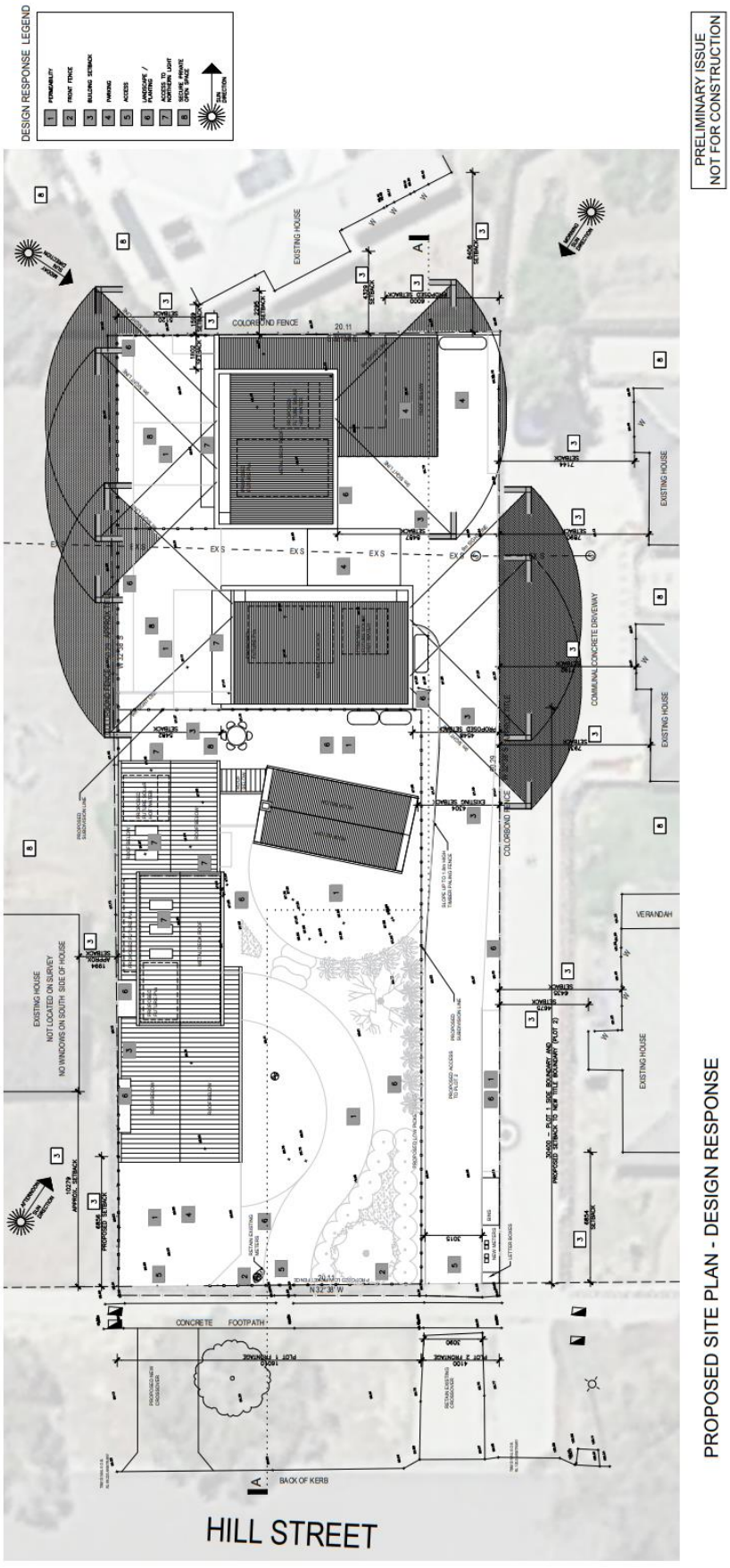


Figure 13: Previous application (DSD/110/2018) Proposed Site Plan

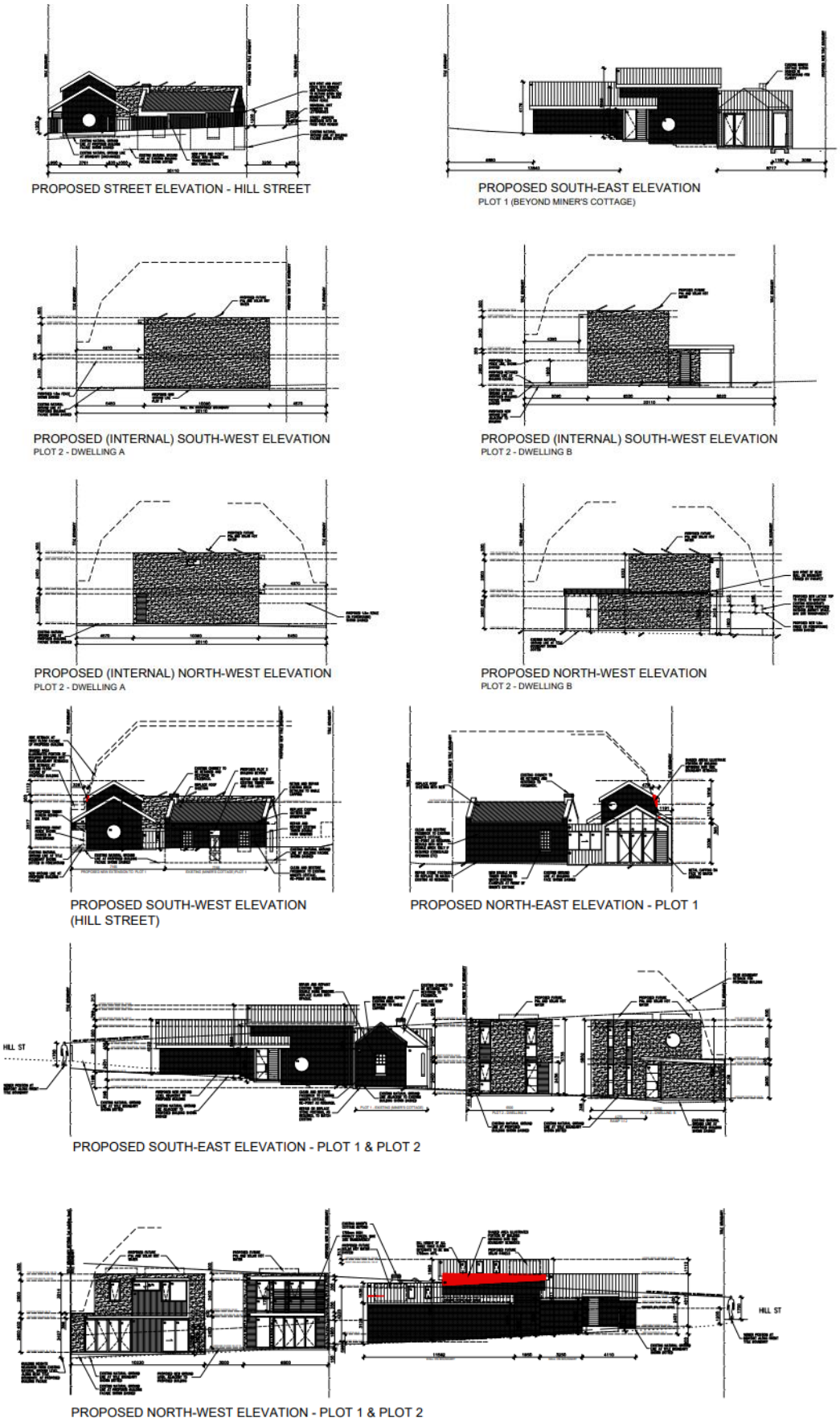


Figure 14: Previous application (DSD/110/2018) Proposed Elevation Plans

Conclusion

Clause 71.02-3 Integrated Decision Making recognises that Bendigo has various needs and expectations and states that planning aims to meet these needs and expectations by addressing aspects of economic, environmental and social wellbeing affected by land use and development. It goes on to state that:

> *"Planning and responsible authorities should endeavour to integrate the range of planning policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations".*

It is evident that the proposal presents a conflict between infill development and supporting high densities, protecting heritage, neighbourhood character and residential amenity. However, as outlined above, on balance the proposal is in general accordance with the relevant Planning Scheme provisions and as such it can be concluded that the proposal presents an acceptable outcome when seeking to balance between the competing policy objectives.

It is recommended that a Notice of Decision to Grant a Permit be issued with conditions.

Options

Council, acting as the responsible authority for administering the Planning Scheme, may resolve to: grant a permit, grant a permit with conditions, or refuse to grant a permit.

Proposed Notice of Decision Conditions

1. NO ALTERATION TO LAYOUT
   The use and development permitted by this permit as shown on the endorsed plans or described in the endorsed documents must not be altered or modified (for any reason) except with the prior written consent of the responsible authority.

2. AMENDED LANDSCAPE PLAN REQUIRED
   Before the development starts, an amended landscape plan to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions. The landscape plan must be generally in accordance with the landscape plan PD-10 dated 16/10/21, except the plan must show:
   (a) A survey (*including botanical names*) of all existing vegetation to be retained and/or removed
   (b) Details of surface finishes of pathways and driveways
   (c) Planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant
   (d) Updated to be consistent with the proposed Site Plan.

   All species selected must be to the satisfaction of the responsible authority.

3. LANDSCAPING MAINTENANCE

The landscaping shown on the endorsed plans must be maintained to the satisfaction of the responsible authority, including that any dead, diseased or damaged plants are to be replaced.

4. COMPLETION OF LANDSCAPING
   Before the occupation of the development starts or by such later date as is approved by the responsible authority in writing, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the responsible authority.

5. PAINT REMOVAL
   Any external paint removal from brickwork of the Miners' cottage should be undertaken using a non-abrasive method, to the satisfaction of the responsible authority.

6. REPLACEMENT MATERIALS
   All external replacement materials to the miners' cottage should be matched as closely as possible, to the satisfaction of the responsible authority.

7. CARE DURING DEMOLITION
   Adequate care must be taken in the course of any demolition works to avoid damage to any remining heritage fabric, to the satisfaction of the Responsible Authority.

8. GENERAL EXTERIOR TREATMENT
   The exterior treatment of the building*(s)* permitted by this permit including all exterior decoration, materials, finishes and colours must be to the satisfaction of the responsible authority. The exterior treatment of the building*(s)* must be maintained to the satisfaction of the responsible authority.

9. REFRIGERATION AND AIR-CONDITIONING EQUIPMENT
   Any equipment required for refrigeration, air-conditioning, heating and the like must be suitably insulated for the purpose of reducing noise emissions and must be located so as to not be highly visible from the street to the satisfaction of the responsible authority.

10. DETAILED DRAINAGE PLANS:
    Prior to the certification of the plan of subdivision under the Subdivision Act 1988, plans to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the plans will be endorsed and then will form part of the permit. The plans must be drawn to scale with dimensions. The plans must include:
    (a) Direction of stormwater run off
    (b) A point of discharge
    (c) Stormwater detention
    - Allowable discharge $Q_{10\%}$ = 9 l/s

    (d) Stormwater quality

11. CONSTRUCTION OF WORKS
    Road works, drainage and other civil works must be constructed in accordance with the City of Greater Bendigo Infrastructure Design Manual and plans and specifications approved by the Responsible Authority:

(a) Underground drainage

12. SECTION 173 AGREEMENT
Prior to the issue of a Statement of Compliance, the applicant/owner must enter into an agreement under section 173 of the Planning & Environment Act 1987.

Such agreement must covenant that:
- The owner will maintain each on-site detention system and/or treatment system and not modify without prior written approval from the responsible authority.
- The owner shall allow duly authorised officers of the responsible authority to inspect the systems at mutually agreed times.
- The Owner will pay for all costs associated with the construction and maintenance of each on-site detention system and/or treatment system.

13. CITY OF GREATER BENDIGO ASSETS
Before the development starts, the owner or developer must submit to the responsible authority a written report and photos of any prior damage to public infrastructure. Listed in the report must be the condition of kerb & channel, footpath, seal, street lights, signs and other public infrastructure fronting the property and abutting at least two properties either side of the development. Unless identified with the written report, any damage to infrastructure post construction will be attributed to the development. The owner or developer of the subject land must pay for any damage caused to any public infrastructure caused as a result of the development or use permitted by this permit.

14. VEHICLE CROSSINGS/ACCESSWAY
(a) The internal driveway and car parking spaces must be sealed to the satisfaction of the responsible authority.

15. USE OF CAR PARKING AREAS
Areas set aside for the parking and movement of vehicles as shown on the endorsed plan must be made available for such use and must not be used for any other purpose.

16. PEDESTRIAN SIGHTLINES
The minimum sight line for pedestrian safety must be provided at the exit lane frontage so as to accord with Clause 52.06-9 of the City of Greater Bendigo Planning Scheme.

17. FENCING OF SITE
The fence(s) as shown on the endorsed plans must be erected and maintained to the satisfaction of the responsible authority.

18. PROVISION OF SERVICES
The owner of the land must enter into agreements with the relevant authorities for the provision of water supply, drainage, sewerage facilities, electricity and gas services to each lot shown on the endorsed plan in accordance with the authorities' requirements and relevant legislation at the time.

19. REFERRAL OF PLAN

The plan of subdivision submitted for certification under the Subdivision Act 1988 must be referred to the relevant authority in accordance with section 8 of that Act.

20. SERVICE AUTHORITY CONDITIONS (AUSNET, POWERCOR AND COLIBAN WATER)
    The owner of the land must enter into agreements with the relevant authorities for the provision of water supply, drainage, sewerage facilities, electricity and gas services to each lot shown on the endorsed plan in accordance with the authority's requirements and relevant legislation at the time.

    All existing and proposed easements and sites for existing or required utility services and roads on the land must be set aside in the plan of subdivision submitted for certification in favour of the relevant authority for which the easement or site is to be created.

    The plan of subdivision submitted for certification under the Subdivision Act 1988 must be referred to the relevant authority in accordance with section 8 of that Act.

21. TELECOMMUNICATIONS
    (a) The owner of the land must enter into an agreement with:
    - A telecommunications network or service provider for the provision of telecommunication services to each lot shown on the endorsed plan in accordance with the provider's requirements and relevant legislation at the time.
    - A suitably qualified person for the provision of fibre ready telecommunication facilities to each lot shown on the endorsed plan in accordance with any industry specifications or any standards set by the Australian Communications and Media Authority, unless the applicant can demonstrate that the land is in an area where the National Broadband Network will not be provided by optical fibre.

    (a) Before the issue of a Statement of Compliance for any stage of the subdivision under the Subdivision Act 1988, the owner of the land must provide written confirmation from:
    - A telecommunications network or service provider that all lots are connected to or are ready for connection to telecommunications services in accordance with the provider's requirements and relevant legislation at the time.
    - A suitably qualified person that fibre ready telecommunication facilities have been provided in accordance with any industry specifications or any standards set by the Australian Communications and Media Authority, unless the applicant can demonstrate that the land is in an area where the National Broadband Network will not be provided by optical fibre.

22. COMPLETION OF DEVELOPMENT
    Before a statement of compliance is issued for the subdivision:
    - The dwelling(s) approved under this permit must be constructed to a state of practical completion to the satisfaction of the responsible authority; or
    - The owner must enter into an agreement under section 173 of the Planning & Environment Act 1987 that covenants that the lots created by the subdivision will only be developed in accordance with the plans endorsed under this permit. The agreement will end upon completion of the development shown on the endorsed plans.

23. EXPIRY OF THE PERMIT - SUBDIVISION AND DEVELOPMENT
    This permit will expire if:
    (a) The plan of subdivision is not certified within two (2) years from the date of this permit; or
    (a) The subdivision is not completed within five (5) years from the date of certification of the plan of subdivision; or
    (b) All other development excluding subdivision is not completed within four (4) years from the date of this permit.

    The responsible authority may extend the time for certification of the plan, or for the completion of any part of the development excluding subdivision, if a request is made in writing before the permit expires or thereafter, within the period allowed by section 69 of the Planning and Environment Act 1987.

City of Greater Bendigo Engineering Note:
A Works within Road Reserves permit must be obtained from the City of Greater Bendigo Engineering Department prior to any work commencing in the road reserve.

CONSENT FOR WORK ON ROAD RESERVES
The applicant must comply with;
(a) The Road Management Act 2004,
(b) Road Management (Works and Infrastructure) Regulations 2005, and
(c) Road Management (General) Regulations 2005
with respect to any requirements to notify the coordinating authority and/or seek consent from the coordinating authority to undertake “works” (as defined in the Act) in, over or under the road reserve. The responsible authority in the inclusion of this note on this planning permit is not deemed to have been notified of, or to have given consent, to undertake any works within the road reserve as proposed in this permit.

Street Tree Protection Note:
All works near City trees must be undertaken in accordance with Council’s *Urban Tree Management Policy, 2017* and Australian Standard 4970 - Protection of trees on development sites.

16.3. 1 Stephen Court, Maiden Gully 3551 - 3 Lot Subdivision and Removal of Native Vegetation

Author	Adele Hayes, Statutory Planner
Responsible Director	Steve Hamilton, Director Strategy and Growth

Summary/Purpose

Application details:	3 lot subdivision and removal of native vegetation
Application No:	DS/622/2021
Application Documents	Application Documents
Applicant:	Sherwood Properties (Vic) Pty Ltd
Land:	1 Stephen Court, MAIDEN GULLY 3551
Zoning:	General Residential Zone
Overlays:	Bushfire Management Overlay 1 Design and Development Overlay 10
No. of objections:	6
Consultation meeting:	No – the applicant did not wish to participate in consultation.
Key considerations:	• Whether the proposal is acceptable having regard to the relevant planning policy that deals with residential subdivision. • Whether the proposal is acceptable having regard to the relevant planning policy that deals with bushfire risk. • Whether the proposal is acceptable having regard to the relevant planning policy that deals with the protection of native vegetation and biodiversity. • Objector concerns.
Conclusion:	The proposal, on balance, is an acceptable outcome with regards to the relevant Planning Scheme provisions and is recommended for approval.

Recommended Motion

Pursuant to section 61 of the Planning and Environment Act (1987), Council issue a Notice of Decision to Grant a Permit for a 3 lot subdivision and removal of native vegetation at 1 Stephen Court, MAIDEN GULLY 3551 subject to the conditions at the end of this report.

Policy Context

Council Plan Reference:

City of Greater Bendigo Council Plan *Mir wimbul* 2021-2025:

- Outcome 2 - Healthy, Liveable Spaces & Places
- Goal 7: Sustainable population growth is planned for.

Attachments

1. Planning Assessment Report

Attachment 1 - Planning Assessment Report - 1 Stephen Court

PLANNING ASSESSMENT REPORT

Report

Subject Site and Surrounds

The site is located on the eastern side of Stephen Court and is trapezoid in shape with an area of 5,471 square metres. The site has a western frontage to Stephen Court of 41.69 metres and a depth ranging from 126.46 – 143.51 metres.

The site currently contains a single-storey dwelling and outbuilding which are located in the western portion of the site. Post and wire fencing is located along the side and rear property boundaries. Vegetation (both native and exotic) is located in proximity to the property boundaries and surrounding the dwelling. Vehicle access to/from the site is via an existing crossover onto Stephen Court in the south-western corner of the site.

A 3m wide drainage easement runs along the northern and eastern boundaries of the property.

The site is located within the General Residential Zone and is partially affected by a Bushfire Management Overlay – Schedule 1 and Design and Development Overlay – Schedule 10.

Surrounding land to the north, east, south and west is also located within the General Residential Zone and primarily contains residential land use and development. There are some instances of vacant lots awaiting future development. Lots in the surrounding area range in size from approximately 1,505 square metres to 6,856 square metres.

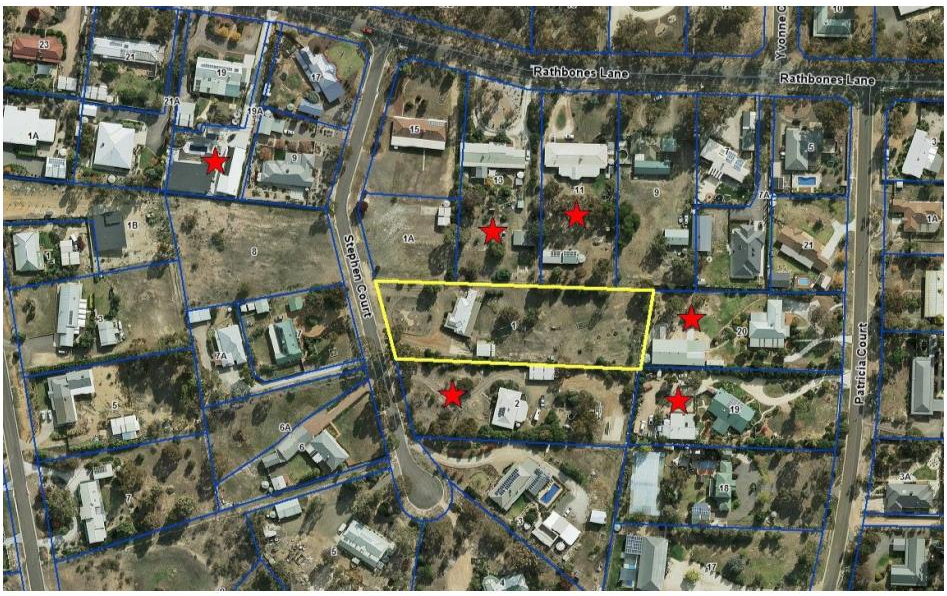


Figure 1: Location map showing subject site. Objectors' properties marked with a star.

Proposal

The application proposes a 3 lot subdivision and removal of native vegetation as follows:

- Lot 1 would have an area of 1,800 square metres and would contain the existing dwelling.
- Lot 2 would have an area of 1,681 square metres and would be vacant.
- Lot 3 would have an area of 1,990 square metres and would be vacant.
-

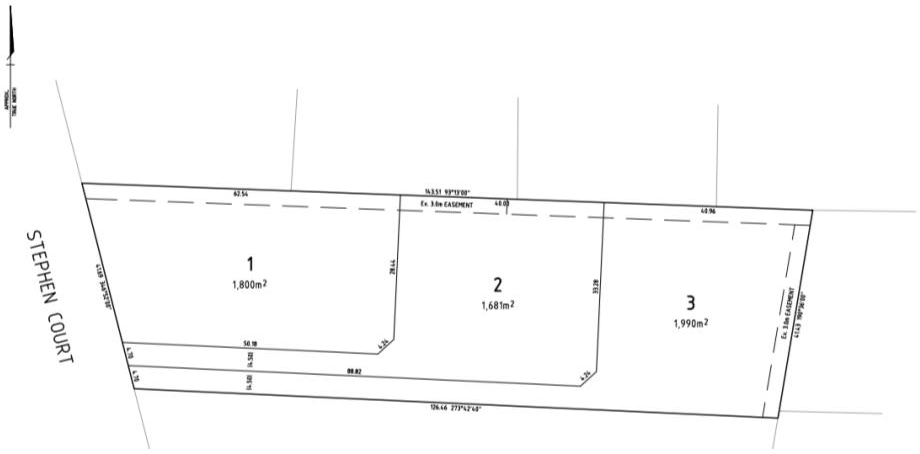


Figure 2: Proposed Plan of Subdivision.

0.009 hectares of native vegetation is required to be removed in order to facilitate access to proposed lots 2 and 3. This falls within the Basic Assessment Pathway.

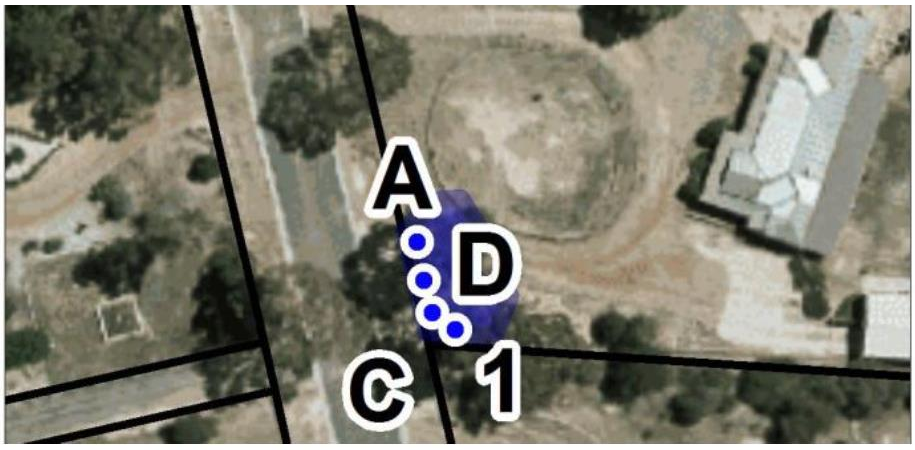


Figure 3: Plan showing location of native vegetation to be removed.

Planning Controls - Greater Bendigo Planning Scheme

The following clauses are relevant in the consideration of this proposal:

State Planning Policy Framework

- Clause 11.01-1S Settlement
- Clause 11.01-1R Settlement – Loddon Mallee South
- Clause 12.01-1S Protection of biodiversity
- Clause 13.02-1S Bushfire planning
- Clause 15.01-3S Subdivision design
- Clause 16.01-1S Housing supply

Municipal Strategic Statement

- Clause 21.02 Key Issues and Influences
- Clause 21.04 Strategic Directions
- Clause 21.08 Environment

Other Provisions

- Clause 32.08 General Residential Zone
- Clause 44.06 Bushfire Management Overlay
- Clause 53.02 Bushfire Planning
- Clause 56 Residential Subdivision

Consultation/Communication

Referrals

The following authorities and internal departments have been consulted on the proposal:

Referral	Comment
Powercor	No objection subject to standard service provider conditions.
Coliban Water	No objection subject to standard service provider conditions.
Downer	No objection subject to standard service provider conditions.
Country Fire Authority	No objection subject to standard conditions requiring the Bushfire Management Plan to be endorsed to form part of the permit and requiring the landowner to enter into a s173 Agreement relating to future exemptions for dwellings under the Bushfire Management Overlay.
Traffic	No objection subject to standard conditions relating to the construction of vehicle crossings/driveways and works within the road reserve.

Referral	Comment
Drainage	No objection subject to standard conditions relating to the requirement to provide detailed drainage plans, the construction of works, public assets and the need to enter into a s173 Agreement relating to onsite detention and water quality.

Public Notification

The application was advertised by way of notice on the site and letters to adjoining and nearby owners and occupiers.

As a result of advertising, 6 objections were received, with the grounds of objection being:

- Impacts of proposed lot sizes on existing semi-rural character.
- Loss of privacy.
- Noise and disturbance.
- Infrastructure (water pressure, drainage, kerbs, footpaths).
- Property devaluation.

A copy of the objections was passed on to the applicant and consultation in the form of either a formal meeting or written response was encouraged. The applicant advised that they did not wish to participate in any form of consultation on the basis that they saw no opportunity to resolve the issues.

Planning Assessment

Whether the proposal is acceptable having regard to the relevant planning policy that deals with residential subdivision

Planning policy through Clauses 11, 11.01-1S, 11.03-1S, 16.01-2S, 16.01-3S and 21.05 supports an intensification of development on sites that benefit from locational attributes; seeks to limit outward growth by seeking to create a compact urban form; and increase housing supply along with a diversity in housing stock.

The site is located within Maiden Gully, which is identified as a Neighbourhood Activity Centre, with the township to be promoted as a growth centre. The proposal meets planning policy objectives in terms of being an appropriate location for housing and infill residential development, contributes towards the goal of creating a compact urban area, and is located within a 10 minute neighbourhood.

The inclusion of the area in the General Residential Zone with its purpose to encourage a diversity of housing types and housing growth, particularly in locations offering good access to services and transport recognises the locational attributes outlined above.

Before deciding on an application, consideration is required to be given to the pattern of subdivision and its effect on the spacing of buildings and the objectives and standards of Clause 56.

Concerns were raised by objectors with regards to the proposal not being in accordance with the semi-rural character of the surrounding area. From a review of the site and surrounding area it is evident that the site is located within an area which is undergoing some change, with a number of instances of subdivision and infill development in the surrounding area. These are shown in Figure 4 below.

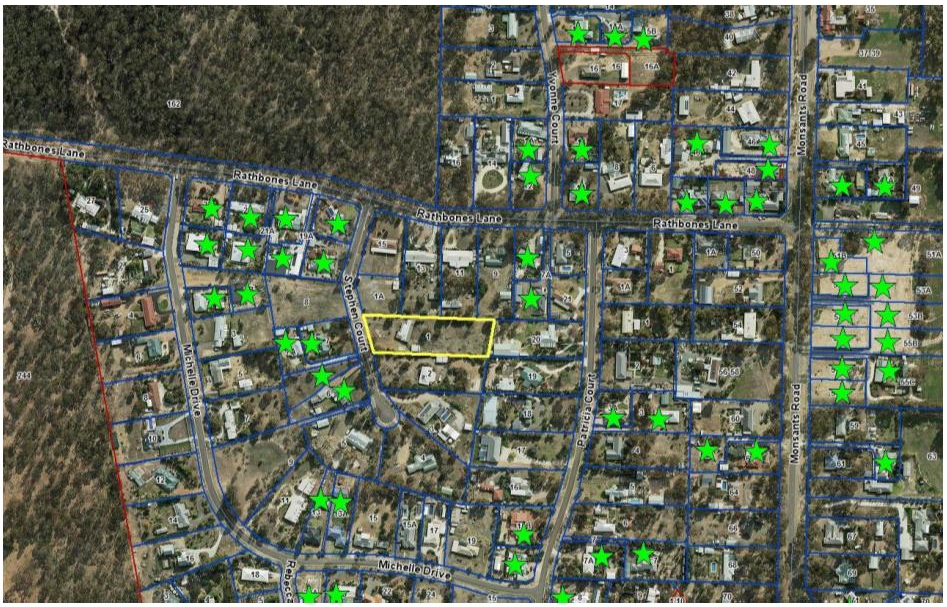


Figure 4: Examples of infill development and subdivision

As such, the proposed lot sizes ranging from 1,681 to 1,990 square metres are seen as being an appropriate response to the character of the surrounding area. Whilst it is accepted that the character of the area is transforming with regards to lot sizing, this has not occurred by chance and is consistent with the policy objectives for urban consolidation and housing supply discussed above.

The proposal complies with all relevant objectives and standards of Clause 56 with the exception of Standard C29 which relates to the requirement for the provision of a fire hydrant within 120 metres from the rear of each lot. This can be addressed through the inclusion of a permit condition to this effect.

Based on the above, the proposal is considered to meet the principal purpose of Clause 56 (Residential subdivision) which is to create liveable and sustainable neighbourhoods and urban places with character and identity.

Further to the above, it is important to note that the site is affected by Schedule 10 to the Design and Development Overlay which relates to the Maiden Gully Structure Plan. The

site is located within Precinct 5 (as per the Structure Plan), with the following requirement specified for subdivision:

- *All new lots must be at least 1,500 square metres. Particular consideration must be given to the existing residential development patterns and nearby open space areas and to the provision of new open space, especially along water courses.*

As the proposal meets the minimum lot size requirement, it expresses the desired future character for the area. This requirement has been put in place to retain the low density residential nature of the area by providing lots at a size greater than traditional urban standards (i.e. that which would commonly be found within the General Residential Zone).

With regards to the subdivision layout, preliminary concerns were raised in relation to the 'double battle axe' block with two separate driveway entrances presenting as an unorderly planning outcome. It was advised that a common property driveway would be the preferred design outcome, with the City also willing to consider a 'double battle axe' if there was a guarantee that there would be no fences dividing the axe handles (i.e. between the driveways of lots 2 and 3). The applicant has advised that they would accept a restriction stipulating that no fencing is allowed in this location and a condition will be included on the permit requiring a restriction to be placed on the Plan of Subdivision to this effect. This is an acceptable outcome to the concerns raised.

A public open space contribution of 3.5 per cent of the site value of all land within the subdivision will be sought via permit condition, in accordance with Section 18 of the Subdivision Act 1988.

Whether the proposal is acceptable having regard to the relevant planning policy that deals with bushfire risk.

Planning policy through Clauses 13.02-1S, 44.06 and 53.02 has the overarching objective to ensure that bushfire risk is reduced to an acceptable level through such strategies as ensuring that the development of land prioritises the protection of human life and strengthens community resilience to bushfire, and ensuring that development is only permitted where the risk to life and property from bushfire can be reduced to an acceptable level.

The application was accompanied by a Bushfire Management Statement which sets out the relevant requirements relating to the BAL rating, defendable space, water supply, and access requirements for each lot. The application was referred to the CFA who did not object to the granting of a permit subject to conditions.

The proposed subdivision presents an acceptable level of bushfire risk and the relevant bushfire protection measures can be practically implemented and maintained through the endorsement of the Bushfire Management Plan and the inclusion of the relevant conditions on the planning permit.

Whether the proposal is acceptable having regard to the relevant planning policy that deals with the protection of native vegetation and biodiversity

Planning policy through Clauses 12.01-2S, 21.08 and 52.17 recognises the importance of the conservation of native vegetation and seeks 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, December 2017*:

1. Avoid – avoid the removal, destruction or lopping of native vegetation.
2. Minimise – minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.
3. Offset – provide an offset to compensate for the biodiversity impact from the removal, destruction or lopping of native vegetation.

The application proposes the removal of 0.009 hectares of native vegetation from the south-western corner of the site, which falls within the Basic Assessment Pathway.

It is noted that the remainder of the vegetation on the site is planted, which pursuant to the table of exemptions listed in Clause 52.17-7 does not require planning approval for its removal.

Whilst it is acknowledged that the native vegetation on site does contribute to the character of the site and surrounding area, the Native Vegetation Removal Report details that the native vegetation (across the whole site) has a low condition and biodiversity value and would incur an offset of $140.00 for its removal.

Based on the above, the removal of native vegetation is acceptable.

Objector Concerns

Property devaluation

The Victorian Civil and Administrative Tribunal (VCAT) has, on a number of occasions, determined that property devaluation is not a material planning consideration.

Loss of privacy.

Concerns were raised in relation to a loss of privacy as a result of the proposal. Given that no development is proposed as part of the application, issues of privacy as a result of potential overlooking of future development is not relevant in the consideration of the application. Future dwellings on Lots 2 and 3 would not require planning approval and any potential overlooking issues would be considered as part of a future building permit application.

Noise and disturbance

Concerns were raised in relation to an increase in vehicle movements and associated noise and disturbance with the creation of two additional lots. It is considered that two additional residential lots within a residential area will not result in an unreasonable increase in vehicle movements and associated noise, especially given the relatively low density.

Infrastructure (water pressure, drainage, kerbs, footpaths)

Concerns were raised in relation to the existing infrastructure not being sufficient for an additional two residential lots. The application was referred to the City's Traffic and Development Engineers, along with the external service providers (Coliban, Powercor and Downer); all of which supported the proposal subject to standard conditions.

The City's Development Engineering team advised that the City was not aware of any existing drainage issues in this location. Permit conditions, specifically the need to provide Detailed Drainage Plans, will ensure the management of stormwater to the capacity of the existing infrastructure. Specific requirements will be determined as part of the detailed drainage design.

Any concerns relating to water pressure should be directed to Coliban Water as the service provider.

Fencing

A planning permit is not required to construct a fence, and as such any concerns relating to external boundary fencing is beyond the scope of consideration. It is noted that whilst the site is burdened by a restrictive covenant, this does not stipulate any requirements in relation to fencing.

Conclusion

The proposal, on balance, is an acceptable outcome with regards to the relevant Planning Scheme provisions and is recommended for approval.

It is recommended that a Notice of Decision to Grant a Permit be issued.

Options

Council, acting as the responsible authority for administering the Planning Scheme, may resolve to: grant a permit, grant a permit with conditions, or refuse to grant a permit.

Proposed Notice of Decision Conditions

1. MODIFIED PLAN REQUIRED
   Prior to the certification of the plan of subdivision, amended plans to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions. The plans must be generally in accordance with the plans submitted with the application but modified to show:
   - An amended plan of subdivision which shows the area in which no fencing is to be located as per the requirements of Condition 5, and includes a notation stating that 'no fencing is to be constructed between the adjoining driveways of Lot 2 and Lot 3 for a minimum distance of 88.82 metres (i.e. the distance of the axe handles)'.

2. LAYOUT PLANS

The subdivision, as shown on the endorsed plans, must not be altered without the prior written consent of the responsible authority.

3. DEMOLITION OF OUTBUILDING
The outbuilding located on the site must be removed from the site prior to the issue of Statement of Compliance.

4. PUBLIC OPEN SPACE CONTRIBUTION
Before the statement of compliance is issued the applicant or owner must pay to the responsible authority a sum equivalent to 3.5% of the site value of all the land in the subdivision.

5. RESTRICTION
The plan of subdivision must include a restriction (or suitable equivalent, such as a s.173 Agreement or Memorandum of Common Provisions) in accordance with the endorsed plans. The restriction must contain the following wording:
- No fencing is to be constructed between the adjoining driveways of Lot 2 and Lot 3 for a minimum distance of 88.82 metres as shown on the endorsed plans.

6. BUSHFIRE MANAGEMENT PLAN
The Bushfire Management Plan (Drawing No: 21042-BMP01 (Revision C), dated 23/8/2021) must be endorsed to form part of the permit, be included as an annexure to the Section 173 Agreement and must not be altered unless otherwise agreed in writing by the CFA and the Responsible Authority.

7. COUNTRY FIRE AUTHORITY
In addition to the requirements of Clause 44.06-5 of the City of Greater Bendigo Planning Scheme the Section 173 Agreement prepared in accordance with that clause must also specify:
- Explicitly exclude Lot 1 from the following exemption under Clause 44.06-2 of the City of Greater Bendigo Planning Scheme:
  - A building or works consistent with an agreement under Section 173 of the Act prepared in accordance with a condition of permit issued under the requirements of clause 44.06-5.

8. REMOVAL OF NATIVE VEGETATION
<u>General offset</u>
To offset the removal of 0.009 hectares of native vegetation the permit holder must secure a native vegetation offset, in accordance with the Guidelines for the removal, destruction or lopping of native vegetation (DELWP 2017) as specified below:

A general offset of 0.002 general habitat units:
- Located within the North Central Catchment Management Authority (CMA) boundary or Greater Bendigo City Council municipal district.
- With a minimum strategic biodiversity score of at least 0.144.

<u>Offset evidence and timing</u>
Before any native vegetation is removed, evidence that the required offset for the project has been secured must be provided to the satisfaction of the responsible authority. This evidence is one or both of the following:

- An established first party offset site including a security agreement signed by both parties, and a management plan detailing the 10 year management actions and ongoing management of the site; and/or
- Credit extract(s) allocated to the permit from the Native Vegetation Credit Register.

A copy of the offset evidence will be endorsed by the responsible authority and form part of this permit. Within 30 days of endorsement of the offset evidence by the responsible authority, a copy of the endorsed offset evidence must be provided to the Department of Environment, Land, Water and Planning.

9. VEHICLE CROSSINGS/DRIVEWAYS
Before a statement of compliance is issued for the subdivision, the owner must construct the following:
(a) The driveways to each Lot between the property boundary and the kerb must be constructed in accordance with the Infrastructure Design Manual.
(b) The driveway on Lot 2 must be sealed at least 3.0 metres wide from the front boundary to the south east corner of Lot 1. (approx. 50 metres).
(c) The driveway on Lot 3 must be sealed at least 3.0 metres wide from the front boundary to the south east corner of Lot 2. (approx. 89 metres).
(d) Driveways must be 1.0 metre clear of power poles.

10. PEDESTRIAN SIGHTLINES
The minimum sight line for pedestrian safety must be provided at the exit lane frontage so as to accord with Clause 52.06-9 of the City of Greater Bendigo Planning Scheme.

11. DETAILED DRAINAGE
Prior to the certification of the plan of subdivision under the Subdivision Act 1988, plans to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the plans will be endorsed and then will form part of the permit. The plans must be drawn to scale with dimensions. The plans must include:
(a) Direction of stormwater run-off
(b) A point of discharge for each lot
(c) Independent drainage for each lot
(d) Stormwater quality
(e) Stormwater detention
(f) Drainage easements as required

12. DRAINAGE WORKS
Prior to the issue of the statement of compliance for the subdivision, drainage works must be constructed in accordance with plans approved by the responsible authority.

13. CONSTRUCTION OF WORKS
Road works, drainage and other civil works must be constructed in accordance with the Infrastructure Design Manual and plans and specifications approved by the responsible authority and must include:
(a) Drainage

14. SECTION 173 AGREEMENT
    If an onsite detention or water quality system is required then, prior to the issue of statement of compliance, the applicant/owner must enter into an Agreement under section 173 of the Planning and Environment Act 1987. Such Agreement must covenant that:
    (a) The owner will maintain each system and not modify without prior written approval from the responsible authority.
    (b) The owner shall allow duly authorised officers of the responsible authority to inspect the system at mutually agreed times.
    (c) The Owner will pay for all costs associated with the construction and maintenance of the system.

15. PUBLIC ASSETS
    Before the development starts, the owner or developer must submit to the responsible authority a written report and photos of any prior damage to public infrastructure. Listed in the report must be the condition of kerb and channel, footpath, seal, street lights, signs and other public infrastructure fronting the property and abutting at least two properties either side of the development. Unless identified with the written report, any damage to infrastructure post construction will be attributed to the development. The owner or developer of the subject land must pay for any damage caused to any public infrastructure caused as a result of the development or use permitted by this permit.

16. REFERRAL OF PLAN
    The plan of subdivision submitted for certification under the Subdivision Act 1988 must be referred to the relevant authority in accordance with section 8 of that Act.

17. COLIBAN WATER
    (a) The owner is required to provide reticulated water and sewerage services to each of the lots within the subdivision and comply with any requirements arising from any effect of the proposed development on Coliban Water assets. Services are to be provided and where necessary, amendments are required to the existing water supply service pipes and the property service drains in accordance with our specifications.
    (b) The sewer main extension required to service the proposed Lots within this subdivision, must be finalised in accordance with Coliban Water's Developer Installed Works process.
    (c) All Coliban Water required assets, if located within the subdivision, are required to be protected by an easement in favour of Coliban Region Water Corporation.
    (d) Applications through our Consent to Connect Process are required prior to any water supply service and/or drain being amended and/or connected to Coliban Water assets and complying with our conditions.
    (e) All private works for water supply and sanitary drainage must be constructed in accordance with the National Plumbing and Drainage Code of Australia being AS 3500, the MRWA Water Metering & Servicing Guidelines 2020 and any specific conditions of Coliban Water.
    (f) Specific requirements for the servicing of the new lots will be provided to the applicant after a plan for certification has been referred to Coliban Water, or after we have received and consented to applications via our Consent to Connect process for services.

18. POWERCOR
    (a) The plan of subdivision submitted for certification under the Subdivision Act 1988 shall be referred to Powercor Australia Ltd in accordance with section 8 of that Act.
    (b) The applicant shall provide an electricity supply to all lots in the subdivision in accordance with the Distributor's requirements and standards.

    Notes: Extension, augmentation or rearrangement of the Distributor's electrical assets may be required to make such supplies available, with the cost of such works generally borne by the applicant.

    (c) The applicant shall ensure that existing and proposed buildings and electrical installations on the subject land are compliant with the Victorian Service and Installation Rules (VSIR). **Notes:** Where electrical works are required to achieve VSIR compliance, a registered electrical contractor must be engaged to undertake such works.
    (d) The applicant shall, when required by the Distributor, set aside areas with the subdivision for the purposes of establishing a substation or substations.

    Notes: Areas set aside for substations will be formalised to the Distributor's requirements under one of the following arrangements:
    - RESERVES established by the applicant in favour of the Distributor.
    - SUBSTATION LEASE at nominal rental for a period of 30 years with rights to extend the lease for a further 30 years.
      The Distributor will register such leases on title by way of a caveat prior to the registration of the plan of subdivision.

    (e) The applicant shall establish easements on the subdivision, for all existing Distributor electric lines where easements have not been otherwise provided on the land and for any new powerlines to service the lots or adjust the positioning existing easements.

    Notes:
    - Existing easements may need to be amended to meet the Distributor's requirements
    - Easements required by the Distributor shall be specified on the subdivision and show the Purpose, Origin and the In Favour of party as follows:

Easement reference	Purpose	Width (metres)	Origin	Land benefited / In Favour of
	Power Line		Section 88 – Electricity Industry Act 2000	Powercor Australia Ltd

19. AUSNET SERVICES (GAS)
    The plan of subdivision submitted for certification must be referred to AusNet Gas Services in accordance with section 8 of the Subdivision Act 1988.

20. TELECOMMUNICATIONS
    The owner of the land must enter into an agreement with:
    (a) A telecommunications network or service provider for the provision of telecommunication services to each lot shown on the endorsed plan in accordance with the provider's requirements and relevant legislation at the time.
    (b) A suitably qualified person for the provision of fibre ready telecommunication facilities to each lot shown on the endorsed plan in accordance with any industry specifications or any standards set by the Australian Communications and Media Authority, unless the applicant can demonstrate that the land is in an area where the National Broadband Network will not be provided by optical fibre.
    (c) Before the issue of a Statement of Compliance for any stage of the subdivision under the Subdivision Act 1988, the owner of the land must provide written

confirmation from:

(d) A telecommunications network or service provider that all lots are connected to or are ready for connection to telecommunications services in accordance with the provider's requirements and relevant legislation at the time.

(e) A suitably qualified person that fibre ready telecommunication facilities have been provided in accordance with any industry specifications or any standards set by the Australian Communications and Media Authority, unless the applicant can demonstrate that the land is in an area where the National Broadband Network will not be provided by optical fibre.

21. EXPIRY OF THE PERMIT

(a) The plan of subdivision is not certified within two years from the date of this permit; or

(b) The subdivision is not completed within five years from the date of certification of the plan of subdivision.

The responsible authority may extend the time for certification of the plan if a request is made in writing before the permit expires or within six months afterwards.

City of Greater Bendigo Engineering Note

A Works within Road Reserves permit must be obtained from the City of Greater Bendigo Engineering Department prior to any work commencing in the road reserve.

CONSENT FOR WORK ON ROAD RESERVES

The applicant must comply with:

(a) The Road Management Act 2004;

(b) Road Management (Works and Infrastructure) Regulations 2005; and

(c) Road Management (General) Regulations 2005

with respect to any requirements to notify the coordinating authority and/or seek consent from the coordinating authority to undertake "works" (as defined in the Act) in, over or under the road reserve. The responsible authority in the inclusion of this note on this planning permit is not deemed to have been notified of, or to have given consent, to undertake any works within the road reserve as proposed in this permit.

16.4. Road Discontinuance – Part Clarcoll Crescent South Kangaroo Flat

Author	**Ian McLauchlan – Manager Engineering**
Responsible Director	**Brian Westley, Director Presentation and Assets**

Purpose

To seek Council approval for commencement of public notice of the proposed road discontinuance of part Clarcoll Crescent South Kangaroo Flat.

Summary

Road R1 on LP204650N was registered in 1988.

Construction of the physical road did not incorporate that portion of approximately 158sm as identified in Attachment 1.

A request has been received from the adjoining owner to purchase that portion of Road R1 of 158sm that adjoins the property.

The land is surplus to the City's needs and a strategic commitment is in place to dispose of surplus land.

In order to facilitate the potential sale and consolidation of that portion of road with the adjoining property, discontinuance of the public road is required. The process of initiating discontinuance is set out within the Road Management Act 2004 and Local Government Act 1989 (the Act), which requires public and infrastructure manager notice be given, as well as the opportunity for submissions to be received and considered before Council determines whether to proceed.

Recommended Motion

That Council being of the opinion that the road shown on the plan is not reasonably required as a road for public use and is surplus to the City's needs:-

Publish a public notice stating that submissions in respect of the proposed discontinuance of the road specified in the public notice will be considered with a view to consent being given for that portion of road to be discontinued and the land from the road being sold to the adjoining landowner subject to a fair-and-reasonable market valuation.

If no submissions received, arrange to place a Notice in the Government Gazette to confirm that portion of Road being discontinued.

Policy Context

Primary Council Plan Reference:

City of Greater Bendigo Council Plan *Mir wimbul* 2021-2025:

- Outcome 2 - Healthy, liveable spaces and places
- Outcome 3 - Strong, inclusive and sustainable economy

Secondary Council Plan Reference(s):

City of Greater Bendigo Council Plan *Mir wimbul* 2021-2025:

- Goal 1 - Strengthened community health and wellbeing
- Goal 7 - Sustainable population growth is planned for

Other Reference(s):

Council Policy Reference : Asset Management Policy

https://www.bendigo.vic.gov.au/About/Document-Library/asset-management-policy

Background Information

Road R1 on LP204650N was registered in 1988.

Construction of the physical road did not incorporate that portion of approximately 158sm as identified in Attachment 1.

A request has been received from the adjoining owner to purchase that portion of Road R1 of 158sm that adjoins the property to enable further development.

Closure and consolidation of that portion of public road into the adjoining parcel, will enable further development by the adjoining owner and will enable a better land use outcome.

The portion of Road to be discontinued is surplus to the City's needs.

Section 12 of the Road Management Act sets out the requirements of a proposed discontinuance of a public highway (road).

Specifically, Council is required to:

- publish a public notice stating that submissions in respect of the proposed discontinuance of the road specified in the public notice will be considered
- give a copy of the public notice to each infrastructure manager which is responsible for any infrastructure, of which the discontinuing body is aware, installed in, on, under or over the road.

No third-party infrastructure has been identified within the Subject area of road.

Report

Clarcoll Crescent South Kangaroo Flat is currently public road for which City of Greater Bendigo (COGB) is the co-ordinating road authority. That portion of 158sm has not been used as part of the public road and is surplus to the City's needs.

As the subject road is freehold land vested in City of Greater Bendigo, its discontinuance of that portion of 158sm will result in enabling a sale of that portion of the subject road to the adjoining owner conditional upon consolidation with the adjoining property's Title, subject to a fair-and-reasonable market valuation.

The sale of the discontinued portion of road will enable a better land use outcome for the adjoining development.

Priority/Importance:

Discontinuance of the Subject road is considered to be medium priority. The outcome of the discontinuance request will likely affect the adjoining owner's redevelopment of the property.

Options/Alternatives:

Council may choose not to support the request to pursue the proposed discontinuance of the portion of the Subject road. The decision not to support the proposed discontinuance may impact upon the scope and/or viability of the adjoining owner's proposed site redevelopment. The land is surplus to the City's needs.

Timelines:

Pursuant to section 223 of the Act, Council must provide a minimum of 28 days from the date of publication of the notice for submissions to be received. Any person who makes a submission may also request to appear in person and be heard in support of their submission.

Risk Analysis:

It is considered that engaging in the process for potential discontinuance of the Subject road represents no immediate risk.

At this point in time no risks have been identified with respect to the proposed discontinuance.

If the portion of the subject road is not discontinued, this may impact the proposed redevelopment of the adjoining site by the adjoining owner.

Consultation/Communication

Internal Consultation:

Internal assessment of the proposed discontinuance has been undertaken by the Engineering and Property Service units. This assessment has subsequently led to the recommendation to proceed with the discontinuation of public notice pursuant to the Act.

External Consultation:

The purpose of public and infrastructure manager notice is to provide the opportunity for submissions to be received and considered before Council makes its decision whether to proceed with the proposed road discontinuance.

Resource Implications

It is estimated that the discontinuance of the portion of the Subject road would enable a sale for market value and all costs associated with the discontinuance, sale and consolidation are to be paid by the adjoining owner.

Attachments

1. City of Greater Bendigo Proposed Public Notice with Plan – Clarcoll Crescent South Kangaroo Flat

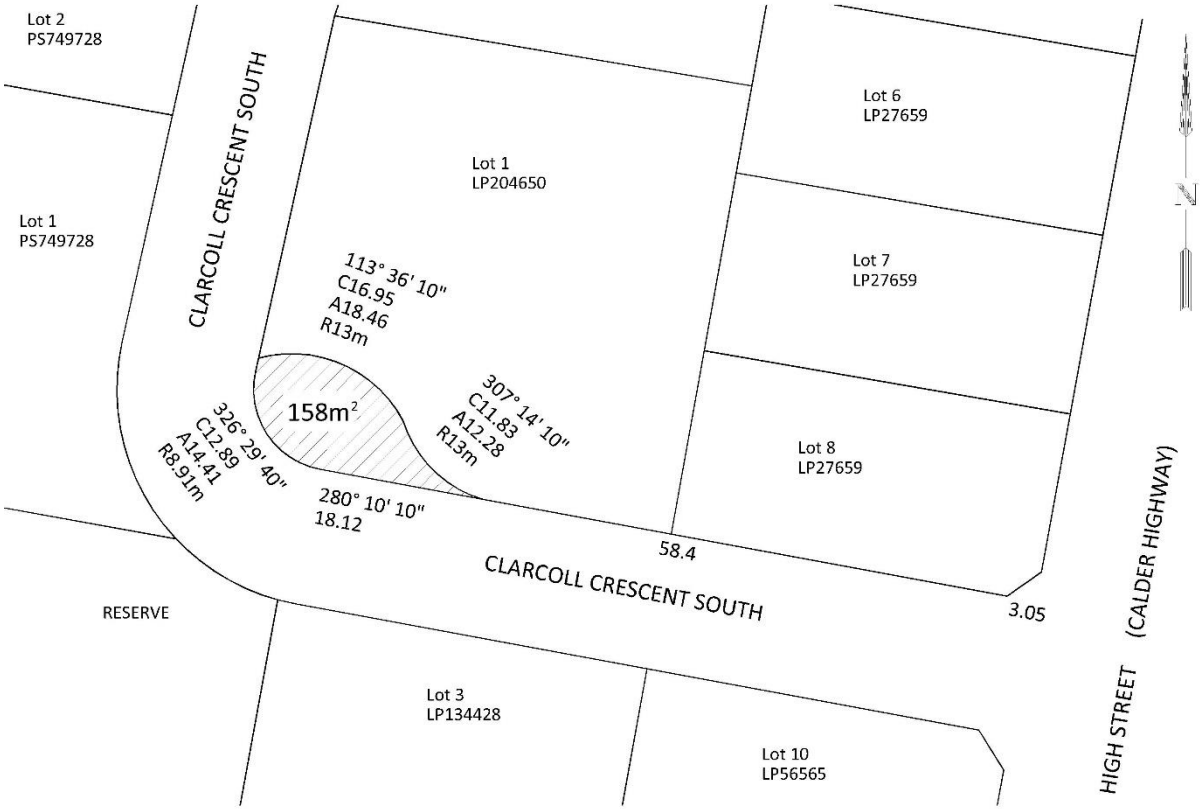
Attachment 1 - Ordinary Council meeting 24 January - City of Greater Bendigo -Public Notice with Plan - Clarcoll Crescent South

City of Greater Bendigo
Proposed Road Discontinuation
Part Clarcoll Crescent South Kangaroo Flat

Greater Bendigo City Council proposes to discontinue part Road R1 on LP04650N described in Certificate of Title Volume 12339 Folio 902 as shown hatched on the plan below in accordance with Section 206 and Schedule 10, Clause 3 of the Local Government Act 1989.

If discontinued, Greater Bendigo City Council will arrange a sale of the hatched area to the adjoining owner.

Any written submissions received within 28 days from the date of this notice, will be considered under Section 223 of the Local Government Act 1989.



Submissions should be sent to:-
Manager - Engineering, City of Greater Bendigo, P.O. Box 733 Bendigo, 3552

Craig Niemann
CHIEF EXECUTIVE OFFICER

16.5. Planning Scheme Amendment Request C270gben – Golden Square Structure Plan, Urban Design Framework and Heritage Overlays

Author	Alison Kiefel, Amendments Planner
Responsible Director	Steve Hamilton, Director Strategy and Growth

Purpose

Amendment details:	**The amendment proposes to implement the recommendations of the *Golden Square Structure Plan* (Dec 2021), *Golden Square Urban Design Framework* (Dec 2021), *Golden Square Heritage Study, Volumes 1 and 2* (2021).**
Proponent:	This is a City of Greater Bendigo Amendment.

Summary

Recommended Motion

That Council:

1. Request the Minister for Planning to authorise Council to prepare Amendment C270gben to the Greater Bendigo Planning Scheme.
2. If authorised by the Minister, exhibit Amendment C270gben to the Greater Bendigo Planning Scheme giving notification as required for the minimum statutory exhibition period of one month.
3. Authorise the Director Strategy and Growth to make minor changes to Amendment C270gben if they do not change the overall intent of the planning scheme amendment, and to ensure that policy clause numbers align with any changes resulting from Amendment C256gben.
4. Authorise the Director Strategy and Growth to request the Minister for Planning to apply an interim Heritage Overlay for any place or precinct identified as individually significant or to the precinct if a contributory place; should an application for demolition be received whilst the permanent controls in Amendment C270gben are processed.

Policy Context

Primary Council Plan Reference:

City of Greater Bendigo Council Plan *Mir wimbul* 2021-2025:

- Outcome 6 - A vibrant, creative community

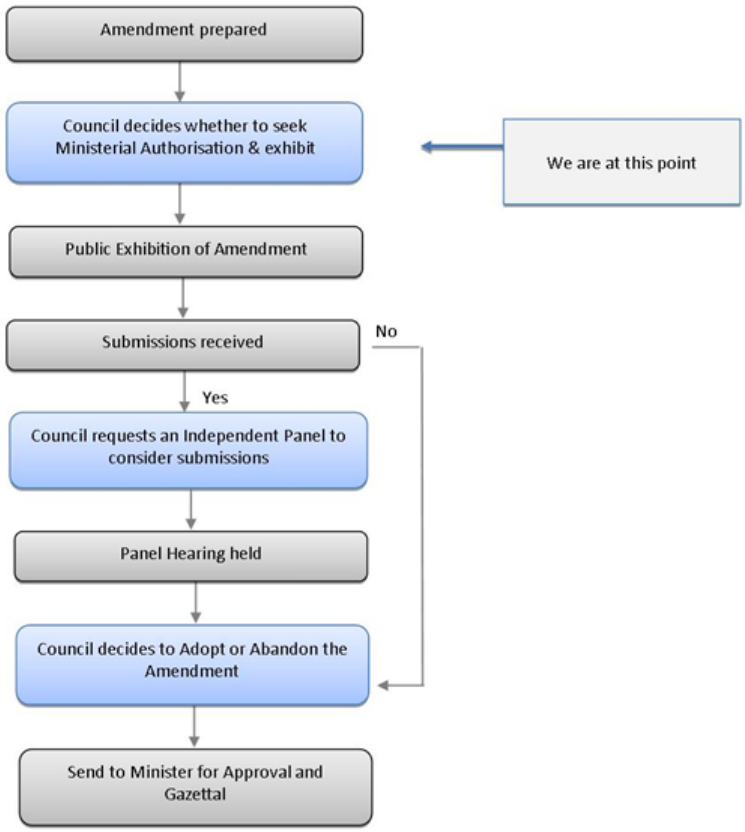
Secondary Council Plan References:

City of Greater Bendigo Council Plan *Mir wimbul* 2021-2025:

- Goal 5 - Recognise and celebrate our significant national and international heritage.

Background Information

The key steps in the Amendment process are summarised below:



There has been a substantial amount of strategic planning for Golden Square over the last couple of years. Work has concurrently been undertaken on two separate projects – the Golden Square Structure Plan / Urban Design Framework / Background Report, and the Golden Square Heritage Study.

Given the history, size and nature of these two projects, they have been included in this agenda as two separate reports.

However, given that timing on these two projects has now aligned, it is considered appropriate to undertake one Planning Scheme Amendment process for Golden Square, known as Amendment C270gben, to:

- Implement key actions from the Golden Square Structure Plan and Golden Square Urban Design Framework; and
- Implement the recommendations from the Golden Square Heritage Study Stage 2.

One Planning Scheme Amendment is recommended as it will reduce confusion for the community during exhibition / community consultation.

A heritage gap analysis for the municipality was completed and adopted by Council in August 2019. The Gap Analysis identified the need to undertake a heritage review of Golden Square, which would include identifying new places and updating existing precincts. This would then become a pilot for future reviews and support preparation of the Golden Square Structure Plan.

The *Golden Square Heritage Study - Stage 1 (June 2019)* and the current *Golden Square Heritage Study, Volumes 1 and 2 (2021)* identify that Golden Square is of historic interest

as it contains the site of the Bendigo region's first gold discovery. Golden Square's mines were significant contributors to the wealth of Bendigo, Melbourne and Victoria, and many miners settled in this area around gullies and quartz mines. Dwellings and mines from this early era of development can still be seen in the landscape today. As well as this haphazard mining activity and settlement, Golden Square was included in the first formal survey for the City of Sandhurst by Larritt in 1853- 54. This survey is still intact today.

Golden Square had large numbers of Cornish, Chinese and German immigrants who contributed to cultural and community life. Today we can see evidence of this in the churches, e.g. the magnificent former Wesleyan Methodist Church, and the civic buildings such as the fire station, working men's club, Golden Square State School and Railway Station. From the mining presence, Golden Square became a centre for industry and innovation with leading firms including Victoria Foundry, Foggitt, Jones and Co and Leggos.

It is on this basis that the Heritage Overlay is proposed to be applied, in this Amendment C270gben, to 32 individual places, and 15 new precincts.

Previous Council Decisions

21 August 2019 - Adopted the *City of Greater Bendigo Heritage Gap Analysis*.

6 May 2020 - Adopted *Golden Square Heritage Study, Stage 1.*

19 August 2020 - Adopted the *Draft Golden Square Framework Plan, Urban Design Framework* and *Background Report* and resolved to seek public comment on the draft plans.

18 October 2021 - Resolved to make a submission to Amendment C241gben being undertaken for the former Golden Square Primary School at 6 Laurel Street, Golden Square by the Government Land Standing Advisory Committee.

Report

The *Planning and Environment Act1987* allows for a planning scheme amendment to be initiated by a municipal Council, or a Council can respond to a request for an amendment by any person or body.

When requesting authorisation from the Minister for Planning, an explanatory report must be submitted that discusses the purpose, effects and strategic justification for the amendment. The Explanatory Report is included as Attachment 1 and social, economic and environmental impacts are identified along with existing planning justification contained within the Greater Bendigo Planning Scheme.

Land Affected by the Amendment

Golden Square is located west and south west of the Bendigo City Centre and has developed its own identity since gold discovery in 1851. The suburb is approximately 850 hectares in size and retains the original street layout as surveyed by R W Larritt in 1853-54. There is a diverse mix of uses and features throughout the suburb, supported by a retail and commercial core along High Street, Cedar Street and Laurel Street.

The area for *Golden Square Heritage Study* was the suburb boundary used for the *Golden Square Structure Plan*. See Figure 1 below.

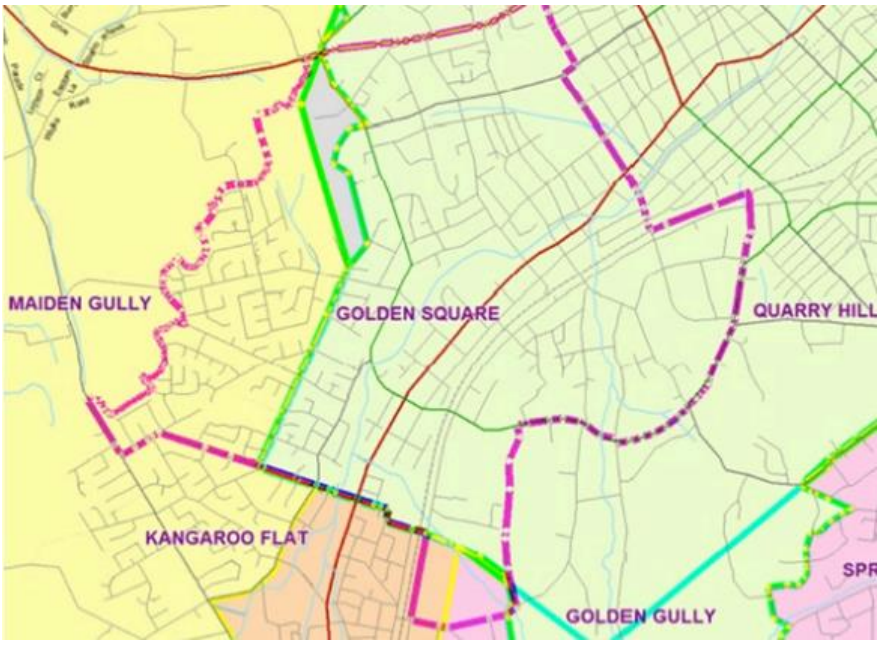


Figure 1: Map of Golden Square (study area) showing the former municipalities of the Shire of Marong (yellow), City of Bendigo (green) and Shire of Strathfieldsaye (pink).

The amendment affects the whole suburb of Golden Square, and more specifically the following areas for rezoning and new overlays:

- 197 and 199 Allingham Street, 66, 68, 70 Belle Vue Road, 5 Godfrey Street, 1-7, 9-19, 21, 23, 25, 27, 29, 31, 33-39 Ham Street, and 121 and 123 Hattam Street, Golden Square are proposed to be rezoned.
- The core commercial area comprising High, Cedar and Laurel Streets is proposed to be within a new Design and Development Overlay.
- 91-109 Allingham Street, Golden Square is proposed to have a new Development Plan Overlay.
- The Heritage Overlay is proposed to apply to 47 places and precincts (32 individual heritage places and 15 heritage precincts comprising of 762 properties) in Golden Square and its surrounding suburbs.

<u>What the Amendment Does</u>

The amendment proposes to implement the recommendations of the Golden Square Structure Plan (Dec 2021), Golden Square Urban Design Framework (Dec 2021), and the Golden Square Heritage Study, Volumes 1 and 2 (2021).

Specifically, the amendment:

- Amends Clause 21.10 (Local Area Plans) to insert a new Local Area Plan for Golden Square with key strategies from the *Golden Square Structure Plan* and *Golden Square Urban Design Framework.*
- Rezones 197 and 199 Allingham Street, and 1-7, 9-19, 21, 23, 25, 27, 29, 31, 33-39 Ham Street, Golden Square from (part) General Residential Zone (GRZ) to Industrial 3 Zone (IN3Z).
- Rezones 5 Godfrey Street, 66, 68, 70 Belle Vue Road and 121 and 123 Hattam Street, Golden Square from General Residential Zone (GRZ) and Industrial 1 Zone (IN1Z) to Industrial 3 Zone (IN3Z).

- Amends the Schedule to Clause 43.01 (Heritage Overlay) to apply the Heritage Overlay to 32 new individual places and 15 new precincts and delete the existing HO11 (Rowan Street Precinct) from 194 properties, as shown on Planning Scheme Maps 18HO, 19HO, 22HO, 23HO.
- Inserts new Schedule 34 to Clause 43.02 (Design and Development Overlay) to apply height controls and urban design objectives to the Golden Square town centre as shown on Planning Scheme Map 22DDO.
- Inserts new Schedule 32 to Clause 43.04 (Development Plan Overlay) to apply access and layout controls to 91 -109 Allingham Street, Golden Square as shown on Planning Scheme Map 22DPO.
- Removes Clause 43.05 (Neighbourhood Character Overlay) from 81 properties which are to be included in the new Heritage Overlays as shown on Planning Scheme Maps 18NCO, 22NCO and 23NCO.
- Amends the Schedule to Clause 72.04 (Documents Incorporated in this Planning Scheme) to:
- Insert 47 new Statements of significance as incorporated documents, which include:
    - 21 Statements of significance for heritage places from the *Golden Square Heritage Study, Volume 1 (2021)*
    - 26 Statements of significance for heritage places from the *Golden Square Heritage Study, Volume 2 (2021)*
- Amends the Schedule to Clause 72.08 (Background Documents) to insert *Golden Square Structure Plan* (Dec 2021) and *Golden Square Urban Design Framework* (Dec 2021) as background documents.

Potential Implications Resulting from Amendment C256gben

At the time of preparing this report, the City had been advised that Amendment C256gben had been approved by the Minister for Planning but had not come into effect. Amendment C256gben updates the Greater Bendigo Planning Scheme into a new State format and Planning Policy Framework, and revises policy clause numbers.

As a result of the changes to policy clause numbers that will soon come into effect, the clause numbers referenced in this report and throughout the amendment documentation may change. Subject to Council support for this Amendment, it is recommended that the Director Strategy and Growth be authorised to make minor changes to the amendment documentation to ensure it complies with the new State format and Planning Policy Framework.

Potential Interim Heritage controls

A planning scheme amendment process can be a lengthy process, and if ultimately supported by Council and the Minister for Planning, the proposed Heritage Overlays may not be introduced for a number of years. During this time, demolition requests might be received for properties that have been identified as having heritage significance. It is therefore recommended that in the event of receiving a demolition request for a place or a precinct included in Amendment C270gben, and that Amendment C270gben has been authorised to progress by the Minister for Planning, that the Director Strategy and Growth be authorised to request the Minister for Planning to apply an interim Heritage Overlay for such places or precincts.

Conclusion

This amendment supports further implementation of the Golden Square Structure Plan, Golden Square Urban Design Framework and Golden Square Heritage Study, Volumes 1 and 2. It is recommended that Council seek authorisation from the Minister for Planning to prepare and exhibit the amendment to help drive employment, improve liveability, make better use of existing vacant land, consider a plan for residential, commercial and industrial growth and recognise the heritage significance of the area.

It is also recommended that the Director Strategy and Growth be authorised to request the Minister for Planning to apply an interim Heritage Overlay, in the event of receiving a demolition request for a place or a precinct included in Amendment C270gben.

Options

Council has the option of:

- Supporting the amendment proposal and making a request to the Minister for Planning to authorise preparation and exhibition of the amendment. This option is recommended.
- Refusing the request to prepare an amendment. Under the *Planning and Environment Act* 1987 there is no right of review of a Council's decision not to support preparation of an amendment.
- Requesting further information if the amendment application documentation is not sufficiently comprehensive to support a request to the Minster and would require considerable financial investment to address all issues.

Consultation/Communication

Consultation and communication in relation to the Golden Square Structure Plan, Golden Square Urban Design Framework and Golden Square Background Report are discussed in the related report within this agenda.

There was extensive community consultation for the Golden Square Heritage Study. Between July and August 2020, the City sought feedback from the Golden Square community about what types of physical and cultural heritage are valued, worthy of recognition or should be celebrated. Consultation for Stage 2 of the Heritage Study was undertaken in April 2021 and key information on this is provided below:

- Letters sent to all affected property owners.
- Background information, proposed changes for their property and a fact sheet, were provided.
- Owners were invited to make an appointment during one of two drop-in sessions.
- Responses were generally positive.
- Some owners provided additional information about properties.
- Most common questions related to:
    - Impact on renovation / redevelopment;
    - Why their modern building was included in a heritage precinct.
- There were also some objectors, about both application and removal of heritage overlay, whose responses have been considered and noted.

The Golden Square Structure Plan, Background Report, and Urban Design Framework were all also exhibited in August-September 2020.

The amendment will be publicly exhibited for a minimum of a month, as required under the *Planning and Environment Act 1987*. The City must give notice of to all owners and occupiers who may be materially affected by an amendment, together with prescribed Ministers and public authorities. The amendment will also be exhibited in the Government Gazette and the Bendigo Advertiser newspaper.

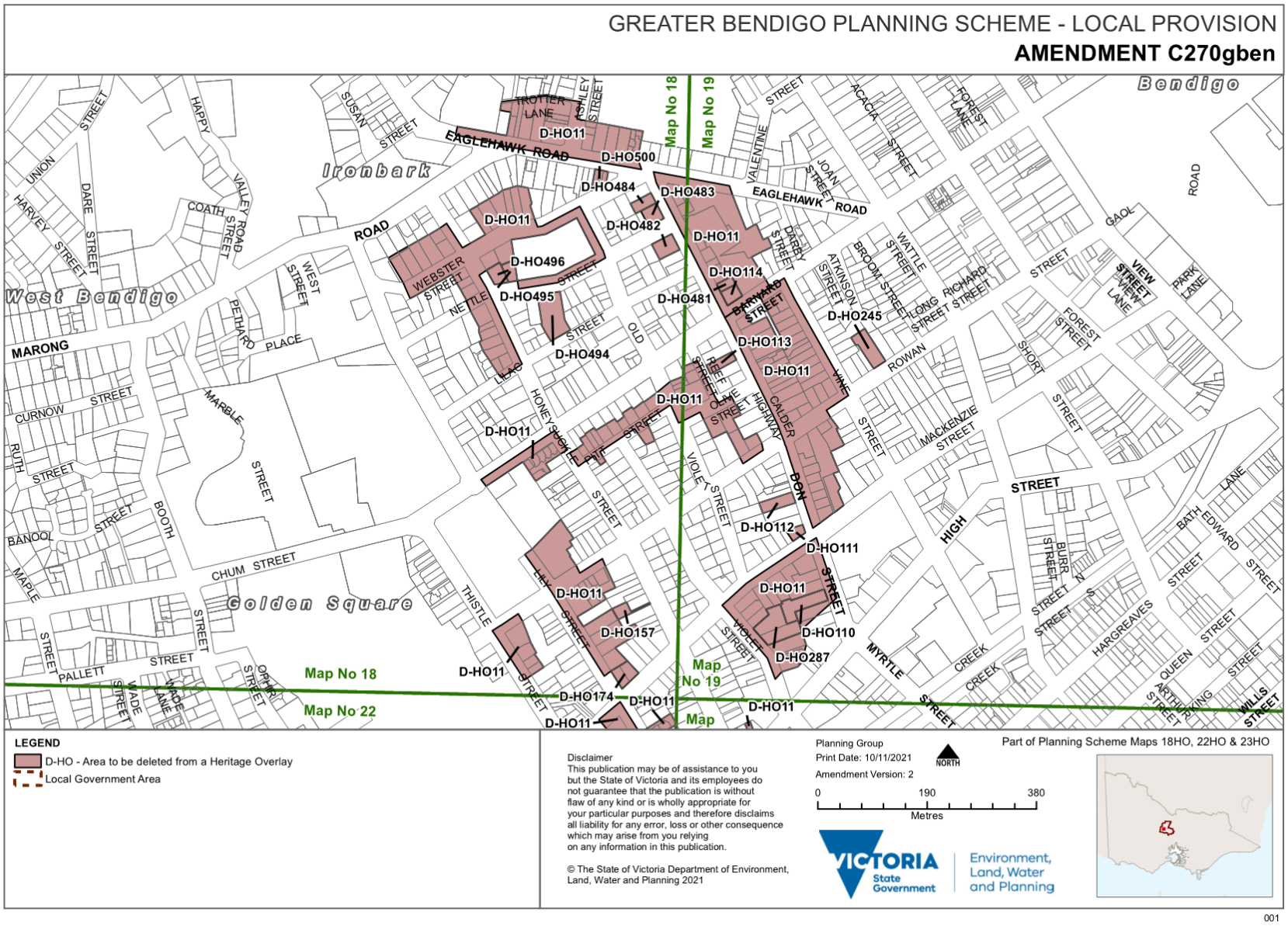
Resource Implications

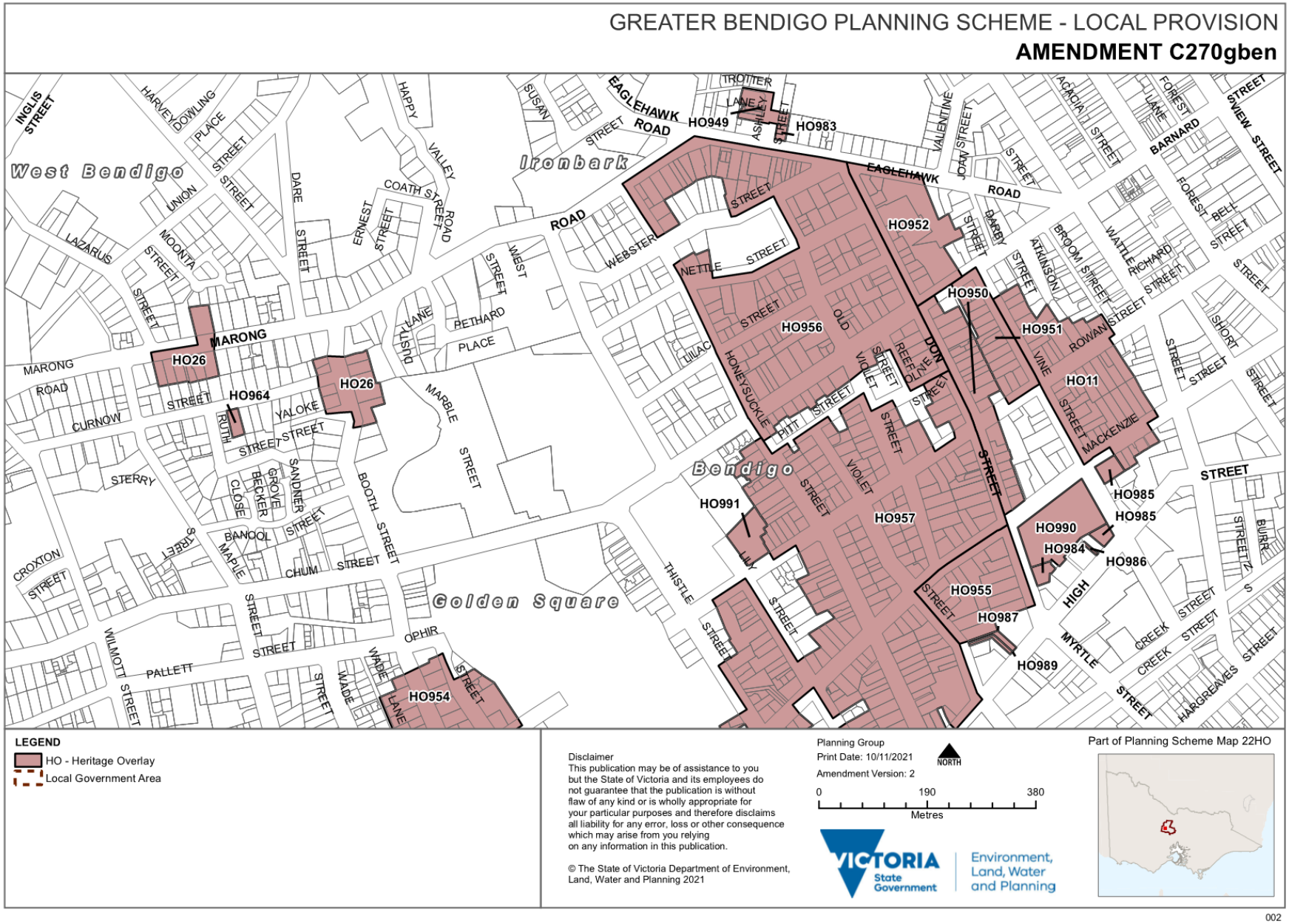
Officer time will be required to prepare the Amendment documentation for authorisation, exhibition, manage the exhibition process and liaise with the Minister for Planning. This project can be undertaken within existing operational budget.

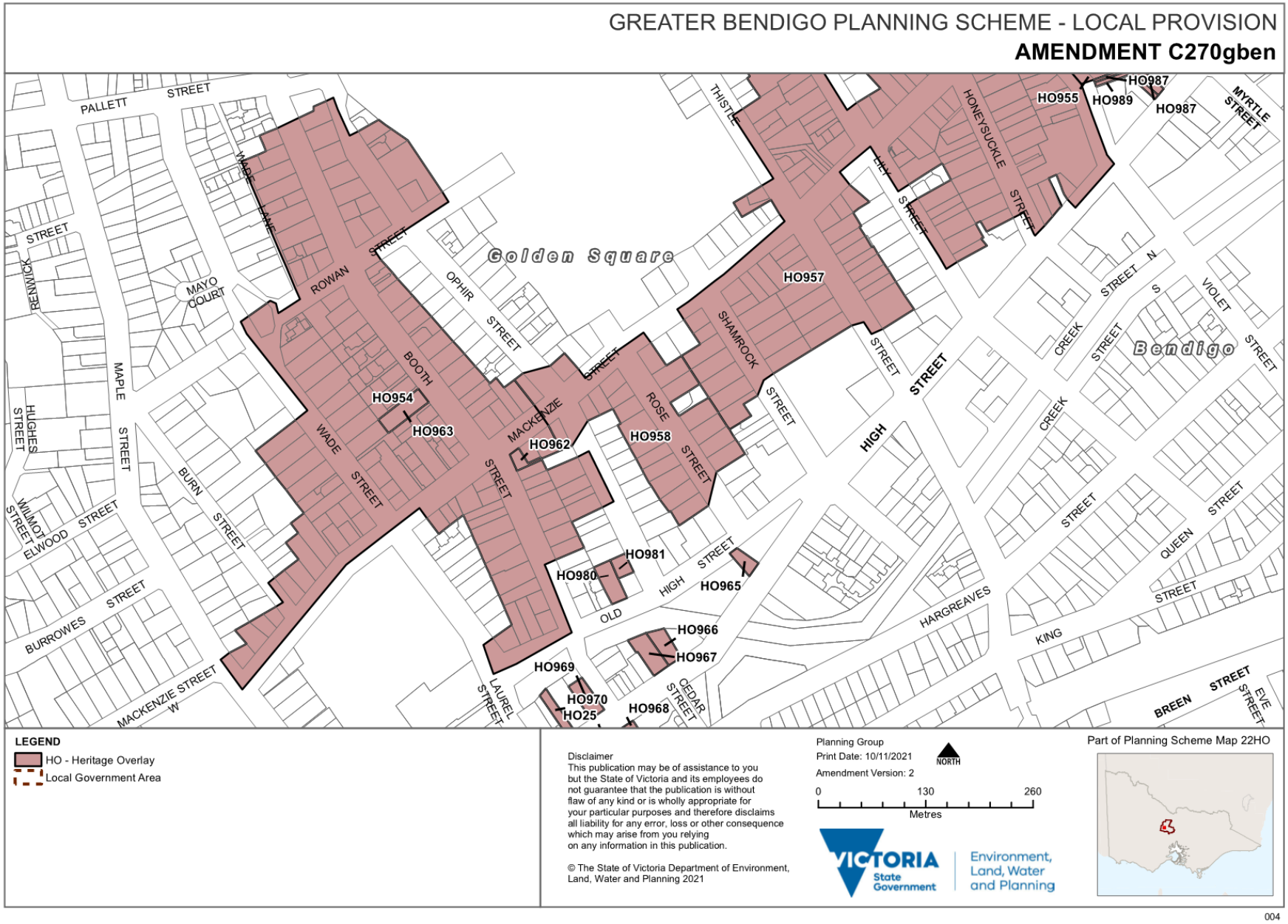
Attachments

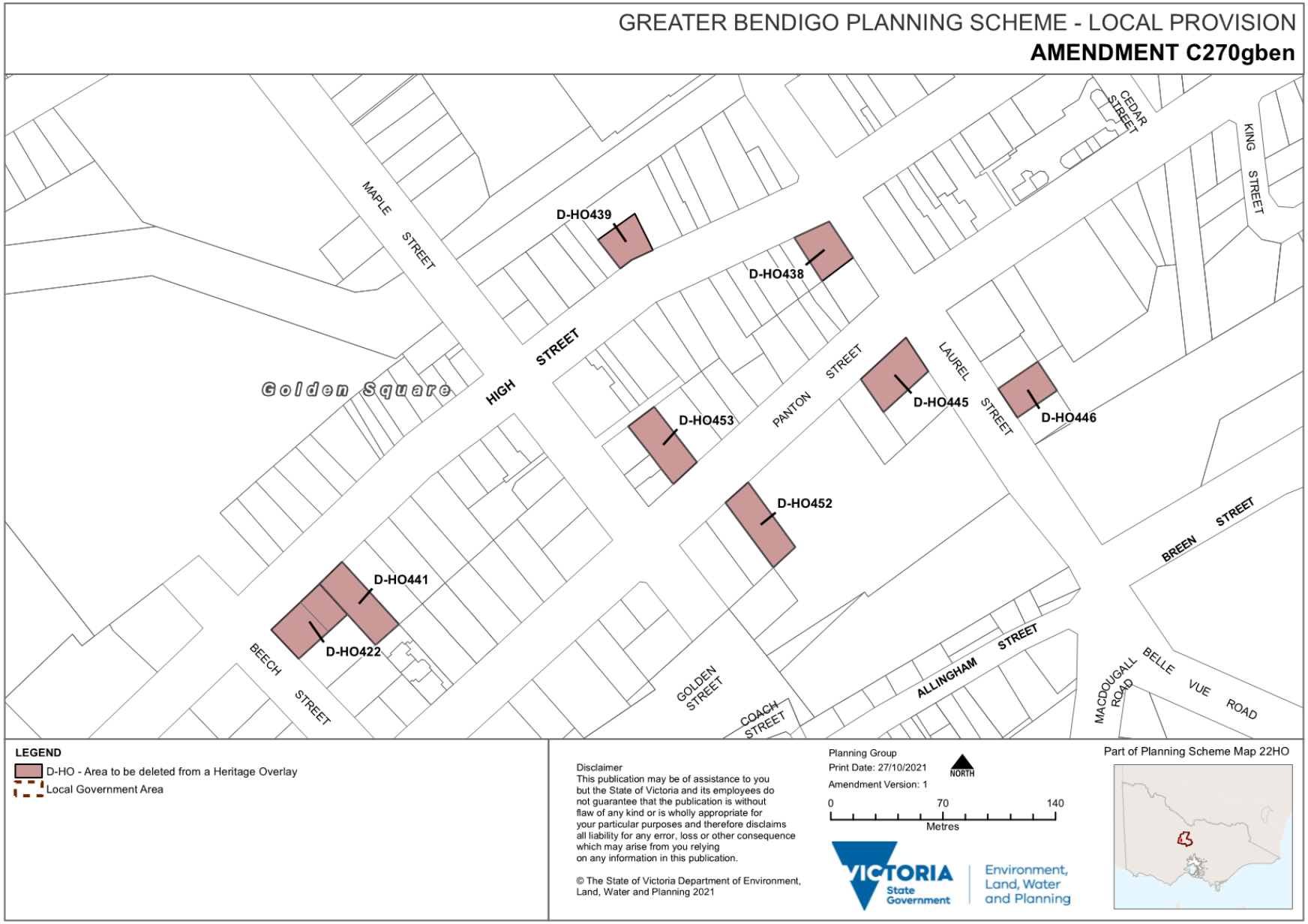
1. C270gben Maps
2. C270gben Draft Explanatory Report - Authorisation

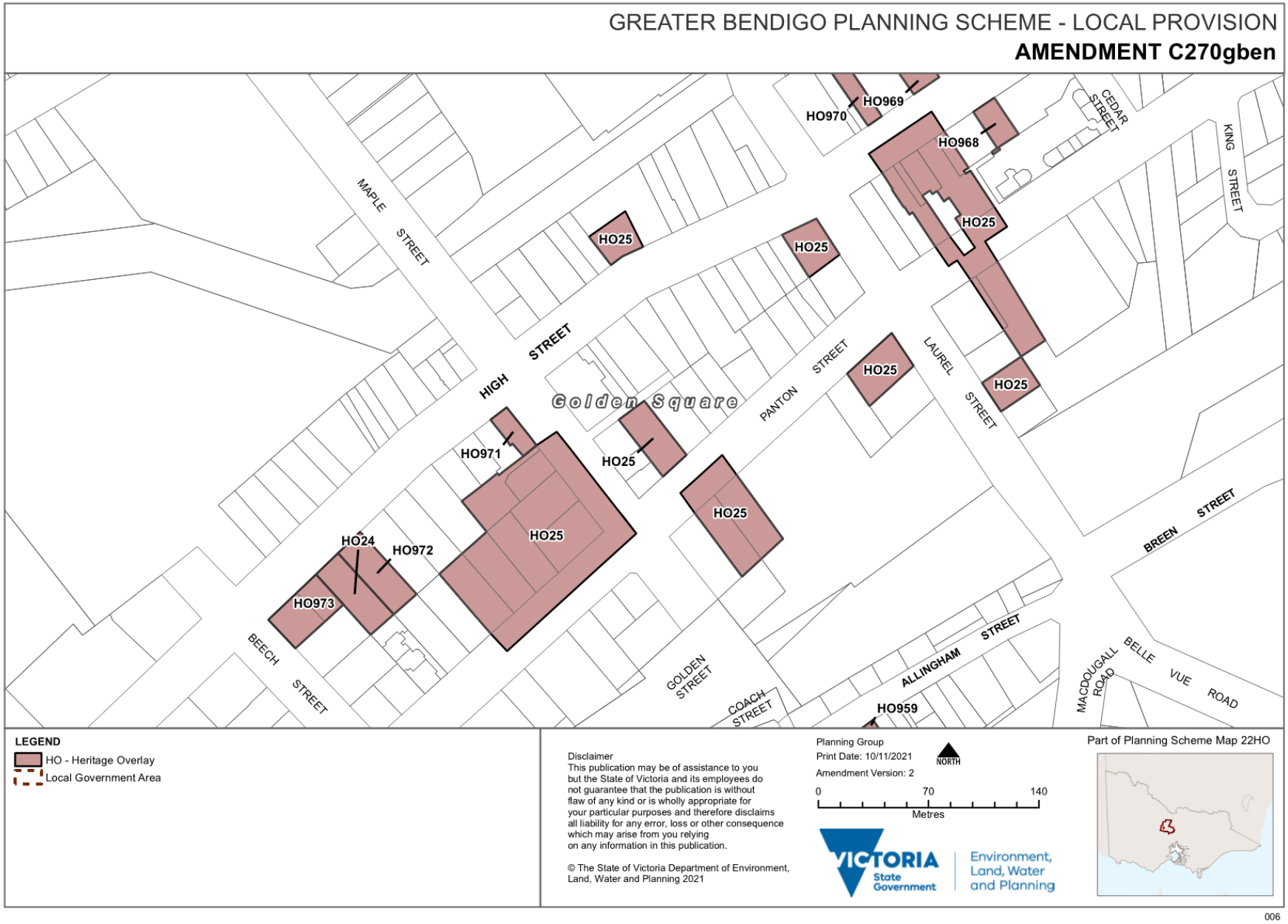
Attachment 1 - C270gben Maps

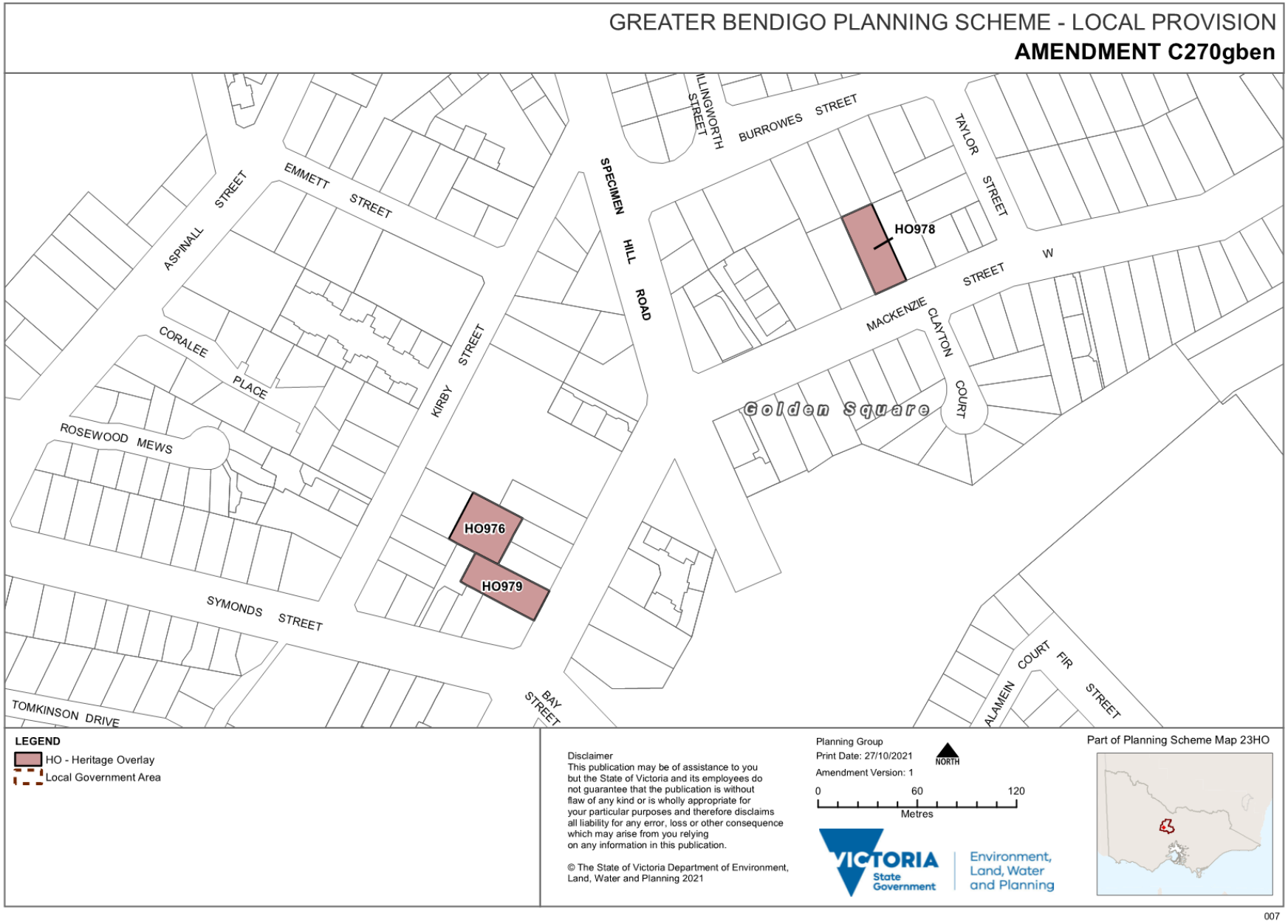


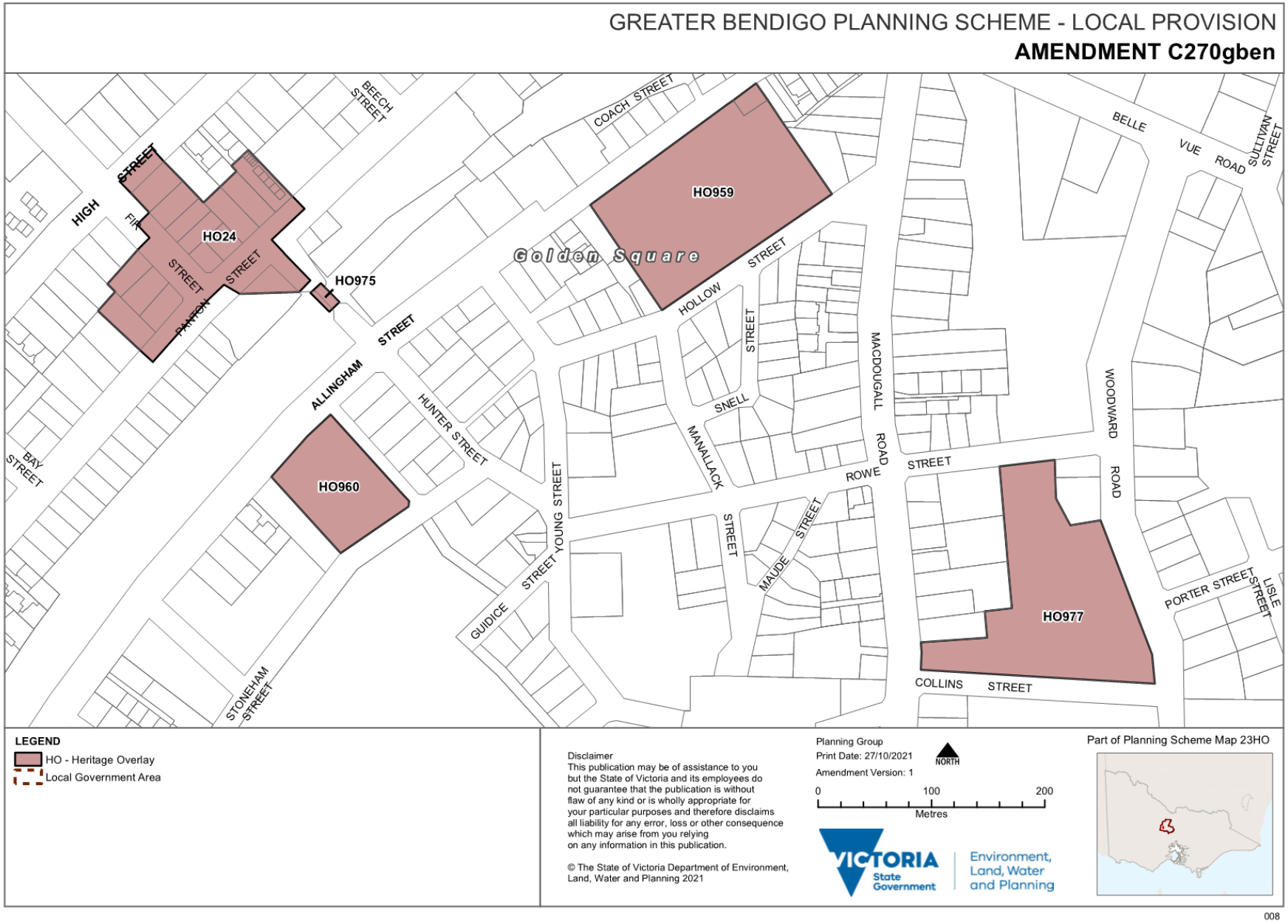

GREATER BENDIGO PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C270gben
West Bendigo
Ironbark
Bendigo
Golden Square
HO26
HO964
HO954
HO949
HO983
HO952
HO950
HO951
HO956
HO11
HO991
HO957
HO985
HO990
HO984
HO986
HO955
HO987
HO989
EAGLEHAWK ROAD
MARONG ROAD
INGLIS STREET
HARVEY DOWLING PLACE
UNION STREET
LAZARUS STREET
MOONTA STREET
DARE STREET
ERNEST STREET
COATH STREET
HAPPY VALLEY ROAD
SUSAN STREET
WEBSTER STREET
WEST PETHARD PLACE
LANE
MARBLE STREET
YALOKE STREET
RUTH STREET
STERRY STREET
BECKER GROVE CLOSE
SANDNER STREET
BOOTH STREET
BANOOL STREET
MAPLE CROXTON STREET
CHUM STREET
WILMOTT STREET
PALLETT STREET
OPHIR
WADE LANE
THISTLE STREET
LILY STREET
TROTTER LANE
ASHLEY STREET
VALENTINE STREET
JOAN STREET
ACACIA STREET
FOREST LANE
BARNARD STREET
SVIEW STREET
FOREST BELL STREET
BARRY STREET
ATKINSON STREET
BROOM STREET
WATTLE RICHARD STREET
SHORT STREET
NETTLE STREET
QUEEN STREET
HONEYSUCKLE STREET
LILAC STREET
REEF LINE STREET
DON STREET
VIOLET STREET
PITT STREET
VINE ROWAN STREET
MACKENZIE STREET
BURR STREET
HIGH STREET
MYRTLE STREET
CREEK STREET
HARGREAVES STREET
LEGEND
HO - Heritage Overlay
Local Government Area
Disclaimer
This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.
© The State of Victoria Department of Environment, Land, Water and Planning 2021
Planning Group
Print Date: 10/11/2021
Amendment Version: 2
NORTH
0
190
380
Metres
VICTORIA State Government
Environment, Land, Water and Planning
Part of Planning Scheme Map 22HO
002

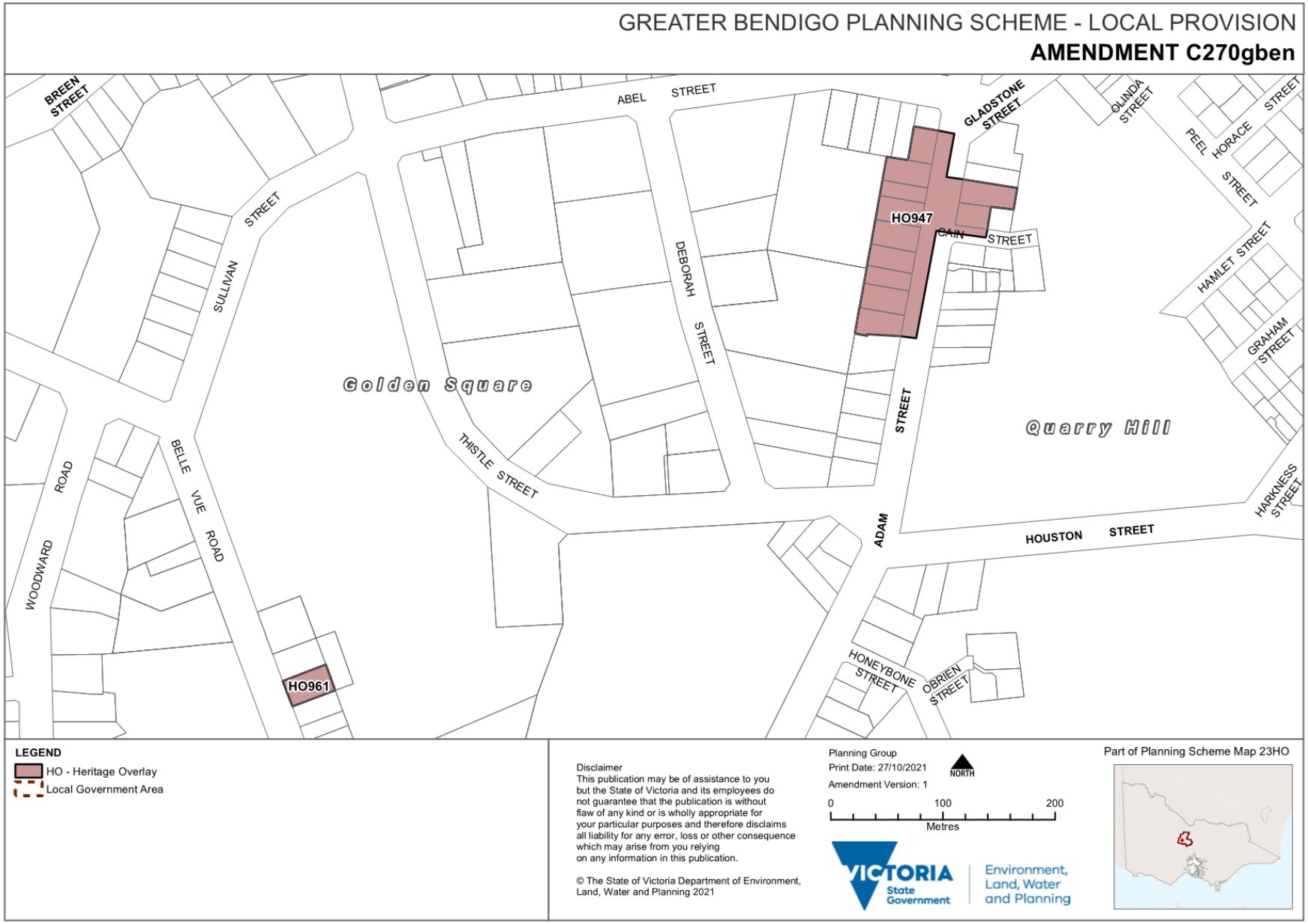

GREATER BENDIGO PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C270gben
Golden Square
Bendigo
HO954
HO963
HO962
HO958
HO957
HO955
HO987
HO989
HO981
HO980
HO965
HO966
HO967
HO969
HO970
HO25
HO968
PALLETT STREET
MAPLE STREET
MAYO COURT
ROWAN STREET
OPHIR STREET
BOOTH STREET
WADE STREET
MACKENZIE STREET
ROSE STREET
SHAMROCK STREET
THISTLE STREET
HONEYSUCKLE STREET
MYRTLE STREET
VIOLET STREET
CREEK STREET
HIGH STREET
HUGHES STREET
WILMOT STREET
ELWOOD STREET
BURN STREET
BURROWES STREET
OLD HIGH STREET
HARGREAVES STREET
QUEEN STREET
KING STREET
BREEN STREET
EVE STREET
LAUREL STREET
CEDAR STREET
LEGEND
HO - Heritage Overlay
Local Government Area
Disclaimer
This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.
© The State of Victoria Department of Environment, Land, Water and Planning 2021
Planning Group
Print Date: 10/11/2021
Amendment Version: 2
NORTH
0
130
260
Metres
VICTORIA State Government
Environment, Land, Water and Planning
Part of Planning Scheme Map 22HO
004

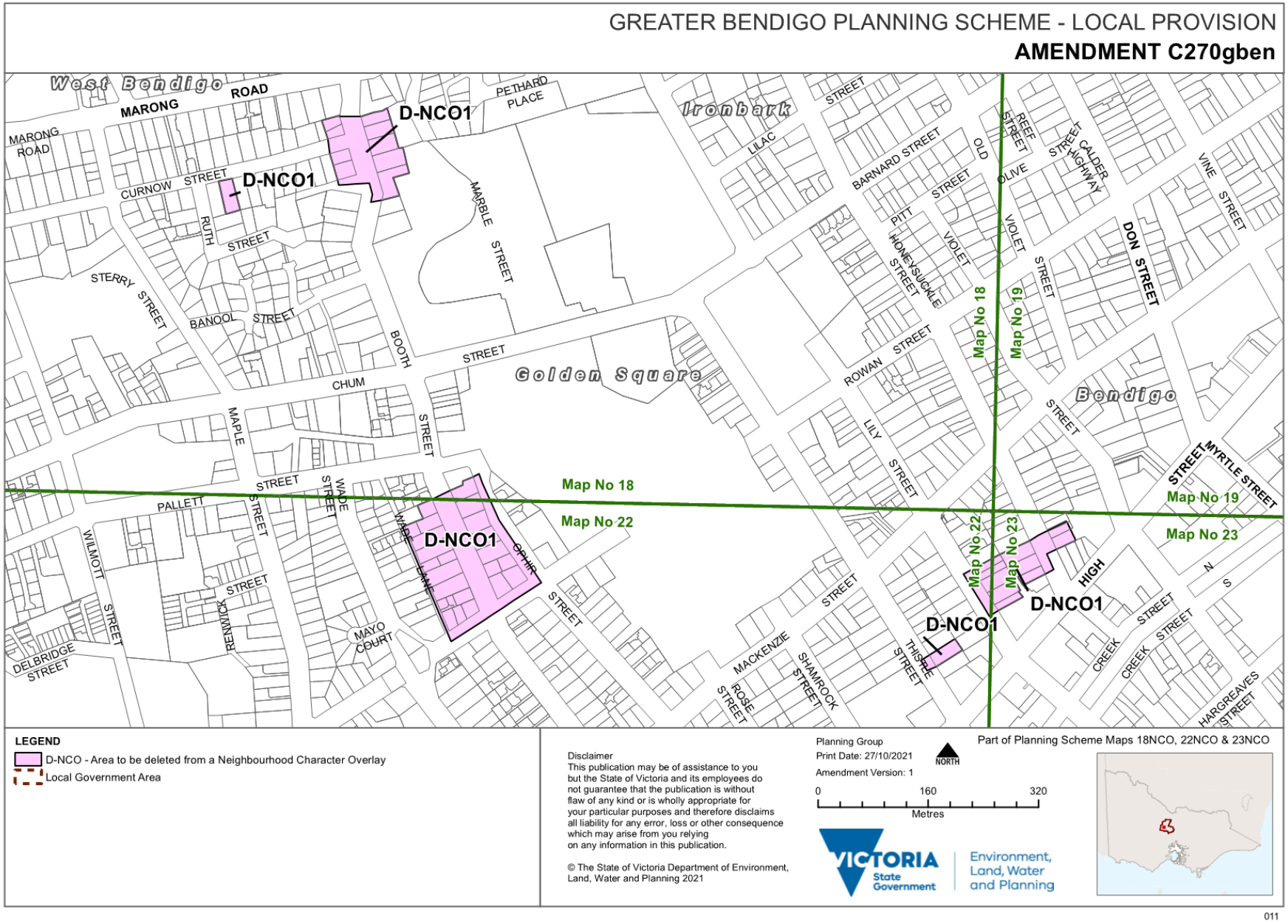

GREATER BENDIGO PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C270gben
D-HO439
D-HO438
D-HO453
D-HO445
D-HO446
D-HO452
D-HO441
D-HO422
Golden Square
HIGH STREET
MAPLE STREET
PANTON STREET
LAUREL STREET
CEDAR STREET
KING STREET
BREEN STREET
ALLINGHAM STREET
BEECH STREET
GOLDEN STREET
COACH STREET
MACDOUGALL ROAD
BELLE VUE ROAD
LEGEND
D-HO - Area to be deleted from a Heritage Overlay
Local Government Area
Disclaimer
This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.
© The State of Victoria Department of Environment, Land, Water and Planning 2021
Planning Group
Print Date: 27/10/2021
Amendment Version: 1
NORTH
0
70
140
Metres
VICTORIA State Government
Environment, Land, Water and Planning
Part of Planning Scheme Map 22HO
005

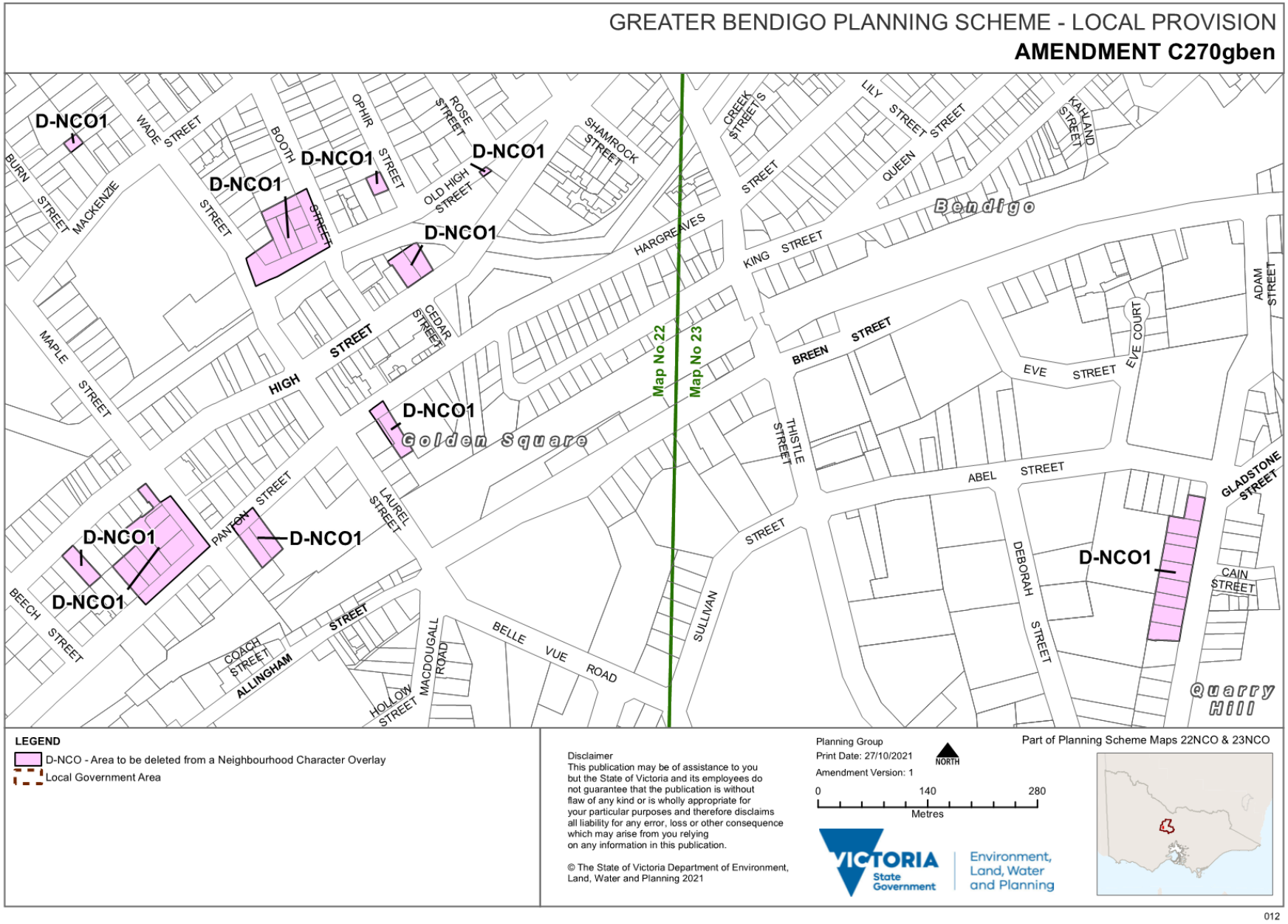

GREATER BENDIGO PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C270gben
HO969
HO970
HO968
HO25
HO971
HO24
HO972
HO973
HO959
MAPLE STREET
HIGH STREET
Golden Square
PANTON STREET
LAUREL STREET
CEDAR STREET
KING STREET
BREEN STREET
ALLINGHAM STREET
MACDOUGALL ROAD
BELLE VUE ROAD
BEECH STREET
GOLDEN STREET
COACH STREET
LEGEND
HO - Heritage Overlay
Local Government Area
Disclaimer
This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.
© The State of Victoria Department of Environment, Land, Water and Planning 2021
Planning Group
Print Date: 10/11/2021
Amendment Version: 2
NORTH
0
70
140
Metres
VICTORIA State Government
Environment, Land, Water and Planning
Part of Planning Scheme Map 22HO
006


GREATER BENDIGO PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C270gben
ILLINGWORTH STREET
BURROWES STREET
TAYLOR STREET
EMMETT STREET
ASPINALL STREET
SPECIMEN HILL ROAD
HO978
MACKENZIE STREET W
CLAYTON COURT
CORALEE PLACE
KIRBY STREET
Golden Square
ROSEWOOD MEWS
HO976
HO979
SYMONDS STREET
TOMKINSON DRIVE
BAY STREET
ALAMEIN COURT
FIR STREET
LEGEND
HO - Heritage Overlay
Local Government Area
Disclaimer
This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.
© The State of Victoria Department of Environment, Land, Water and Planning 2021
Planning Group
Print Date: 27/10/2021
Amendment Version: 1
NORTH
0
60
120
Metres
VICTORIA State Government
Environment, Land, Water and Planning
Part of Planning Scheme Map 23HO
007


GREATER BENDIGO PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C270gben
HO24
HO959
HO975
HO960
HO977
Golden Square
HIGH STREET
FIR
STREET
STREET
DAWSON STREET
BEECH STREET
COACH STREET
HOLLOW STREET
STREET
ALLINGHAM STREET
HUNTER STREET
SNELL STREET
MANALLACK STREET
MACDOUGALL ROAD
ROWE STREET
YOUNG STREET
STREET
MAUDE STREET
GUIDICE STREET
STONEHAM STREET
BAY STREET
BELLE VUE ROAD
SULLIVAN STREET
WOODWARD ROAD
PORTER STREET
LISLE STREET
COLLINS STREET
LEGEND
HO - Heritage Overlay
Local Government Area
Disclaimer
This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.
© The State of Victoria Department of Environment, Land, Water and Planning 2021
Planning Group
Print Date: 27/10/2021
Amendment Version: 1
NORTH
0
100
200
Metres
VICTORIA State Government
Environment, Land, Water and Planning
Part of Planning Scheme Map 23HO
008


GREATER BENDIGO PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C270gben
BREEN STREET
ABEL STREET
GLADSTONE STREET
OLINDA STREET
PEEL STREET
HORACE STREET
SULLIVAN STREET
DEBORAH STREET
HO947
GAIN STREET
HAMLET STREET
GRAHAM STREET
Golden Square
Quarry Hill
THISTLE STREET
ADAM STREET
HARKNESS STREET
HOUSTON STREET
WOODWARD ROAD
BELLE VUE ROAD
HO961
HONEYBONE STREET
OBRIEN STREET
LEGEND
HO - Heritage Overlay
Local Government Area
Disclaimer
This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.
© The State of Victoria Department of Environment, Land, Water and Planning 2021
Planning Group
Print Date: 27/10/2021
Amendment Version: 1
NORTH
0
100
200
Metres
VICTORIA State Government
Environment, Land, Water and Planning
Part of Planning Scheme Map 23HO
010


GREATER BENDIGO PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C270gben
West Bendigo
Ironbark
Golden Square
Bendigo
D-NCO1
D-NCO1
D-NCO1
D-NCO1
MARONG ROAD
PETHARD PLACE
CURNOW STREET
RUTH STREET
MARBLE STREET
STERRY STREET
BANOOL STREET
BOOTH STREET
CHUM STREET
MAPLE STREET
PALLETT STREET
WADE STREET
WILMOTT STREET
RENWICK STREET
DELBRIDGE STREET
MAYO COURT
ORTHIR STREET
MACKENZIE STREET
ROSE STREET
SHAMROCK STREET
THISTLE STREET
LILAC STREET
BARNARD STREET
OLD REEF STREET
OLIVE STREET
CALDER HIGHWAY
VINE STREET
PITT STREET
HONEYSUCKLE STREET
VIOLET STREET
DON STREET
ROWAN STREET
LILY STREET
MYRTLE STREET
HIGH STREET
CREEK STREET
HARGREAVES STREET
Map No 18
Map No 19
Map No 22
Map No 23
N
S
LEGEND
D-NCO - Area to be deleted from a Neighbourhood Character Overlay
Local Government Area
Disclaimer
This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.
© The State of Victoria Department of Environment, Land, Water and Planning 2021
Planning Group
Print Date: 27/10/2021
Amendment Version: 1
NORTH
0
160
320
Metres
Part of Planning Scheme Maps 18NCO, 22NCO & 23NCO
VICTORIA State Government
Environment, Land, Water and Planning
011


GREATER BENDIGO PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C270gben
D-NCO1
Map No 22
Map No 23
Golden Square
Bendigo
Quarry Hill
LEGEND
D-NCO - Area to be deleted from a Neighbourhood Character Overlay
Local Government Area
Disclaimer
This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.
© The State of Victoria Department of Environment, Land, Water and Planning 2021
Planning Group
Print Date: 27/10/2021
Amendment Version: 1
NORTH
0
140
280
Metres
Part of Planning Scheme Maps 22NCO & 23NCO
VICTORIA State Government
Environment, Land, Water and Planning
012

Attachment 2 - Draft Explanatory Report Authorisation C270gben

Planning and Environment Act 1987

GREATER BENDIGO PLANNING SCHEME

AMENDMENT C270gben

EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared at the request of and by the Greater Bendigo City Council, which is the planning authority for this amendment.

Land affected by the amendment

Golden Square is located west and south west of the Bendigo City Centre and developed its own identity since gold discovery in 1851. The suburb is approximately 850 hectares in size and retains the original street layout as surveyed by R W Larritt in 1853-54. There is a diverse mix of uses and features throughout the suburb, supported by a retail and commercial core along High Street, Cedar Street and Laurel Street.

The amendment affects the whole suburb of Golden Square, and more specifically areas for rezoning and new overlays.

- 197 and 199 Allingham Street, 66, 68, 70 Belle Vue Road, 5 Godfrey Street, 1-7, 9-19, 21, 23, 25, 27, 29, 31, 33-39 Ham Street, and 121 and 123 Hattam Street, Golden Square.
- The core commercial area comprising High Street, Cedar Street and Laurel Street.
- 91-109 Allingham Street, Golden Square.

The amendment affects 47 places (32 individual heritage places and 15 heritage precincts comprising of 741 properties) associated with the Heritage Overlay in Golden Square and its surrounding suburbs.

The 32 individual heritage places are:

- 1-5, 19 and 45-51 Allingham Street, Golden Square
- 33 Belle Vue Road, Golden Square
- 24 and 27 Booth Street, Golden Square
- 17 Curnow Street, Golden Square
- 130-134 Don Street, Bendigo
- 42-44 Eaglehawk Road, Ironbark
- 120-126, 130, 166, and 168 High Street, Bendigo
- 260, 270, 272, 277-279, 284-288, 296-298, 343, 357, 361-363 and 447 High Street, Golden Square
- 21 Kirby Street, Golden Square
- 132 Lily Street, Bendigo
- 47 MacDougall Road, Golden Square
- 40 and 64 Mackenzie Street West, Golden Square
- 83-119 Mackenzie St, Bendigo
- 42 Old High Street, Golden Square
- 3 Ophir Street, Golden Square
- Road over Rail Bridge, Hunter Street, Golden Square
- 12 Reville Close, Golden Square

The 15 heritage precincts are:

- Adam Street Precinct, comprising of 11 properties in Adam Street, Golden Square
- Ashley Street Precinct, comprising of six properties in Ashley Street, Ironbark
- Beech Street Precinct, an extension comprising of 20 properties along Panton, Fir and High Streets, Golden Square
- Calder Hwy Precinct, an extension comprising of nine properties along Booth Street, Golden Square and Marong Road, West Bendigo
- Don Street East Precinct, comprising of 21 properties in Don, Mackenzie and Rowan Streets, Bendigo
- Garden Gully Residential Precinct, comprising of 15 properties in Barnard, Rowan and Vine Streets, Bendigo
- Garden Gully United Precinct, comprising of 13 properties in Barnard and Don Streets and Eaglehawk Road, Ironbark
- Laurel Street Precinct, an extension comprising of 21 properties along High, Maple, Panton and Laurel Streets, Golden Square
- Mackenzie Street Precinct, comprising of 146 properties in Booth, Ophir, Rowan, Mackenzie, Old High and Wade Streets, Golden Square
- Montanvert Precinct, comprising of 20 properties in Don, Mackenzie and Violet Streets, Bendigo.
- Nettle Street Precinct, comprising of 139 properties in Barnard, Don, Honeysuckle, Lilac, Nettle, Old Violet and Webster Streets and Eaglehawk and Marong Roads, Ironbark, and Barnard and Don Streets, Bendigo
- Old Violet Street Precinct, comprising of 248 properties in High, Honeysuckle, Lily, Don, Mackenzie, Old Violet, Rowan, Thistle and Violet Streets, Bendigo, and Mackenzie, Thistle and Shamrock Streets, Golden Square
- Rose Street Precinct, comprising of 24 properties in Mackenzie and Rose Streets, Golden Square.
- Rowan Street, an extension comprising of 32 properties along Rowan and Vine Streets, Golden Square
- State Rivers and Water Supply Commission Residential Precinct, comprising of 16 properties in High, Kurrajong and Mimosa Streets, Golden Square

Please refer to Attachment 1 for details of all affected properties and Attachment 2 for a mapping reference table.

What the amendment does

The amendment proposes to implement the recommendations of the *Golden Square Structure Plan* (Jan 2022), *Golden Square Urban Design Framework* (Jan 2022), *Golden Square Heritage Study, Volumes 1 and 2* (2021).

Specifically, the amendment:

- Amends Clause 21.10 (Local Area Plans) to insert a new Local Area Plan for Golden Square with key strategies from the *Golden Square Structure Plan* and *Golden Square Urban Design Framework*.
- Rezones 197 and 199 Allingham Street, and 1-7, 9-19, 21, 23, 25, 27, 29, 31, 33-39 Ham Street, Golden Square from (part) General Residential Zone (GRZ) to Industrial 3 Zone (IN3Z).
- Rezones 5 Godfrey Street, 66, 68, 70 Belle Vue Road and 121 and 123 Hattam Street, Golden Square from General Residential Zone (GRZ) and Industrial 1 Zone (IN1Z) to Industrial 3 Zone (IN3Z).
- Amends the Schedule to Clause 43.01 (Heritage Overlay) to apply the Heritage Overlay to 32 new individual places and 15 precincts (11 new precincts and four existing precincts) (listed below), and delete the existing HO11 (Rowan Street Precinct) from 194 properties (refer to appendix for details); as shown on Planning Scheme Maps 18HO, 19HO, 22HO, 23HO:

HO Number	Description of Place	Property Address
HO11	Rowan Street Precinct	32 properties
HO24	Beech Street Precinct	20 properties
HO25	Laurel Street Precinct	21 properties
HO26	Calder Highway Precinct	9 properties
HO947	Adam Street Precinct	11 properties
HO948	State Rivers and Water Supply Commission Residential Precinct	16 properties
HO949	Ashley Street Precinct	6 properties
HO950	Don Street East Precinct	21 properties
HO951	Garden Gully Residential Precinct	15 properties
HO952	Garden Gully United Precinct	13 properties
HO954	Mackenzie Street Precinct	146 properties
HO955	Montanvert Precinct	20 properties
HO956	Nettle Street Precinct	139 properties
HO957	Old Violet Street Precinct	248 properties
HO958	Rose Street Precinct	24 properties
HO959	Allingham Street Reserve and former Drill Hall	1-5 and 19 Allingham Street, Golden Square
HO960	Former Petrol Storage Tank	45-51 Allingham Street, Golden Square
HO961	House	33 Belle Vue Road, Golden Square
HO962	Shop	24 Booth Street, Golden Square
HO963	House	27 Booth Street, Golden Square
HO964	House	17 Curnow Street, Golden Square
HO965	Golden Square Fire Station	260 High Street, Golden Square
HO966	Shop	270 High Street, Golden Square
HO967	House	272 High Street, Golden Square
HO968	Shop and house	277-279 High Street, Golden Square
HO969	Former Woodman's Garage	284-288 High Street, Golden Square
HO970	Shop	296-298 High Street, Golden Square
HO971	House	343 High Street, Golden Square
HO972	House	357 High Street, Golden Square
HO973	Former Golden Square Police Station and Lock Up	361-363 High Street, Golden Square
HO974	Former London Hotel	447 High Street, Golden Square
HO975	Hunter Street Road over Rail Bridge	Hunter Street, Golden Square
HO976	Rose Cottage	21 Kirby Street, Golden Square
HO977	Nell Gwynne Reefs Mine Site	47 MacDougall Road, Golden Square
HO978	Former Gladstone Hotel	40 Mackenzie Street West, Golden Square
HO979	House	64 Mackenzie Street West, Golden Square
HO980	Former Gwennap Cottage	42 Old High Street, Golden Square

HO981	House	3 Ophir Street, Golden Square
HO982	Genazzano	12 Reville Close, Golden Square
HO983	William Jamieson's Shop and Residence	42-44 Eaglehawk Road, Ironbark
HO984	House	130-134 Don Street, Bendigo
HO985	Former F.W. Milne and Son Engineering Showroom and Warehouse	120-126 High Street, Bendigo
HO986	Shop	130 High Street, Bendigo
HO987	House	166 High Street, Bendigo
HO989	Shop	168 High Street, Bendigo
HO990	Girton Grammar School	83-119 Mackenzie St, Bendigo
HO991	Former Ellesmere Hotel	132 Lily Street, Bendigo

- Inserts new Schedule 34 to Clause 43.02 (Design and Development Overlay) to apply height controls and urban design objectives to the Golden Square town centre as shown on Planning Scheme Map 22DDO.
- Inserts new Schedule 32 to Clause 43.04 (Development Plan Overlay) to apply access and layout controls to 91 -109 Allingham Street, Golden Square as shown on Planning Scheme Map 22DPO.
- Removes Clause 43.05 (Neighbourhood Character Overlay) from 81 properties which are to be included in the new Heritage Overlays as shown on Planning Scheme Maps 18NCO, 22NCO and 23NCO.
- Amends the Schedule to Clause 72.04 (Documents Incorporated in this Planning Scheme) to:
  - Inserts 47 new Statements of significance as incorporated documents, which include:

    - 21 Statements of significance for heritage places from the *Golden Square Heritage Study, Volume 1 (2021)*:

      1. Statement of significance: Ashley Street Precinct, January 2022
      2. Statement of significance: Beech Street Precinct, January 2022
      3. Statement of significance: Calder Highway Precinct, January 2022
      4. Statement of significance: Don Street East Precinct, January 2022
      5. Statement of significance: 130-134 Don Street, Bendigo, January 2022
      6. Statement of significance: Former Ellesmere Hotel, January 2022
      7. Statement of significance: Former F. W. Milne and Son Engineering Showroom and Warehouse, January 2022
      8. Statement of significance: Garden Gully Residential Precinct, January 2022
      9. Statement of significance: Garden Gully United Precinct, January 2022
      10. Statement of significance: Girton Grammar School, January 2022
      11. Statement of significance: 130 High Street, Bendigo, January 2022
      12. Statement of significance: 166 High Street, Bendigo, January 2022
      13. Statement of significance: 168 High Street, Bendigo, January 2022
      14. Statement of significance: Laurel Street Precinct, January 2022
      15. Statement of significance: Mackenzie Street Precinct, January 2022
      16. Statement of significance: Montanvert Precinct, January 2022
      17. Statement of significance: Nettle Street Precinct, January 2022
      18. Statement of significance: Old Violet Street Precinct, January 2022

19. Statement of significance: Rose Street Precinct, January 2022
20. Statement of significance: Rowan Street Precinct, January 2022
21. Statement of significance: William Jamieson's Shop and Residence, January 2022

- 26 Statements of significance for heritage places from the *Golden Square Heritage Study, Volume 2 (2021)*:

1. Statement of significance: Adam Street Precinct, January 2022
2. Statement of significance: Allingham Street Reserve and Former Drill Hall, January 2022
3. Statement of significance: Former Petrol Storage Tank, 45-51 Allingham Street, Golden Square, January 2022
4. Statement of significance: 33 Belle Vue Road, Golden Square, January 2022
5. Statement of significance: 24 Booth Street Golden Square, January 2022
6. Statement of significance: 27 Booth Street Golden Square, January 2022
7. Statement of significance: 17 Curnow Street, Golden Square, January 2022
8. Statement of significance: Former London Hotel, January 2022
9. Statement of significance: Former Gladstone Hotel, January 2022
10. Statement of significance: Former Golden Square Police Station and Lock Up, January 2022
11. Statement of significance: Former Gwennap Cottage, January 2022
12. Statement of significance: Former Woodman's Garage, January 2022
13. Statement of significance: Genazzano, January 2022
14. Statement of significance: Golden Square Fire Station, January 2022
15. Statement of significance: 270 High Street, Golden Square, January 2022
16. Statement of significance: 272 High Street Golden Square, January 2022
17. Statement of significance: 277-279 High Street, Golden Square, January 2022
18. Statement of significance: 296-298 High Street, Golden Square, January 2022
19. Statement of significance: 343 High Street, Golden Square, January 2022
20. Statement of significance: 357 High Street, Golden Square, January 2022
21. Statement of significance: Hunter Street Road Over Rail Bridge, Golden Square, January 2022
22. Statement of significance: 64 Mackenzie Street West, Golden Square, January 2022
23. Statement of significance: Nell Gwynne Reefs Mine Site, January 2022
24. Statement of significance: 3 Ophir Street, Golden Square, January 2022
25. Statement of significance: Rose Cottage, January 2022
26. Statement of significance: State Rivers and Water Supply Commissions Residential Precinct, January 2022

- Amends the Schedule to Clause 72.08 (Background Documents) to insert the *Golden Square Structure Plan* (Jan 2022) and the *Golden Square Urban Design Framework* (Jan 2022) as background documents.

A mapping reference table, and itemised changes per property are attached in the appendix.

Strategic assessment of the amendment

Why is the amendment required?

The amendment is required to implement the relevant recommendations of the *Golden Square Structure Plan* and *Golden Square Urban Design Framework* that relate to land use planning and built form.

The City of Greater Bendigo engaged Minerva Heritage to jointly undertake the *Golden Square Heritage Study: Stage 2 – Place and Precinct Citations* (Vols. 1 and 2), with assistance from Context/GML and Homewood. The Stage 2 Study, which built on the *Golden Square Heritage Study: Stage 1 - Thematic and Chronological History* (2019) undertaken by Dr Robyn Ballinger from History Making, sought to:

- Review the existing heritage precincts in Golden Square, with a view to assessing the cohesion and whether adjoining areas of the Neighbourhood Character Overlay should be incorporated into the Heritage Overlay.
- Create statements of significance for precincts in keeping with current standards.
- Assess the significance of places that are not currently included in the Heritage Overlay.

The *Golden Square Heritage Study: Stage 2 – Place and Precinct Citations, Volumes 1 and 2* (2021) recommended that:

- Amend four existing precincts
- Adopt 11 new heritage precincts
- Add 32 individual places assessed as being of local significance
- Amend the Neighbourhood Character Overlay to remove those places being added to the Heritage Overlay.

The significance of the precincts and individual properties was assessed against the standard criteria contained in Planning Practice Note 1: Applying the Heritage Overlay, August 2018 and are considered to meet the requirements and threshold for local protection through the Heritage Overlay. Consequently, Amendment C270gben is required to implement the findings of the Study by including the 32 individual heritage places and 15 heritage precincts (11 new precincts and four extensions) in the Heritage Overlay.

The Heritage Overlay is the appropriate planning mechanism to protect the heritage values of the precincts and individual properties identified as the Heritage Overlay requires a permit to be granted for building and works, including demolition that could affect the significance of these precincts and individual properties.

How does the amendment implement the objectives of planning in Victoria?

The amendment implements the objectives of section 4 of the *Planning and Environment Act* 1987 (the Act), particularly the need for planning to:

> *a) Provide for the fair, orderly, economic, sustainable use, and development of land.*
>
> *d) Conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.*
>
> *g) Balance the present and future interests of all Victorians.*

The objectives are implemented by rezoning land and introducing a Development Plan Overlay and Design and Development Overlay to guide land use and built form, and applying the Heritage Overlay to 47 places, including 32 individual heritage places and 15 heritage precincts (11 new precincts and four extensions), identified in the *Golden Square Heritage Study, Volumes 1 and 2 (2021)*. The heritage values associated with each place are outlined in the Statements of significance Incorporated Documents. By updating and strengthening the heritage provisions in the planning scheme, the amendment conserves these heritage places for present and future Victorians.

How does the amendment address any environmental, social and economic effects?

The amendment supports Golden Square as an existing urban suburb of Bendigo to continue modest growth across all commercial, industrial and residential sectors. Minor rezoning of existing industrial areas is proposed to minimise land use conflict and reflect existing uses. Existing non-industrial uses, particularly in Ham St area, will be able to continue as existing use rights.

The capacity and expansion of the existing neighbourhood activity centre in the High, Cedar and Laurel Streets are anticipated to be guided by proposed preferred height controls and activation of street frontages through provisions in the proposed Design and Development Overlay. Future private and public investment into redevelopment of this activity centre is expected to change and define the space over time, particularly should a railway station be reopened in the adjacent preferred location.

The amendment is not expected to have any adverse effects on the environment. The protection of heritage places retains existing urban infrastructure, resources and contributes to the richness and diversity of the built environment. The conservation of heritage places also promotes sustainable development through the conservation of original materials and reduced demand for new construction materials.

Heritage places contribute to the character, amenity and identity of Greater Bendigo and enhance its appeal as a place to live, work and visit. The amendment seeks to protect and enhance the cultural heritage of Greater Bendigo for future generations and will improve community awareness about the importance and value of heritage places.

The identification and protection of heritage places will also attract tourism to the region thereby having a positive economic effect.

Some additional costs may be borne by property owners through the need to obtain a planning permit under the new Heritage Overlays, this will be mitigated by the *Greater Bendigo Incorporated Plan – Permit Exemptions*, which removes the requirement for a planning permit for minor development/works. New places included within the Heritage Overlay will also become eligible for the City's Heritage Restoration Loan Scheme.

Does the amendment address relevant bushfire risk?

Given the nature of the amendment, and the location of Golden Square within the municipality's urban fabric, the amendment is not expected to result in any increase to the risk to life, property, community infrastructure, or the natural environment from bushfire.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment has been prepared to ensure that it is consistent with the Ministerial Direction – Form and Content of Planning Schemes under Section 7(5) of the Act.

The amendment is also consistent with Minister's Direction No.11 Strategic Assessment of Amendments under Section 12(2) of the Act, as discussed in this explanatory report.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The amendment supports or implements the following clauses of the Planning Policy Framework:

Clause 11.01-1R Settlement – Loddon Mallee South, which includes the strategies: *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*; and *Facilitate increased commercial and residential densities, mixed use development and revitalisation projects for underutilised sites and land in Bendigo*.

Clause 11.02-2S Structure planning

Objective: To facilitate the orderly development of urban areas.

Strategies: *Ensure effective planning and management of the land use and development of an area through the preparation of relevant plans.*

Clause 11.02-2L Structure planning – Greater Bendigo, which includes the strategy:

Facilitate the orderly development of large and neighbourhood activity centres, rural townships and growth areas by preparing structure plans that:

- *Consider heritage values and neighbourhood character.*
- *Determine appropriate building heights and design standards for different parts of the activity centre or township.*

Clause 11.03-6S Regional and local places, which has the objective of facilitating place-based planning and includes the strategies*: Integrate relevant planning considerations to provide specific*

direction for the planning of sites, places, neighbourhoods and towns; and *Consider the distinctive characteristics and needs of regional and local places in planning for future land use and development.*

Clause 11.03-1L Activity centres – Greater Bendigo

This clause identifies Golden Square as a *neighbourhood activity centre* –which is to *Encourage a mix of activities that meet common daily needs that primarily service the surrounding neighbourhood within walking distance.*

The amendment also supports the strategic direction to: *Facilitate a structure, design, character and quality of the public realm for each activity centre that supports its social and economic success.*

Clause 13.07-1S Land use compatibility

Objective: To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.

Strategies:

- *Ensure that use or development of land is compatible with adjoining and nearby land uses.*
- *Avoid locating incompatible uses in areas that may be impacted by adverse off-site impacts from commercial, industrial and other uses.*
- *Protect existing commercial, industrial and other uses from encroachment by use or development that would compromise the ability of those uses to function safely and effectively.*

Clause 15.01-2S Building design

Objective: To achieve building design outcomes that contribute positively to the local context and enhance the public realm.

Strategies:

- *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.*

Clause 15.01-3L Historic and distinctive streetscapes, which has the objective: *To preserve and complement historic and distinctive street layout patterns.*

Clause 15.03-1S Heritage conservation, which has the objective of ensuring the conservation of places of heritage significance and includes the strategy: Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.

Clause 15.03-1L Post contact heritage conservation – Greater Bendigo, which has a general strategy to ensure integration of new development by encouraging design that respects the heritage place through its setting, location, bulk, form, materials and appearance.

The amendment supports the above clauses by facilitating the orderly development of the Golden Square activity centre and surrounds through the introduction of a Local Area Plan, the rezoning of properties to the Industrial 3 Zone and the introduction of the Design and Development Overlay and Development Plan Overlay, while also protecting existing heritage values and neighbourhood character through the introduction of the Heritage Overlay to 32 individual heritage places and 15 heritage precincts (four extensions and 11 new) on a permanent basis. The Statements of significance Incorporated Documents provide guidance on the heritage significance of the places, including streetscapes, to ensure that new development respects identified heritage elements and values.

How does the amendment support or implement the Municipal Planning Strategy?

The amendment supports or implements the following clauses of the Municipal Planning Strategy:

Clause 02.03-1Settlement

This Clause supports the recommendations of the *Golden Square Structure Plan* with the strategic directions:

- *Contain most of Greater Bendigo's growth within the Bendigo Urban Growth Boundary.*

- *Support development of the identified hierarchy of activity centres within the Bendigo Urban Growth Boundary shown on the Urban area activity centre hierarchy framework plan in Clause 02.04.*
- *Build up the specialised activity centres of La Trobe University, Bendigo Hospital, St John of God Hospital and Bendigo Airport.*
- *Support rehabilitation of former mining land for development, including residential development.*

Clause 02.03-3 Environmental risks and amenity

This Clause supports the recommendations of the *Golden Square Structure Plan* with the strategic directions:

- *Manage the interface between urban development and incompatible uses including waste management facilities, gold mines and other uses with off-site amenity impacts to support land use compatibility.*
- *Protect critical infrastructure from incompatible adjoining uses.*

Clause 02.03-5 Built environment and heritage, in particular the strategic directions to:

- *Facilitate a built environment that allows for active transport and healthy lifestyle choices.*
- *Facilitate environmentally sustainable development to create a compact and sustainable urban form at the planning stage.*
- *Facilitate a safe, pleasant, comfortable and visually appealing urban environment.*
- *Protect the city's valuable sites, places and features of natural, archaeological, and cultural heritage significance.*
- *Balance the protection of heritage places with support for sensitive and innovative development to accommodate projected population growth.*

The clause is supported by the application of the Heritage Overlay to protect the local heritage significance of 47 places (32 individual heritage places and 15 heritage precincts). It is also supported by the removal of the Heritage Overlay from 194 properties of no local heritage significance.

Clause 02.03-7 Economic development

The relevant strategic directions include:

- *Develop and expand employment generating industries.*
- *Direct commercial growth to activity centres.*
- *Plan for the future growth of the industrial sector by providing zoned land in appropriate locations and lot configurations.*

This clause is supported by the proposed rezoning of land to Industrial 3 Zone in two Golden Square locations to identify existing uses and land in two zones in existing industry areas.

A new Design and Development Overlay for the town centre also supports and directs growth to the existing activity centre.

Clause 02.03-8 Transport

This Clause supports the recommendations of the *Golden Square Structure Plan* with the strategic direction:

- *Support the expansion of Bendigo Metro Rail including new railways stations at Huntly, Lansell Square, Maiden Gully and Marong, and the reopening of the Golden Square railway station.*

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment makes proper use of the Victoria Planning Provisions by applying the Industrial 3 Zone to areas in proximity to existing residential land to avoid land use conflict whilst accommodating their existing use.

The application of the Design and Development Overlay to the town centre commercial area, as identified in the *Golden Square Structure Plan* and *Golden Square Urban Design Framework*, guides preferred heights, and active frontage treatments.

The Development Plan Overlay is proposed for a single large site to ensure future development provides a layout and road network.

The application of the Heritage Overlay to properties is the appropriate Victoria Planning Provision tool for the protection of heritage places of local significance. The application of the Heritage Overlay is consistent with *Planning Practice Note 1: Applying the Heritage Overlay.*

How does the amendment address the views of any relevant agency?

The amendment will not change any existing referral provisions and is not expected to affect any referral authority. Notice of the amendment will be given to all relevant agencies and referral authorities in accordance with the requirements of the Act as part of the formal exhibition of the amendment.

This amendment has been prepared in consultation with Council's Heritage Advisor. Other relevant authorities and the public will have the opportunity to provide feedback when the amendment is exhibited.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The requirements of the *Transport Integration Act* 2010 apply where an amendment is likely to have a significant impact on the transport system.

This amendment primarily makes changes to existing urban areas of Golden Square and the application of heritage controls to places of cultural heritage significance. The amendment is not expected to have any impact upon the objectives, strategies and decision-making principles of the *Transport Integration Act* 2010.

Resource and administrative costs

The City of Greater Bendigo has the capacity to accommodate any additional planning permit applications that are triggered by this amendment.

Places proposed to be rezoned, apply a new Design and Development Overlay, or Development Plan Overlay, have existing permit triggers and therefore would not increase permit applications.

The amendment will result in the Heritage Overlay being applied to 144 new properties (629 properties are changing Heritage Overlays) and the Heritage Overlay being removed from 194 properties. The Neighbourhood Character Overlay is being removed from 61 properties. This is not is expected to increase the number of permit applications.

Where you may inspect this amendment

The amendment can be inspected free of charge at the City of Greater Bendigo website at https://www.bendigo.vic.gov.au/Services/Building-and-Planning/Planning-scheme-amendments.

The amendment is available for public inspection, free of charge, during office hours at the following places (subject to COVID19 regulation):

- City of Greater Bendigo,15 Hopetoun Street, Bendigo

The amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection.

Submissions

Any person who may be affected by the amendment may may make a submission to the planning authority. Submissions about the amendment must be received by [insert submissions due date].

A submission must be sent to:

City of Greater Bendigo, Amendment C270

- By mail: PO Box 733, Bendigo, 3552; or
- In person: 15 Hopetoun Street, Bendigo; or

- By email: psamendments@bendigo.vic.gov.au

Panel hearing dates

In accordance with Clause 4(2) of Ministerial Direction No.15, the following panel hearing dates have been set for this amendment:

- directions hearing: [insert directions hearing date]
- panel hearing: [insert panel hearing date]

ATTACHMENT 1 – Affected Properties

HO Number	Description of Place	Property Addresses
HO11 (Extension)	Rowan Street Precinct	59 Rowan Street, Bendigo
		63 Rowan Street, Bendigo
		64 Rowan Street, Bendigo
		65 Rowan Street, Bendigo
		67 Rowan Street, Bendigo
		71 Rowan Street, Bendigo
		72 Rowan Street, Bendigo
		73 Rowan Street, Bendigo
		76 Rowan Street, Bendigo
		77 Rowan Street, Bendigo
		79 Rowan Street, Bendigo
		80 Rowan Street, Bendigo
		82 Rowan Street, Bendigo
		84 Rowan Street, Bendigo
		93 Rowan Street, Bendigo
		95 Rowan Street, Bendigo
		97 Rowan Street, Bendigo
		100 Rowan Street, Bendigo
		62 Vine Street, Bendigo
		64 Vine Street, Bendigo
		70 Vine Street, Bendigo
		72 Vine Street, Bendigo
		74 Vine Street, Bendigo
		76 Vine Street, Bendigo
		80 Vine Street, Bendigo
		90 Vine Street, Bendigo
		92 Vine Street, Bendigo
		94 Vine Street, Bendigo
		96 Vine Street, Bendigo
		98 Vine Street, Bendigo
		100 Vine Street, Bendigo
		102 Vine Street, Bendigo
HO11 (Deletion)	Rowan Street Precinct	1 Atkinson Street, Bendigo
		1A Atkinson Street, Bendigo
		1B Atkinson Street, Bendigo
		2 Atkinson Street, Bendigo
		3 Atkinson Street, Bendigo
		4 Atkinson Street, Bendigo

		5 Atkinson Street, Bendigo 6 Atkinson Street, Bendigo 7 Atkinson Street, Bendigo 8 Atkinson Street, Bendigo 9 Atkinson Street, Bendigo 10 Atkinson Street, Bendigo 12 Atkinson Street, Bendigo 269 Barnard Street, Bendigo 270 Barnard Street, Ironbark 272 Barnard Street, Ironbark 273 Barnard Street, Bendigo 274 Barnard Street, Ironbark 276 Barnard Street, Ironbark 284 Barnard Street, Ironbark 286 Barnard Street, Ironbark 1/291 Barnard Street, Bendigo 2/291 Barnard Street, Bendigo 293 Barnard Street, Bendigo 295 Barnard Street, Bendigo 303 Barnard Street, Bendigo 325 Barnard Street, Bendigo 327 Barnard Street, Bendigo 1/367 Barnard Street, Bendigo 2/367 Barnard Street, Bendigo 369 Barnard Street, Bendigo 5/371-375 Barnard Street, Bendigo 6/371-375 Barnard Street, Bendigo 4/371-375 Barnard Street, Bendigo 6 Broom Street, Bendigo 8 Broom Street, Bendigo 10 Broom Street, Bendigo 12 Broom Street, Bendigo 14 Broom Street, Bendigo 16 Broom Street, Bendigo 18 Broom Street, Bendigo 20 Broom Street, Bendigo 22 Broom Street, Bendigo 1 Darby Street, Ironbark 2 Darby Street, Ironbark 3 Darby Street, Ironbark 4 Darby Street, Ironbark 5 Darby Street, Ironbark

		7 Darby Street, Ironbark 9 Darby Street, Ironbark 1A Darby Street, Ironbark 1B Darby Street, Ironbark 130-134 Don Street, Bendigo 1-3 Eaglehawk Road, Ironbark 5-7 Eaglehawk Road, Ironbark 9 Eaglehawk Road, Ironbark 11 Eaglehawk Road, Ironbark 13 Eaglehawk Road, Ironbark 15 Eaglehawk Road, Ironbark 17 Eaglehawk Road, Ironbark 1/34 Eaglehawk Road, Ironbark 2/34 Eaglehawk Road, Ironbark 3/34 Eaglehawk Road, Ironbark 4/34 Eaglehawk Road, Ironbark 5/34 Eaglehawk Road, Ironbark 36 Eaglehawk Road, Ironbark 38 Eaglehawk Road, Ironbark 40 Eaglehawk Road, Ironbark 46 Eaglehawk Road, Ironbark 48 Eaglehawk Road, Ironbark 50 Eaglehawk Road, Ironbark 52-54 Eaglehawk Road, Ironbark 56 Eaglehawk Road, Ironbark 58 Eaglehawk Road, Ironbark 60 Eaglehawk Road, Ironbark 62-68 Eaglehawk Road, Ironbark 96-102 High Street, Bendigo 104 High Street, Bendigo 106 High Street, Bendigo 108-110 High Street, Bendigo 112-114 High Street, Bendigo 116-120 High Street, Bendigo 128 High Street, Bendigo 130 High Street, Bendigo 132-138 High Street, Bendigo 140-148 High Street, Bendigo 150 High Street, Bendigo 154-156 High Street, Bendigo 69 Honeysuckle Street, Ironbark 64 Lilac Street, Ironbark

		71 Lily Street, Bendigo 73 Lily Street, Bendigo 79 Lily Street, Bendigo 81 Lily Street, Bendigo 89 Lily Street, Bendigo 112 Lily Street, Bendigo 114 Lily Street, Bendigo 116 Lily Street, Bendigo 118 Lily Street, Bendigo 120 Lily Street, Bendigo 128 Lily Street, Bendigo 138-140 Lily Street, Bendigo 104 Mackenzie Street, Bendigo 104A Mackenzie Street, Bendigo 106 Mackenzie Street, Bendigo 106A Mackenzie Street, Bendigo 108 Mackenzie Street, Bendigo 198 Mackenzie Street, Golden Square 200 Mackenzie Street, Golden Square 202 Mackenzie Street, Golden Square 204 Mackenzie Street, Golden Square 216 Mackenzie Street, Golden Square 218 Mackenzie Street, Golden Square 220 Mackenzie Street, Golden Square 223 Mackenzie Street, Golden Square 225 Mackenzie Street, Golden Square 244 Mackenzie Street, Golden Square 246 Mackenzie Street, Golden Square 248 Mackenzie Street, Golden Square 249 Mackenzie Street, Golden Square 252 Mackenzie Street, Golden Square 253 Mackenzie Street, Golden Square 32 Maple Street, Golden Square 22 Old High Street, Golden Square 46 Old Violet Street, Bendigo 50 Old Violet Street, Bendigo 52 Old Violet Street, Bendigo 55 Old Violet Street, Bendigo 2 Olive Street, Bendigo 3 Olive Street, Bendigo 7 Olive Street, Bendigo 11 Olive Street, Bendigo

		17 Ophir Street, Golden Square
		20 Ophir Street, Golden Square
		1/21 Ophir Street, Golden Square
		2/21 Ophir Street, Golden Square
		1 Pitt Street, Bendigo
		2 Pitt Street, Bendigo
		3 Pitt Street, Bendigo
		5 Pitt Street, Bendigo
		7 Pitt Street, Bendigo
		9 Pitt Street, Bendigo
		13 Pitt Street, Bendigo
		13A Pitt Street, Bendigo
		1 Reef Street, Bendigo
		3 Reef Street, Bendigo
		114 Rowan Street, Bendigo
		120 Rowan Street, Bendigo
		137 Rowan Street, Bendigo
		137A Rowan Street, Bendigo
		1/139 Rowan Street, Bendigo
		2/139 Rowan Street, Bendigo
		3/139 Rowan Street, Bendigo
		4/139 Rowan Street, Bendigo
		5/139 Rowan Street, Bendigo
		33 Shamrock Street, Golden Square
		35 Shamrock Street, Golden Square
		37 Shamrock Street, Golden Square
		39 Shamrock Street, Golden Square
		116 Thistle Street, Bendigo
		118 Thistle Street, Bendigo
		122 Thistle Street, Bendigo
		126 Thistle Street, Bendigo
		5 Trotter Lane, Ironbark
		9 Trotter Lane, Ironbark
		54 Vine Street, Bendigo
		56 Vine Street, Bendigo
		65 Vine Street, Bendigo
		69 Vine Street, Bendigo
		71 Vine Street, Bendigo
		73 Vine Street, Bendigo
		75 Vine Street, Bendigo
		104 Vine Street, Bendigo
		1/16 Wade Street, Golden Square

		2/16 Wade Street, Golden Square 3/16 Wade Street, Golden Square 4/16 Wade Street, Golden Square 18 Wade Street, Golden Square 37 Wade Street, Golden Square 41 Wade Street, Golden Square 43-45 Wade Street, Golden Square 51A Wade Street, Golden Square 14 Webster Street, Ironbark 16 Webster Street, Ironbark 18 Webster Street, Ironbark 20 Webster Street, Ironbark 21 Webster Street, Ironbark 22 Webster Street, Ironbark 23 Webster Street, Ironbark 24 Webster Street, Ironbark 26 Webster Street, Ironbark 28 Webster Street, Ironbark 28A Webster Street, Ironbark 30 Webster Street, Ironbark
HO24 (Extension)	Beech Street Precinct	23 Fir Street, Golden Square 25 Fir Street, Golden Square 26 Fir Street, Golden Square 27 Fir Street, Golden Square 28 Fir Street, Golden Square 29 Fir Street, Golden Square 30 Fir Street, Golden Square 359 High Street, Golden Square 361 High Street, Golden Square 383 High Street, Golden Square 1/58 Panton Street, Golden Square 2/58 Panton Street, Golden Square 3/58 Panton Street, Golden Square 4/58 Panton Street, Golden Square 5/58 Panton Street, Golden Square 60 Panton Street, Golden Square 62 Panton Street, Golden Square 64 Panton Street, Golden Square 65 Panton Street, Golden Square 68 Panton Street, Golden Square
HO25 (Extension)	Laurel Street Precinct	291 High Street, Golden Square 293 High Street, Golden Square

		295 High Street, Golden Square 297 High Street, Golden Square 301 High Street, Golden Square 303 High Street, Golden Square 311-313 High Street, Golden Square 316-320 High Street, Golden Square 2A Laurel Street, Golden Square 7 Laurel Street, Golden Square 5 Maple Street, Golden Square 7 Maple Street, Golden Square 9 Maple Street, Golden Square 9A Maple Street, Golden Square 11 Panton Street, Golden Square 29 Panton Street, Golden Square 31 Panton Street, Golden Square 34 Panton Street, Golden Square 38 Panton Street, Golden Square 40 Panton Street, Golden Square 42 Panton Street, Golden Square
HO26 (Extension)	Calder Hwy Precinct	94 Booth Street, Golden Square 96 Booth Street, Golden Square 98 Booth Street, Golden Square 100 Booth Street, Golden Square 101 Booth Street, Golden Square 102 Booth Street, Golden Square 103 Booth Street, Golden Square 105 Booth Street, Golden Square 100-102 Marong Road, West Bendigo
HO947	Adam Street Precinct	23 Adam Street, Golden Square 25 Adam Street, Golden Square 26 Adam Street, Golden Square 28 Adam Street, Golden Square 30 Adam Street, Golden Square 32 Adam Street, Golden Square 34 Adam Street, Golden Square 36 Adam Street, Golden Square 38 Adam Street, Golden Square 40 Adam Street, Golden Square 42 Adam Street, Golden Square
HO948	State Rivers and Water Supply Commission Residential Precinct	495 High Street, Golden Square 1/497 High Street Golden Square 2/497 High Street Golden Square

		499 High Street, Golden Square 501 High Street, Golden Square 1 Kurrajong Street, Golden Square 2 Kurrajong Street, Golden Square 3 Kurrajong Street, Golden Square 4 Kurrajong Street, Golden Square 5 Kurrajong Street, Golden Square 6 Kurrajong Street, Golden Square 1 Mimosa Street, Golden Square 1a Mimosa Street, Golden Square 3 Mimosa Street, Golden Square 5 Mimosa Street, Golden Square 7 Mimosa Street, Golden Square
HO949	Ashley Street Precinct	1 Ashley Street, Ironbark 2 Ashley Street, Ironbark 3 Ashley Street, Ironbark 4 Ashley Street, Ironbark 5 Ashley Street, Ironbark 7 Ashley Street, Ironbark
HO950	Don Street East Precinct	142 Don Street, Bendigo 144 Don Street, Bendigo 148 Don Street, Bendigo 152 Don Street, Bendigo 154 Don Street, Bendigo 156 Don Street, Bendigo 172 Don Street, Bendigo 174 Don Street, Bendigo 176 Don Street, Bendigo 178 Don Street, Bendigo 180 Don Street, Bendigo 184 Don Street, Bendigo 186A Don Street, Bendigo 186B Don Street, Bendigo 190 Don Street, Bendigo 192 Don Street, Bendigo 198 Don Street, Bendigo 202 Don Street, Bendigo 116 Mackenzie Street, Bendigo 99 Rowan Street, Bendigo 108 Rowan Street, Bendigo
HO951	Garden Gully Residential Precinct	297 Barnard Street, Bendigo 299-301 Barnard Street, Bendigo

		94 Rowan Street, Bendigo 96 Rowan Street, Bendigo 98 Rowan Street, Bendigo 87 Vine Street, Bendigo 89 Vine Street, Bendigo 89A Vine Street, Bendigo 91 Vine Street, Bendigo 1/91A Vine Street, Bendigo 2/91A Vine Street, Bendigo 93 Vine Street, Bendigo 95 Vine Street, Bendigo 97 Vine Street, Bendigo 99 Vine Street, Bendigo
HO952	Garden Gully United Precinct	288 Barnard Street, Ironbark 206 Don Street, Ironbark 212 Don Street, Ironbark 214 Don Street, Ironbark 216 Don Street, Ironbark 218 Don Street, Ironbark 222 Don Street, Ironbark 228 Don Street, Ironbark 230-238 Don Street, Ironbark 240 Don Street, Ironbark 242 Don Street, Ironbark 19-21 Eaglehawk Road, Ironbark 23 Eaglehawk Road, Ironbark
HO954	Mackenzie Street Precinct	5 Booth Street, Golden Square 7 Booth Street, Golden Square 8 Booth Street, Golden Square 9 Booth Street, Golden Square 10 Booth Street, Golden Square 11 Booth Street, Golden Square 12 Booth Street, Golden Square 13 Booth Street, Golden Square 14 Booth Street, Golden Square 15 Booth Street, Golden Square 16 Booth Street, Golden Square 17 Booth Street, Golden Square 18 Booth Street, Golden Square 19 Booth Street, Golden Square 20 Booth Street, Golden Square 21 Booth Street, Golden Square

		22 Booth Street, Golden Square 23 Booth Street, Golden Square 23A Booth Street, Golden Square 25 Booth Street, Golden Square 1/25A Booth Street, Golden Square 2/25A Booth Street, Golden Square 26 Booth Street, Golden Square 28 Booth Street, Golden Square 29 Booth Street, Golden Square 30 Booth Street, Golden Square 31 Booth Street, Golden Square 1/31A Booth Street, Golden Square 2/31A Booth Street, Golden Square 32 Booth Street, Golden Square 1/33A Booth Street, Golden Square 2/33A Booth Street, Golden Square 3/33A Booth Street, Golden Square 34 Booth Street, Golden Square 1/35 Booth Street, Golden Square 2/35 Booth Street, Golden Square 3/35 Booth Street, Golden Square 36 Booth Street, Golden Square 1/37 Booth Street, Golden Square 2/37 Booth Street, Golden Square 3/37 Booth Street, Golden Square 38 Booth Street, Golden Square 38A Booth Street, Golden Square 39 Booth Street, Golden Square 40 Booth Street, Golden Square 40A Booth Street, Golden Square 41 Booth Street, Golden Square 42 Booth Street, Golden Square 43 Booth Street, Golden Square 44 Booth Street, Golden Square 46 Booth Street, Golden Square 1/46 Booth Street, Golden Square 2/46 Booth Street, Golden Square 45 Booth Street, Golden Square 47 Booth Street, Golden Square 48 Booth Street, Golden Square 49 Booth Street, Golden Square 51 Booth Street, Golden Square

		52 Booth Street, Golden Square
		53 Booth Street, Golden Square
		54 Booth Street, Golden Square
		55 Booth Street, Golden Square
		56 Booth Street, Golden Square
		57 Booth Street, Golden Square
		58 Booth Street, Golden Square
		61 Booth Street, Golden Square
		254 Mackenzie Street, Golden Square
		255 Mackenzie Street, Golden Square
		256 Mackenzie Street, Golden Square
		257 Mackenzie Street, Golden Square
		262 Mackenzie Street, Golden Square
		264 Mackenzie Street, Golden Square
		266 Mackenzie Street, Golden Square
		267 Mackenzie Street, Golden Square
		268 Mackenzie Street, Golden Square
		1/268 Mackenzie Street, Golden Square
		2/268 Mackenzie Street, Golden Square
		269 Mackenzie Street, Golden Square
		1/273 Mackenzie Street, Golden Square
		2/273 Mackenzie Street, Golden Square
		274 Mackenzie Street, Golden Square
		275 Mackenzie Street, Golden Square
		1/278 Mackenzie Street, Golden Square
		2/278 Mackenzie Street, Golden Square
		3/278 Mackenzie Street, Golden Square
		4/278 Mackenzie Street, Golden Square
		282 Mackenzie Street, Golden Square
		290 Mackenzie Street, Golden Square
		292 Mackenzie Street, Golden Square
		294 Mackenzie Street, Golden Square
		296 Mackenzie Street, Golden Square
		298 Mackenzie Street, Golden Square
		300 Mackenzie Street, Golden Square
		306 Mackenzie Street, Golden Square
		310 Mackenzie Street, Golden Square
		314 Mackenzie Street, Golden Square
		318 Mackenzie Street, Golden Square
		320 Mackenzie Street, Golden Square
		324 Mackenzie Street, Golden Square
		330 Mackenzie Street, Golden Square

		56 Old High Street, Golden Square 58 Old High Street, Golden Square 62 Old High Street, Golden Square 66 Old High Street, Golden Square 11A Ophir Street, Golden Square 11B Ophir Street, Golden Square 13 Ophir Street, Golden Square 15 Ophir Street, Golden Square 19 Ophir Street, Golden Square 41 Ophir Street, Golden Square 42-44 Ophir Street, Golden Square 43 Ophir Street, Golden Square 1/46 Ophir Street, Golden Square 2/46 Ophir Street, Golden Square 48 Ophir Street, Golden Square 272 Rowan Street, Golden Square 278 Rowan Street, Golden Square 286 Rowan Street, Golden Square 301 Rowan Street, Golden Square 2/301 Rowan Street, Golden Square 3/301 Rowan Street, Golden Square 20 Wade Street, Golden Square 22 Wade Street, Golden Square 23 Wade Street, Golden Square 24 Wade Street, Golden Square 25 Wade Street, Golden Square 26 Wade Street, Golden Square 26A Wade Street, Golden Square 1/27 Wade Street, Golden Square 2/27 Wade Street, Golden Square 28 Wade Street, Golden Square 29 Wade Street, Golden Square 30 Wade Street, Golden Square 31 Wade Street, Golden Square 32 Wade Street, Golden Square 33 Wade Street, Golden Square 34 Wade Street, Golden Square 35 Wade Street, Golden Square 36 Wade Street, Golden Square 37 Wade Street, Golden Square 38 Wade Street, Golden Square 40 Wade Street, Golden Square

		42 Wade Street, Golden Square 44 Wade Street, Golden Square 51 Wade Street, Golden Square 51A Wade Street, Golden Square
HO955	Montanvert Precinct	121 Don Street, Bendigo 123 Don Street, Bendigo 125 Don Street, Bendigo 127 Don Street, Bendigo 133 Don Street, Bendigo 135 Don Street, Bendigo 1/135 Don Street, Bendigo 2/135 Don Street, Bendigo 123 Mackenzie Street, Bendigo 125 Mackenzie Street, Bendigo 133 Mackenzie Street, Bendigo 135 Mackenzie Street, Bendigo 137 Mackenzie Street, Bendigo 80 Violet Street, Bendigo 82 Violet Street, Bendigo 84 Violet Street, Bendigo 86 Violet Street, Bendigo 88 Violet Street, Bendigo 90 Violet Street, Bendigo 92 Violet Street, Bendigo
HO956	Nettle Street Precinct	308 Barnard Street, Ironbark 312 Barnard Street, Ironbark 316 Barnard Street, Ironbark 320 Barnard Street, Ironbark 324 Barnard Street, Ironbark 328 Barnard Street, Ironbark 329 Barnard Street, Bendigo 1/334 Barnard Street, Ironbark 2/334 Barnard Street, Ironbark 3/334 Barnard Street, Ironbark 340 Barnard Street, Ironbark 342 Barnard Street, Ironbark 343 Barnard Street, Bendigo 345 Barnard Street, Bendigo 346 Barnard Street, Ironbark 347 Barnard Street, Bendigo 349 Barnard Street, Bendigo 351 Barnard Street, Bendigo

		352 Barnard Street, Ironbark 354 Barnard Street, Ironbark 355 Barnard Street, Bendigo 356 Barnard Street, Ironbark 360 Barnard Street, Ironbark 361 Barnard Street, Bendigo 364 Barnard Street, Ironbark 363-365 Barnard Street, Bendigo 181 Don Street, Bendigo 185 Don Street, Bendigo 189 Don Street, Bendigo 193 Don Street, Bendigo 199 Don Street, Bendigo 209 Don Street, Ironbark 211 Don Street, Ironbark 213 Don Street, Ironbark 215 Don Street, Ironbark 217 Don Street, Ironbark 223 Don Street, Ironbark 229 Don Street, Ironbark 233 Don Street, Ironbark 235 Don Street, Ironbark 27 Eaglehawk Road, Ironbark 29 Eaglehawk Road, Ironbark 31 Eaglehawk Road, Ironbark 33 Eaglehawk Road, Ironbark 35 Eaglehawk Road, Ironbark 37 Eaglehawk Road, Ironbark 39-41 Eaglehawk Road, Ironbark 43 Eaglehawk Road, Ironbark 45 Eaglehawk Road, Ironbark 47 Eaglehawk Road, Ironbark 49 Eaglehawk Road, Ironbark 60 Honeysuckle Street, Ironbark 1/60A Honeysuckle Street, Ironbark 2/60A Honeysuckle Street, Ironbark 3/60A Honeysuckle Street, Ironbark 64 Honeysuckle Street, Ironbark 66 Honeysuckle Street, Ironbark 68 Honeysuckle Street, Ironbark 70 Honeysuckle Street, Ironbark 71 Honeysuckle Street, Ironbark

		72 Honeysuckle Street, Ironbark 73 Honeysuckle Street, Ironbark 74 Honeysuckle Street, Ironbark 75 Honeysuckle Street, Ironbark 76 Honeysuckle Street, Ironbark 77 Honeysuckle Street, Ironbark 77A Honeysuckle Street, Ironbark 79 Honeysuckle Street, Ironbark 81 Honeysuckle Street, Ironbark 83 Honeysuckle Street, Ironbark 85 Honeysuckle Street, Ironbark 87 Honeysuckle Street, Ironbark 89 Honeysuckle Street, Ironbark 9 Lilac Street, Ironbark 9A Lilac Street, Ironbark 9B Lilac Street, Ironbark 10 Lilac Street, Ironbark 11 Lilac Street, Ironbark 12 Lilac Street, Ironbark 13 Lilac Street, Ironbark 32 Lilac Street, Ironbark 34 Lilac Street, Ironbark 36 Lilac Street, Ironbark 38 Lilac Street, Ironbark 40 Lilac Street, Ironbark 41 Lilac Street, Ironbark 43 Lilac Street, Ironbark 43A Lilac Street, Ironbark 47 Lilac Street, Ironbark 49 Lilac Street, Ironbark 50 Lilac Street, Ironbark 52 Lilac Street, Ironbark 56 Lilac Street, Ironbark 58 Lilac Street, Ironbark 1 Marong Road, Ironbark 3 Marong Road, Ironbark 5 Marong Road, Ironbark 7 Marong Road, Ironbark 9 Marong Road, Ironbark 11 Marong Road, Ironbark 13 Marong Road, Ironbark 15 Marong Road, Ironbark

		17 Marong Road, Ironbark 19 Marong Road, Ironbark 7 Nettle Street, Ironbark 12 Nettle Street, Ironbark 13 Nettle Street, Ironbark 14 Nettle Street, Ironbark 19 Nettle Street, Ironbark 21 Nettle Street, Ironbark 23 Nettle Street, Ironbark 45 Nettle Street, Ironbark 70 Old Violet Street, Ironbark 71 Old Violet Street, Ironbark 72 Old Violet Street, Ironbark 74 Old Violet Street, Ironbark 75 Old Violet Street, Ironbark 75A Old Violet Street, Ironbark 78 Old Violet Street, Ironbark 82 Old Violet Street, Ironbark 84 Old Violet Street, Ironbark 85 Old Violet Street, Ironbark 86 Old Violet Street, Ironbark 87 Old Violet Street, Ironbark 89 Old Violet Street, Ironbark 89A Old Violet Street, Ironbark 90 Old Violet Street, Ironbark 1/92 Old Violet Street, Ironbark 2/92 Old Violet Street, Ironbark 3/92 Old Violet Street, Ironbark 2 Webster Street, Ironbark 3 Webster Street, Ironbark 4 Webster Street, Ironbark 5 Webster Street, Ironbark 6 Webster Street, Ironbark 7 Webster Street, Ironbark 8 Webster Street, Ironbark 10 Webster Street, Ironbark 12 Webster Street, Ironbark
HO957	Old Violet Street Precinct	141 Don Street, Bendigo 143 Don Street, Bendigo 145 Don Street, Bendigo 151 Don Street, Bendigo 153 Don Street, Bendigo

		155 Don Street, Bendigo 157 Don Street, Bendigo 161 Don Street, Bendigo 163 Don Street, Bendigo 165 Don Street, Bendigo 169 Don Street, Bendigo 173 Don Street, Bendigo 179 Don Street, Bendigo 180-184 High Street, Bendigo 188-190 High Street, Bendigo 1/192 High Street, Bendigo 2/192 High Street, Bendigo 1/194 High Street, Bendigo 2/194 High Street, Bendigo 3/194 High Street, Bendigo 2/196 High Street, Bendigo 7A Honeysuckle Street, Bendigo 9 Honeysuckle Street, Bendigo 10 Honeysuckle Street, Bendigo 11 Honeysuckle Street, Bendigo 12 Honeysuckle Street, Bendigo 14 Honeysuckle Street, Bendigo 15 Honeysuckle Street, Bendigo 16 Honeysuckle Street, Bendigo 17 Honeysuckle Street, Bendigo 18 Honeysuckle Street, Bendigo 19 Honeysuckle Street, Bendigo 20 Honeysuckle Street, Bendigo 21 Honeysuckle Street, Bendigo 22 Honeysuckle Street, Bendigo 23 Honeysuckle Street, Bendigo 24 Honeysuckle Street, Bendigo 25 Honeysuckle Street, Bendigo 26 Honeysuckle Street, Bendigo 27 Honeysuckle Street, Bendigo 28 Honeysuckle Street, Bendigo 29 Honeysuckle Street, Bendigo 30 Honeysuckle Street, Bendigo 31 Honeysuckle Street, Bendigo 32 Honeysuckle Street, Bendigo 33 Honeysuckle Street, Bendigo 34 Honeysuckle Street, Bendigo

		35 Honeysuckle Street, Bendigo 35A Honeysuckle Street, Bendigo 36 Honeysuckle Street, Bendigo 37 Honeysuckle Street, Bendigo 38 Honeysuckle Street, Bendigo 39 Honeysuckle Street, Bendigo 40 Honeysuckle Street, Bendigo 41 Honeysuckle Street, Bendigo 42 Honeysuckle Street, Bendigo 43 Honeysuckle Street, Bendigo 44 Honeysuckle Street, Bendigo 45 Honeysuckle Street, Bendigo 46 Honeysuckle Street, Bendigo 47 Honeysuckle Street, Bendigo 48 Honeysuckle Street, Bendigo 49 Honeysuckle Street, Bendigo 50 Honeysuckle Street, Bendigo 51 Honeysuckle Street, Bendigo 52 Honeysuckle Street, Bendigo 53 Honeysuckle Street, Bendigo 54 Honeysuckle Street, Bendigo 55 Honeysuckle Street, Bendigo 56 Honeysuckle Street, Bendigo 57 Honeysuckle Street, Bendigo 2/57A Honeysuckle Street, Bendigo 59 Honeysuckle Street, Bendigo 1/59A Honeysuckle Street, Bendigo 2/59A Honeysuckle Street, Bendigo 61 Honeysuckle Street, Bendigo 63 Honeysuckle Street, Bendigo 62 Lily Street, Bendigo 64 Lily Street, Bendigo 68 Lily Street, Bendigo 70 Lily Street, Bendigo 72 Lily Street, Bendigo 67 Lily Street, Bendigo 76 Lily Street, Bendigo 84 Lily Street, Bendigo 86 Lily Street, Bendigo 88 Lily Street, Bendigo 93 Lily Street, Bendigo 1/97 Lily Street, Bendigo

		2/97 Lily Street, Bendigo
		3/97 Lily Street, Bendigo
		99 Lily Street, Bendigo
		101 Lily Street, Bendigo
		103 Lily Street, Bendigo
		111 Lily Street, Bendigo
		113 Lily Street, Bendigo
		115 Lily Street, Bendigo
		119 Lily Street, Bendigo
		121 Lily Street, Bendigo
		123 Lily Street, Bendigo
		125 Lily Street, Bendigo
		129 Lily Street, Bendigo
		126 Mackenzie Street, Bendigo
		130 Mackenzie Street, Bendigo
		134 Mackenzie Street, Bendigo
		138 Mackenzie Street, Bendigo
		145 Mackenzie Street, Bendigo
		147 Mackenzie Street, Bendigo
		149 Mackenzie Street, Bendigo
		151 Mackenzie Street, Bendigo
		156 Mackenzie Street, Bendigo
		157 Mackenzie Street, Bendigo
		159 Mackenzie Street, Bendigo
		160 Mackenzie Street, Bendigo
		161 Mackenzie Street, Bendigo
		164 Mackenzie Street, Bendigo
		166 Mackenzie Street, Bendigo
		167 Mackenzie Street, Bendigo
		168 Mackenzie Street, Bendigo
		169 Mackenzie Street, Bendigo
		170 Mackenzie Street, Bendigo
		185 Mackenzie Street, Bendigo
		187 Mackenzie Street, Bendigo
		188 Mackenzie Street, Bendigo
		190 Mackenzie Street, Bendigo
		1/192 Mackenzie Street, Golden Square
		2/192 Mackenzie Street, Golden Square
		196 Mackenzie Street, Golden Square
		1/203 Mackenzie Street, Golden Square
		2/203 Mackenzie Street, Golden Square
		205 Mackenzie Street, Golden Square

		209 Mackenzie Street, Golden Square
		1 Old Violet Street, Bendigo
		3 Old Violet Street, Bendigo
		5 Old Violet Street, Bendigo
		7 Old Violet Street, Bendigo
		11 Old Violet Street, Bendigo
		12 Old Violet Street, Bendigo
		14 Old Violet Street, Bendigo
		16 Old Violet Street, Bendigo
		20 Old Violet Street, Bendigo
		21 Old Violet Street, Bendigo
		23 Old Violet Street, Bendigo
		24 Old Violet Street, Bendigo
		27 Old Violet Street, Bendigo
		33 Old Violet Street, Bendigo
		33 Old Violet Street, Bendigo
		37 Old Violet Street, Bendigo
		38 Old Violet Street, Bendigo
		39 Old Violet Street, Bendigo
		42 Old Violet Street, Bendigo
		43 Old Violet Street, Bendigo
		44 Old Violet Street, Bendigo
		47 Old Violet Street, Bendigo
		49 Old Violet Street, Bendigo
		53 Old Violet Street, Bendigo
		115 Rowan Street, Bendigo
		119 Rowan Street, Bendigo
		121 Rowan Street, Bendigo
		125 Rowan Street, Bendigo
		126 Rowan Street, Bendigo
		130 Rowan Street, Bendigo
		135 Rowan Street, Bendigo
		136 Rowan Street, Bendigo
		148 Rowan Street, Bendigo
		150 Rowan Street, Bendigo
		151 Rowan Street, Bendigo
		156 Rowan Street, Bendigo
		158 Rowan Street, Bendigo
		162 Rowan Street, Bendigo
		164 Rowan Street, Bendigo
		166 Rowan Street, Bendigo
		168 Rowan Street, Bendigo

		170 Rowan Street, Bendigo 176 Rowan Street, Bendigo 40 Shamrock Street, Golden Square 43 Shamrock Street, Golden Square 45 Shamrock Street, Golden Square 47 Shamrock Street, Golden Square 48 Shamrock Street, Golden Square 52 Shamrock Street, Golden Square 53 Shamrock Street, Golden Square 55 Shamrock Street, Golden Square 56 Shamrock Street, Golden Square 57 Shamrock Street, Golden Square 58 Shamrock Street, Golden Square 60 Shamrock Street, Golden Square 61 Shamrock Street, Golden Square 62 Thistle Street, Bendigo 65 Thistle Street, Golden Square 66 Thistle Street, Bendigo 68 Thistle Street, Bendigo 70 Thistle Street, Bendigo 73 Thistle Street, Golden Square 74 Thistle Street, Bendigo 75 Thistle Street, Golden Square 76 Thistle Street, Bendigo 77 Thistle Street, Golden Square 78 Thistle Street, Bendigo 81 Thistle Street, Golden Square 82 Thistle Street, Bendigo 83 Thistle Street, Golden Square 85 Thistle Street, Golden Square 88 Thistle Street, Bendigo 94 Thistle Street, Bendigo 95 Thistle Street, Bendigo 96 Thistle Street, Bendigo 97 Thistle Street, Bendigo 98 Thistle Street, Bendigo 102 Thistle Street, Bendigo 104 Thistle Street, Bendigo 106 Thistle Street, Bendigo 108 Thistle Street, Bendigo 114 Thistle Street, Bendigo 75 Violet Street, Bendigo

		77 Violet Street, Bendigo 79 Violet Street, Bendigo 83 Violet Street, Bendigo 85 Violet Street, Bendigo 89 Violet Street, Bendigo 103 Violet Street, Bendigo 104 Violet Street, Bendigo 105 Violet Street, Bendigo 107 Violet Street, Bendigo 110 Violet Street, Bendigo 111 Violet Street, Bendigo 113 Violet Street, Bendigo 114 Violet Street, Bendigo 117 Violet Street, Bendigo 118 Violet Street, Bendigo 122 Violet Street, Bendigo 125 Violet Street, Bendigo 126 Violet Street, Bendigo 131 Violet Street, Bendigo 132 Violet Street, Bendigo 134 Violet Street, Bendigo 138 Violet Street, Bendigo 141 Violet Street, Bendigo 142 Violet Street, Bendigo 143 Violet Street, Bendigo 146 Violet Street, Bendigo 149 Violet Street, Bendigo 150 Violet Street, Bendigo 152 Violet Street, Bendigo 152A Violet Street, Bendigo 153 Violet Street, Bendigo 154 Violet Street, Bendigo 155 Violet Street, Bendigo
HO958	Rose Street Precinct	248 Mackenzie Street, Golden Square 249 Mackenzie Street, Golden Square 251 Mackenzie Street, Golden Square 252 Mackenzie Street, Golden Square 253 Mackenzie Street, Golden Square 11 Rose Street, Golden Square 13 Rose Street, Golden Square 15 Rose Street, Golden Square 17 Rose Street, Golden Square

		18 Rose Street, Golden Square 19 Rose Street, Golden Square 21 Rose Street, Golden Square 23 Rose Street, Golden Square 24 Rose Street, Golden Square 25 Rose Street, Golden Square 26 Rose Street, Golden Square 27 Rose Street, Golden Square 28 Rose Street, Golden Square 29 Rose Street, Golden Square 1/30 Rose Street, Golden Square 2/30 Rose Street, Golden Square 32 Rose Street, Golden Square 34 Rose Street, Golden Square 36 Rose Street, Golden Square
HO959	Allingham Street Reserve and former Drill Hall	1-5 and 19 Allingham Street, Golden Square
HO960	Former Petrol Storage Tank	45-51 Allingham Street, Golden Square
HO961	Place	33 Belle Vue Road, Golden Square
HO962	Place	24 Booth Street, Golden Square
HO963	Place	27 Booth Street, Golden Square
HO964	Place	17 Curnow Street, Golden Square
HO965	Golden Square Fire Station	260 High Street, Golden Square
HO966	Place	270 High Street, Golden Square
HO967	Place	272 High Street, Golden Square
HO968	Place	277-279 High Street, Golden Square
HO969	Former Woodman's Garage	284-288 High Street, Golden Square
HO970	Place	296-298 High Street, Golden Square
HO971	Place	343 High Street, Golden Square
HO972	Place	357 High Street, Golden Square
HO973	Former Golden Square Police Station and Lock Up	361-363 High Street, Golden Square
HO974	Former London Hotel	447 High Street, Golden Square
HO975	Hunter Street Road over Rail Bridge	Hunter Street, Golden Square
HO976	Rose Cottage	21 Kirby Street, Golden Square
HO977	Nell Gwynne Reefs Mine Site	47 MacDougall Road, Golden Square
HO978	Former Gladstone Hotel	40 Mackenzie Street West, Golden Square
HO979	Place	64 Mackenzie Street West, Golden Square
HO980	Former Gwennap Cottage	42 Old High Street, Golden Square
HO981	Place	3 Ophir Street, Golden Square
HO982	Genazzano	12 Reville Close, Golden Square

HO983	William Jamieson's Shop and Residence	42-44 Eaglehawk Road, Ironbark
HO984	Place	130-134 Don Street, Bendigo
HO985	Former F.W. Milne and Son Engineering Showroom and Warehouse	120-126 High Street, Bendigo
HO986	Place	130 High Street, Bendigo
HO987	Place	166 High Street, Bendigo
HO989	Place	168 High Street, Bendigo
HO990	Girton Grammar School	83-119 Mackenzie St, Bendigo
HO991	Former Ellesmere Hotel	132 Lily Street, Bendigo

Location	Land /Area Affected	Mapping Reference	HO
Rowan Street Precinct	Rowan and Vine Streets, Golden Square	Greater Bendigo 002hoMap23 C270gben Exhibition	HO11 (Extension)
Beech Street Precinct	Panton, Fir and High Streets, Golden Square	Greater Bendigo 006hoMap23 C270gben Exhibition Greater Bendigo 008hoMap23 C270gben Exhibition	HO24 (Extension)
Laurel Street Precinct	High, Maple, Panton and Laurel Streets, Golden Square	Greater Bendigo 006hoMap23 C270gben Exhibition	HO25 (Extension)
Calder Hwy Precinct	Booth Street, Golden Square and Marong Road, West Bendigo	Greater Bendigo 002hoMap23 C270gben Exhibition	HO26 (Extension)
Adam Street Precinct	Adam Street, Golden Square	Greater Bendigo 010hoMap23 C270gben Exhibition	HO947
State Rivers and Water Supply Commission Residential Precinct	High, Kurrajong and Mimosa Streets, Golden Square	Greater Bendigo 009hoMap23 C270gben Exhibition	HO948
Ashley Street Precinct	Ashley Street, Ironbark	Greater Bendigo 002hoMap23 C270gben Exhibition	HO949
Don Street East Precinct	Don, Mackenzie and Rowan Streets, Bendigo	Greater Bendigo 002hoMap23 C270gben Exhibition	HO950
Garden Gully Residential Precinct	Barnard, Rowan and Vine Streets, Bendigo	Greater Bendigo 002hoMap23 C270gben Exhibition	HO951
Garden Gully United Precinct	Barnard and Don Streets and Eaglehawk Road, Ironbark	Greater Bendigo 002hoMap23 C270gben Exhibition	HO952
Mackenzie Street Precinct	Booth, Ophir, Rowan, Mackenzie, Old High and Wade Streets, Golden Square	Greater Bendigo 002hoMap23 C270gben Exhibition Greater Bendigo 004hoMap23 C270gben Exhibition	HO954
Montanvert Precinct	Don, Mackenzie and Violet Streets, Bendigo	Greater Bendigo 002hoMap23 C270gben Exhibition	HO955

		Greater Bendigo 004hoMap23 C270gben Exhibition	
Nettle Street Precinct	Barnard, Don, Honeysuckle, Lilac, Nettle, Old Violet and Webster Streets and Eaglehawk and Marong Roads, Ironbark, and Barnard and Don Streets, Bendigo	Greater Bendigo 002hoMap23 C270gben Exhibition	HO956
Old Violet Street Precinct	High, Honeysuckle, Lily, Don, Mackenzie, Old Violet, Rowan, Thistle and Violet Streets, Bendigo, and Mackenzie, Thistle and Shamrock Streets, Golden Square	Greater Bendigo 002hoMap23 C270gben Exhibition Greater Bendigo 004hoMap23 C270gben Exhibition	HO957
Rose Street Precinct	Mackenzie and Rose Streets, Golden Square	Greater Bendigo 004hoMap23 C270gben Exhibition	HO958
Golden Square	1-5 and 19 Allingham Street	Greater Bendigo 008hoMap23 C270gben Exhibition	HO959
Golden Square	45-51 Allingham Street	Greater Bendigo 008hoMap23 C270gben Exhibition	HO960
Golden Square	33 Belle Vue Road	Greater Bendigo 010hoMap23 C270gben Exhibition	HO961
Golden Square	24 Booth Street	Greater Bendigo 004hoMap23 C270gben Exhibition	HO962
Golden Square	27 Booth Street	Greater Bendigo 004hoMap23 C270gben Exhibition	HO963
Golden Square	17 Curnow Street	Greater Bendigo 002hoMap23 C270gben Exhibition	HO964
Golden Square	260 High Street	Greater Bendigo 004hoMap23 C270gben Exhibition	HO965
Golden Square	270 High Street	Greater Bendigo 004hoMap23 C270gben Exhibition	HO966
Golden Square	272 High Street	Greater Bendigo 004hoMap23 C270gben Exhibition	HO967
Golden Square	277-279 High Street	Greater Bendigo 006hoMap23 C270gben Exhibition	HO968
Golden Square	284-288 High Street	Greater Bendigo 004hoMap23 C270gben Exhibition Greater Bendigo 006hoMap23 C270gben Exhibition	HO969
Golden Square	296-298 High Street	Greater Bendigo 004hoMap23 C270gben Exhibition Greater Bendigo 006hoMap23 C270gben Exhibition	HO970
Golden Square	343 High Street	Greater Bendigo 006hoMap23 C270gben Exhibition	HO971
Golden Square	357 High Street	Greater Bendigo 006hoMap23 C270gben Exhibition	HO972
Golden Square	361-363 High Street	Greater Bendigo 006hoMap23 C270gben Exhibition	HO973

Golden Square	447 High Street	Greater Bendigo 009hoMap23	C270gben Exhibition HO974
Golden Square	Hunter Street	Greater Bendigo 008hoMap23	C270gben Exhibition HO975
Golden Square	21 Kirby Street	Greater Bendigo 007hoMap23	C270gben Exhibition HO976
Golden Square	47 MacDougall Road	Greater Bendigo 008hoMap23	C270gben Exhibition HO977
Golden Square	40 Mackenzie Street West	Greater Bendigo 007hoMap23	C270gben Exhibition HO978
Golden Square	64 Mackenzie Street West	Greater Bendigo 007hoMap23	C270gben Exhibition HO979
Golden Square	42 Old High Street	Greater Bendigo 004hoMap23	C270gben Exhibition HO980
Golden Square	3 Ophir Street	Greater Bendigo 004hoMap23	C270gben Exhibition HO981
Golden Square	12 Reville Close	Greater Bendigo 009hoMap23	C270gben Exhibition HO982
Ironbark	42-44 Eaglehawk Road	Greater Bendigo 002hoMap23	C270gben Exhibition HO983
Bendigo	130-134 Don Street	Greater Bendigo 002hoMap23	C270gben Exhibition HO984
Bendigo	120-126 High Street	Greater Bendigo 002hoMap23	C270gben Exhibition HO985
Bendigo	130 High Street	Greater Bendigo 002hoMap23	C270gben Exhibition HO986
Bendigo	166 High Street	Greater Bendigo 002hoMap23 Greater Bendigo 004hoMap23	C270gben Exhibition C270gben Exhibition HO987
Bendigo	168 High Street	Greater Bendigo 004hoMap23	C270gben Exhibition HO989
Bendigo	83-119 Mackenzie St	Greater Bendigo 002hoMap23	C270gben Exhibition HO990
Bendigo	132 Lily Street	Greater Bendigo 002hoMap23	C270gben Exhibition HO991

16.6. Golden Square Structure Plan, Background Report and Urban Design Framework for Adoption

Author	Wonona Fuzzard, Coordinator Public Spaces and Place Making
Responsible Director	Steve Hamilton, Director Strategy and Growth

Purpose

The purpose of this report is to advise Council of the submissions received during the community engagement process for the Draft Golden Square Structure Plan, Background Report and Urban Design Framework. The report also seeks Council's approval of the final plans and recommends seeking authorisation from the Minister for Planning to prepare and exhibit a planning scheme amendment to implement the final plans.

Summary

The Golden Square Structure Plan (Attachment 1) aims to develop a framework which will provide direction to revitalise and transform the suburb over time. The Plan sets out objectives, strategies / actions and planning scheme recommendations on matters including land use (residential, commercial, industrial, passive open space), environmental risks (bushfire, flooding, and soil contamination), public realm improvements and the public transport network. The Plan is supported with a Background Report (Attachment 2) and Urban Design Framework (Attachment 3).

The Draft Plan, Background Report and Urban Design Framework were placed on public exhibition from 20 August to 21 September 2020 with a total of 12 written submissions received. A summary of the comments made during the consultation period and the planning response to these are provided in the Summary of Public Submissions (Attachment 4).

Overall the submissions have been very supportive of the vision and intent of the Plan and supporting documentation. The key matters raised in submissions were focused on:

- Bike paths and improved connections;
- Commercial zone requests;
- Objections to the industrial zone in Ham Street;
- Request for more recreation areas;
- Support for reuse of government owned sites.

Recommended Motion

That Council:

1. Adopt the Golden Square Structure Plan, Background Report and Urban Design Framework.
2. Note that the Planning Scheme Amendment to implement key actions from the Golden Square Structure Plan and Golden Square Urban Design Framework will be undertaken as part of the broader Golden Square Planning Scheme Amendment, known as Amendment C270gben, which will also implement recommendations from the Golden Square Heritage Study (Amendment C270gben is a separate report in this agenda).

Primary Council Plan Reference:

City of Greater Bendigo Council Plan *Mir wimbul* 2021-2025:

- Outcome 2 - Healthy, liveable spaces and places

Secondary Council Plan References:

City of Greater Bendigo Council Plan *Mir wimbul* 2021-2025:

- Goal 3 - Everyday walking and cycling is easier for all ages and abilities
- Goal 4 - The supply and quality of affordable housing is increased.
- Goal 5 - More sustainable active and public transport services.
- Goal 6 - More people live in 10-minute neighbourhoods.
- Goal 7 - Sustainable population growth is planned for.

Other References:

Connecting Greater Bendigo – Integrated Transport and Land Use Strategy 2015

- Advocate for the reopening of the Golden Square railway station

Commercial Land and Activity Centre Strategy 2015

- Action 11 - Prepare an Urban Design Framework for the Golden Square commercial centre to attract investment and to guide development in and around this Neighbourhood Activity Centre, former primary school site and potential railway station precinct.

The Golden Square Structure Plan has been prepared in conjunction with a number of other strategic plans and internal work including:

- Greening Greater Bendigo
- Reimagining Bendigo Creek
- Walk, Cycle Greater Bendigo Strategy 2019
- Industrial Strategy
- Golden Square Heritage Study
- Recreation Reserve Master Plan
- Community Facilities Policy
- Food Hub Feasibility
- Climate Change and Environment Strategy

Background Information

The need for a Plan and Urban Design Framework for Golden Square has been identified in a number of the City's strategic documents, including the Community Plan 2017-2021, Commercial Land and Activity Centres Strategy 2015 and Integrated Transport and Land Use Strategy 2015.

The original scope of the project was to prepare a Revitalisation Framework Plan for the suburb, with additional work to be prepared at a later stage. This approach often provides a level of confusion and frustration with the community due to the overlapping of work and a feeling over being over-consulted.

Following the pre-planning (and associated community engagement) phase, it was determined that the full suite of documents should be completed concurrently, resulting in the project scope significantly increasing.

The suite of documents provides a framework for the future growth and revitalisation of Golden Square and includes a:

1. Background Report
2. Structure Plan
3. Urban Design Framework
4. Planning Scheme Amendment recommendations and draft documents

This approach ensured the vision was clear and flowed through each document to the implementation stage. It should be noted that the draft planning scheme documents were prepared for completeness, however, will need to go through a separate formal process as per the requirements of the *Planning and Environment Act, 1987*.

The Golden Square Background Report and Structure Plan aim to develop a land use framework to transform the suburb over time. The Plan will help to drive employment, improve liveability, make better use of existing vacant land and consider a plan for residential, commercial and industrial growth.

Background Report

The purpose of the Golden Square Background Report is to provide a suburb profile, land use summary and detailed information across seven key themes.

Key themes which are considered in the Background Report are:

Movement and Transport

This section considers three parts which are vital to movement and transport within the suburb:

- Public Transport
- Walking and Cycling
- Roads
- Public Transport

At the 2016 Census it was identified almost 80 percent of Golden Square residents use a car to get to work, with only 2 percent using public transport and 3 percent walking or cycling. With the City looking to promote growth in the suburb, it is clear there needs to be a significant shift in the mode of travel in Golden Square.

As highlighted by previous strategies including the Greater Bendigo Integrated Transport and Land Use Strategy, a key opportunity to shift the mode of travel and increase activity in the town centre lies in the reopening of the Golden Square railway station.

Not only would the reopening of the station allow for the Bendigo – Melbourne service to stop in Golden Square but it would continue the concept of progressively reopening and developing new stations, utilising the existing rail network to create Bendigo Metro Rail.

Bendigo Metro Rail was initially conceived as making better use of the existing infrastructure and services to assist in meeting Bendigo's growing urban transport needs. The concept was boosted with the reopening of the Kangaroo Flat and Eaglehawk railway stations, the construction of a new station at Epsom and the new stations at

Huntly, Goornong and Raywood. The concept is a logical progression of investments and is key to supporting population growth in a coordinated way.

The public bus network also provides opportunities to improve access both to and from Golden Square and within the suburb. Opportunities to review these routes, their frequencies and connection are considered a priority.

- Walking and Cycling

Walking and cycling options in Golden Square are mixed, ranging from a high standard of local connectivity to the lack of basic infrastructure in some locations. Walk, Cycle Greater Bendigo (2019) and the Greater Bendigo Public Space Plan (2019) provide a strategic platform for further improvements to this network to encourage walking and cycling as safe and comfortable modes of transport.

It is important within Golden Square to further establish and improve connections to key local destinations and the primary public space corridor of Bendigo Creek.

- Roads

The road network within Golden Square is well established and generally operates efficiently, allowing for vehicle movements with minimal disruptions. The main priority for the suburb is to ensure the road network is maintained to a safe and efficient standard, however, must also consider its other functions including the movement of pedestrians and cyclists, especially around the town centre.

Heritage and Character

Aboriginal cultural heritage, post contact heritage and streetscape character are all aspects of Golden Square that contribute to the image and community value of the suburb.

Aboriginal Clans of the Dja Dja Wurrung occupied the country of Golden Square and its environs before the arrival of pastoralists in the late 1830s and continue to maintain a strong connection to this country.

There are opportunities within Golden Square to continue to tell the stories of the Traditional Owners, most notably along the two primary creek corridors of Bendigo Creek and Golden Gully. The Reimaging Bendigo Creek Plan 2020 especially acknowledges the importance the creek corridor holds to the Dja Dja Wurrang people. This work is consistent with the Plan.

In regards to post contact heritage, running concurrently to this project is a heritage study for Golden Square. The study aims to:

- Identify sites of individual significance;
- Review the extent of the existing Heritage Overlay;
- Make recommendations of any changes to the Overlay (including for precincts).

While the detailed work was undertaken as a separate project, it is important to ensure the implementation of this plan considers its recommendations.

Built Form and Public Realm

This section investigates the built form and public realm, which contributes to the makeup of the suburb and offers opportunities for revitalisation and meeting the ongoing needs of the community.

- Town Centre

The Golden Square town centre is the civic, commercial and retail core of the suburb. It extends along High Street with its main focus between Cedar Street and Laurel Street. It is identified within the Bendigo Activity Centre Hierarchy as a Neighbourhood Activity Centre, which primarily services the needs of local residents with a range of businesses and everyday amenity shops available.

There are a number of challenges which the area currently faces. These are identified as:

- Separation by a four lane main road;
- Car dominated streets with poor walking and cycling options;
- Tired presentation of the private and public realm;
- Empty shops;
- Lack of vibrancy and activity.

The key elements which need to be considered to address these challenges and revitalise the town centre are:

- Creating a Sense of Arrival;
- Connection of the Town Centre;
- Car Parking;
- Public Transport, Walking and Cycling;
- Urban Design, Landscaping and Built Form;
- Community Space.
- Housing

The focus of this section is to consider residential infill opportunities which take into account diversity, affordability, environmentally sustainable design and the appropriate use of the residential zones available under the Planning Scheme.

Research undertaken by .id community profile indicates that the greatest housing demand between 2016 and 2036 is going to be for couples without dependents and lone person households. Based on the current housing stock in the suburb the location of housing, type and size need to be further diversified to meet the changing needs of the community.

- Transit Orientated Development

Transit Oriented Development is about creating higher density and mixed-use development close to transport nodes and activity centres. City of Greater Bendigo strategies provide a framework for encouraging increased density development around railway stations and transport corridors and ensuring that new residential developments have good walking, cycling and public transport access that links with existing networks.

Around the Golden Square Railway Station there is a substantial amount of underutilised land that could be redeveloped, in particular the former Golden Square Primary site and rail reserve land. The rail reserve land would need to be considered surplus by relevant State agencies, however it provides an opportunity for the integration of residential development which supports the rail corridor and the growth of the town centre.

Key Sites for Urban Renewal

Across the suburb there are a number of larger sites that contain significant opportunity for urban renewal and redevelopment opportunities and are a mix of both Crown and privately owned land. While there is also opportunity on smaller sites scattered throughout the suburb, the renewal of these larger sites would provide significant opportunities for development to service the needs of the community and the creation of open space corridors / connections.

Key sites which have been identified include:

- Rear of properties between Laurel Street and the Bendigo Creek underpass (providing for creek side development opportunities which is consistent with the Reimagining Bendigo Creek Plan);
- 6 Laurel Street – Former Golden Square Primary School;
- 9-43 Chum Street – Former mine site;
- 2-20 Chum Street and 161 Lily Street – Southern Cross Austereo;
- 2 Alder Street – Former Coliban Water site.

Economic Growth and Employment

Supporting existing and future economic growth and employment within Golden Square will be important in promoting a viable and sustainable community. There is already significant diversity in the employment available within the area including retail, health services such as Bendigo Day Surgery, and industry.

In order to support existing employment industries as well as future employment and economic growth opportunities, it is important to ensure:

- There is an appropriate amount of land zoned to facilitate a diverse range of businesses / industries;
- Land that has site specific controls continues to be considered for rezoning based on the strategic justification;
- Land use conflicts are minimised; and
- There is flexibility to encourage diverse, unique and new enterprises.

An analysis of the current land zoned Commercial 1 indicates there is approximately 1.2 hectares (12,385 square metres) of underutilised land. This land could be utilised to facilitate the anticipated demand to 2031 and beyond.

Based on the anticipated demand from the Commercial Land and Activity Centres Strategy there is sufficient capacity in the existing zoned commercial land to meet the demand.

Given the linear nature of High Street it is important that future land uses and development do not sprawl along the corridor of the suburb. In particular, three areas have been highlighted where review of the current land zonings are required to either reduce the sprawl of commercial development or protect an established residential context. These areas are discussed in detail within the Background Report.

Golden Square has a significant amount of land zoned Commercial 2 that is confined to the eastern portion of the suburb. The area facilitates a broad range of businesses, many of which contain warehousing or manufacturing components. In essence, this zone partly acts as a transition to industrial areas but still allows for industrial type uses which have minimal amenity impacts.

An analysis of this area identified that there is still significant opportunity for the development / redevelopment of land to facilitate business growth, with in excess of 10 hectares of land zoned Commercial 2 available.

Industrial land is essentially divided into two precincts; to the south of Hattam Street (adjacent to Allingham Street); and north of Hattam Street, west of Belle Vue Road and east of MacDougall Road.

It encompasses a total of 62.5 hectares, with 40.5 hectares of land zoned Industrial 1 and 22 hectares zoned Industrial 3.

In order to support the existing industrial operations, as well as future development, a number of planning scheme recommendations are outlined in the attached documentation for these precincts.

Community Facilities, Open Space and Recreation

The ability to access community facilities, open space and recreation facilities is important in the health and wellbeing of any community.

There is a diverse range of community facilities currently established in Golden Square including formalised ovals, halls and playgrounds, with many running parallel to the main spine of the suburb (High Street). Key facilities include Wade Street Recreation Reserve, Allingham Street Reserve and Drill Hall and Golden Square Community Hall (Senior Citizens Centre).

The Greater Bendigo Public Space Plan 2019 identifies key areas of public open space as well as specific public open space strategies for the Golden Square area which this plan seeks to support. Key strategies include:

- Improve the walkability and amenity of the town centre;
- Incorporate dedicated pedestrian access and a prominent, pedestrian-focussed public plaza / meeting space in association with the station building;
- Continue to maintain Allingham Street Reserve as a venue for organised sport and incorporating a Neighbourhood play space;
- Retain and develop a public space corridor through the former Chum Street mine site as part of any future housing development; and
- Develop a public space corridor through the Crown land sites forming part of Golden Gully.

In order to continue to support the health and wellbeing of the community it is recommended that the actions for Golden Square outlined in existing strategic plans such as Greater Bendigo Public Space Plan 2019 and Reimaging Bendigo Creek Plan 2020 be implemented and connections continue to be improved.

Environmental Considerations

In Golden Square there are four main environmental considerations which have been discussed in the Background Report:

- Bushfire Management;
- Water Management;
- Vegetation;
- Contamination.

These four matters are already considered under separate legislation.

Social Infrastructure

Across Golden Square there is a range of social infrastructure including:

- Formal recreation reserves and passive open space corridors;
- Golden Square and Specimen Hill Primary School;
- Aged care facilities such as Mercy Health and Carshalton House;
- Early learning centres and kindergarten;
- Medical centres such as general practitioners and Bendigo Day Surgery.

Many of these facilities are scattered across the suburb, providing greater opportunity for community access. In comparison to other suburbs of Bendigo, Golden Square is considered to be well serviced by social infrastructure.

Given the projected growth there will be some additional demand for existing social infrastructure, which can be accommodated.

This diversity in social infrastructure and its spread across the suburb provides for a well serviced community, which helps to support quality of life and wellbeing. The suburb's well positioned location also means that much of this infrastructure also services a broader community catchment.

Structure Plan

The Structure Plan draws on the detailed work provided in the Background Report and highlights key objectives and strategies / actions to achieve the vision of the suburb.

It provides a more detailed analysis by breaking the suburb down into 19 precincts and outlining specific recommendations for each area.

Urban Design Framework

The Urban Design Framework covers the Town Centre and Station Precinct. The purpose of the Framework is to:

- Establish a clear and integrated vision for the Golden Square Town Centre, future Station Precinct and strategic redevelopment sites;
- Guide the use and development of the area through objectives, planning and design requirements and guidelines;
- Establish an implementation program of statutory and strategic initiatives; and
- Define key projects and infrastructure required to support sustainable growth and development.

Key directions are:

- Protect buildings and areas of heritage significance which are valued by the community;
- Create a space for community events and social interaction in the heart of the retail and commercial core;
- Support the construction of contemporary shop-top apartments within the retail and commercial core;
- Reopen the Golden Square Railway Station. The new station is to be located to the east of the former station, between Maple and Laurel Streets and will have a strong connection to the town centre; and

- Support the construction of 2-3 storey townhouse or apartment-style dwellings on the underdeveloped land fronting Bendigo Creek. Encourage these properties to have an address to and outlook onto the Bendigo Creek.

Previous Council Decision Dates:

19 August 2020 – Council resolved to place the Draft Plan on public exhibition.

18 October 2021 – Council resolved to make a submission on the former Golden Square primary school site rezoning.

Report

Exhibition of the Draft Structure Plan, Background Report and Urban Design Framework occurred between 20 August and 21 September 2020. The engagement process provided an opportunity for the community to view and comment on the Draft Plan.

A total of 12 written submissions were received during exhibition and a summary of the comments made including the planning response to these, are provided in the Summary of Public Submissions (Attachment 4). Overall the submissions have been very supportive of the vision and intent of the Structure Plan, Background Report and Urban Design Framework. There were three key themes – connections for pedestrian / cycle paths, site specific requests and objection to a proposed industrial zone.

Improved Connections

There were common themes around the desire for shared paths and improved connections, particularly for those walking or cycling in or around Golden Square. The Structure Plan was developed to be consistent with the strategic direction set in the Walk, Cycle Greater Bendigo Strategy 2019 and the Reimagining Bendigo Creek Plan, which both reinforce the Council's commitment to continue to develop new and improve existing cycleways and footpaths in Golden Square. The Health and Wellbeing Plan also emphasises the importance of this infrastructure to support our community's wellbeing. Although no changes are proposed to the exhibited Plan in this regard, it does fully support improving connectivity in or around Golden Square, as well as highlight opportunities such as the Golden Gully trail linking to the Bendigo Creek Trail.

Site Specific Requests

- *Former Golden Square Primary School site – 6 Laurel Street*

This matter was considered in a Council report on 18 October 2021 in regard to Council being formally advised that following a request from the Department of Treasury and Finance (on behalf of the Department of Education), the Minister for Planning has referred Amendment C241gben to the Government Land Standing Advisory Committee (GLSAC) to facilitate the planning scheme amendment for the former Golden Square Primary School. Overall the information provided in the Explanatory Report is comprehensive and the proposed higher residential density development is generally consistent with the vision outlined in the draft Golden Square Structure Plan. The protection and promotion of an adaptive re-use of the former school building is supported and allows opportunity for complementary uses and ongoing access.

However, a key point of difference is the recommended building heights. The draft Structure Plan took a conservative approach to increasing density and the height of buildings on the site. The conservative approach was originally proposed as the State Government hadn't yet advised of its intent for the site in regard to height and setback requirements. However, as mentioned above, additional details are now available through the Amendment process for C241gben.

It should be noted that one submission was received on behalf of the Department of Education during the exhibition of the draft Structure Plan relating to this site. The submission details are generally consistent with what was exhibited as part of the recent Amendment process. The submission was supportive of the overall vision of the draft Structure Plan, and requested reconsideration be given to the recommended heights. Heights proposed are generally a storey higher than recommended in the draft Structure Plan with the height stepping up towards the back of the site.

Panton street is wide and lined with street trees. The width and depth of the site provides opportunities to develop a quality integrated design solution that could accommodate additional height in the central / rear part of the site. The Development Plan Overlay (included in Amendment C241gben) proposes the setbacks be based on the setback established by the nearby church buildings, and that any building over two storeys would need to incorporate upper level side and front setbacks in order to reduce bulk and reduce amenity impacts.

Having regard to the controls in the Development Plan Overlay it is considered that the heights as proposed in Amendment C241gben have merit and will assist in achieving optimum use of an important infill development site, which are becoming increasingly limited across Greater Bendigo. The Structure Plan has now been amended to reflect the heights in the proposed Development Plan Overlay.

In addition to the changes to the height, the submission to the GLSAC requested the inclusion of a percentage of dwellings on the site be allocated for affordable housing. The site is ideally located for easy access to facilities and services and the need for affordable housing has been identified in the Affordable Housing Action Plan as well as the State Government's recent Big Housing Build Program. This opportunity to have affordable housing as part of this development has now been highlighted in the Structure Plan and was a key component of the Council's submission at the Hearing for Amendment C241gben in December 2021.

- *Southern Cross Austereo site – 2-20 Chum Street*

The submission states support for the vision and identification of the site as a key urban renewal opportunity in the Structure Plan. However, the submission requested minor changes to wording and consideration of not just the long-term opportunities of the site, but the short term use considering the significant investment in infrastructure already on the site. The Structure Plan has been amended to identify the need to work with the property owner to support the development of a master plan for the site to explore development opportunities and potential timeframes for redevelopment to assist with determining a final zone recommendation for the site. In the interim, the Structure Plan emphasises the need to optimise the redevelopment potential of the site for uses such as mixed use, short stay accommodation or medical related services.

<u>Industrial Zoning</u>

Precinct 19 is the main industrial precinct of Golden Square, linking in with the Golden Gully Precinct to the south of Hattam Street. It encompasses a total of 62.5 hectares, with 40.5 hectares of land zoned Industrial 1 and 22 hectares zoned Industrial 3. This area is suitable for supporting further smaller scale / lower intensity industrial development. There is significant opportunity within the land to the south of Hattam Street to provide for new uses and development which meet the growing and changing needs of the industrial sector.

A Development Plan Overlay is proposed for the land immediately south of Hattam Street to ensure a functional layout is achieved for future subdivision and/or development. It is important to minimise the conflict between industrial uses and residential development.

Several properties are affected by a split zone - industrial and residential. To manage land use conflicts, existing residential land along Allingham Street and Ham Street is proposed to be rezoned from General Residential to Industrial 3. The land bounded by Godfrey Street, Belle Vue Road and Hattam Street is also proposed to be rezoned to Industrial 3.

However, four submissions were received from property owners who oppose the rezoning recommendation. This is an unusual situation as several of these parcels of land are owned by relatives with some members undertaking the industrial activities while others live in the existing dwellings. Although some property owners understand why this zone change is recommended and agree that in the long term it may be suitable, in the short term change was not supported.

The proposed zoning changes will not impact on the ability for the existing land uses to continue under ‘existing use rights’ and are proposed to guide land use transition over time. If these recommended zone changes are not done by the Council as part of the broader planning scheme amendment for the Structure Plan, then future property owners will be required to undertake privately led rezonings at their own expense which have the potential to be ad-hoc, increases the potential land use conflict issues as parcels are sold, and delays access to the limited industrial land available. Therefore, the rezoning from residential to an industrial zone remains in the Structure Plan.

Additional Changes to the Plan

In addition to the submissions received, the State Government has commenced the legislative processes to facilitate the use of the former secondary school site in Hattam Street. The site is currently zoned for residential uses, however maintaining this zone was not supported in the draft Structure Plan and was recommended to be reviewed.

The Dja Dja Wurrung Clans Aboriginal Corporation has now identified the site for their Corporate and Community Centre. This would provide a range of facilities and services such as natural resource management, landscape projects, environmental policy and strategy development and cultural services. This type of use is considered a more appropriate use of the site and is supported.

On 19 September 2021 the Minister for Planning declared that the facility is a State Project for the purposes of Clause 52.30 of the Planning Scheme. The Corporation will now prepare supporting documentation to commence community engagement prior to the finalisation of the development approval process.

In the draft Structure Plan, several properties along High Street had been recommended to be rezoned from a commercial to a residential zone. This was based on the isolated nature of the sites from the two main commercial precincts and the desire to eliminate this continued sprawl of ad-hoc commercial uses along the corridor which undermines the consolidation of the existing commercial area. Although all property owners were advised of the recommendations, no submissions were received. However, the development of the Managed Growth Strategy will provide guidance for the implementation of the residential zones consistently across the local government area in accordance with the relevant Practice Notes. Until this work is complete, the Department of Environment, Land, Water and Planning is unlikely to support a planning scheme amendment for these sites. In response, the Structure Plan has been amended to reflect that a zone change from commercial to residential is still the recommendation, however the specific residential zone will be determined by the outcomes of the Managed Growth Strategy.

Priority/Importance:

High – The development of the Plan is a commitment of the 2017 - 2021 Community Plan.

Options/Alternatives:

Options available to Council include the following:

1. Adopt the Golden Square Structure Plan, Background Report and Urban Design Framework as amended following consideration of community and government agency submissions. This is the preferred option.
2. Make further amendments and re-exhibit the Golden Square Structure Plan, Background Report and Urban Design Framework.
3. Not proceed with the Golden Square Structure Plan, Background Report and Urban Design Framework.

Risk Analysis:

A risk assessment was completed and is included in the project brief. At this stage, risks identified as having major consequences have not eventuated.

Timelines:

As the original scope of the project was broadened, the project did not complete exhibition until late September 2020. However, since that time there has been considerable work undertaken on the Golden Square Heritage Study and further discussions on submissions received, particularly around zoning changes. There have also been discussions with government agencies, in regard to changes to legislation and surplus government land sites.

Following adoption, a formal Planning Scheme Amendment process would commence as part of the broader Planning Scheme Amendment for Golden Square, which also includes the Heritage Study.

Consultation/Communication

The first phase of community engagement asked the community and stakeholders to express:

- What they love about Golden Square;
- What they imagine for the future of Golden Square; and
- How they'd like Golden Square to change into the future.

The key messages from this engagement, which then informed the development of the draft Plan that was exhibited were:

- There is a strong sense of community, particularly with links to sporting groups;
- Great location – access to City Centre, services and facilities;
- Value the heritage and character of the area;
- Improvements and upgrade of town centre needed;
- Want more commercial activity;
- Support moderate sensitive change;
- Want improved public transport and reopening of the railway station; and
- Don't want to lose the village feel of the area.

Consultation had occurred with relevant government stakeholders and other parties and their feedback was also utilised in the preparation of the draft plan.

Formal exhibition occurred from 20 August to 21 September 2020. The COVID-19 lockdown prevented in person workshops and listening posts. Instead two workshops were held online and all exhibition material remained on the website for an extended period of time, including contact details for people who preferred an individual discussion.

Letters were also sent to individual property owners where their property had been identified for a potential rezoning.

A total of 12 submissions were received. The submissions were focused on:

- Bike paths and improved connections;
- Commercial zone requests;
- Objections to industrial zone in Ham Street;
- Request for more recreation areas;
- Support for reuse of government owned sites.

Details of all submissions and planning responses are provided at Attachment 4.

Government agencies have also been engaged in this process, including Department of Transport, VicTrack, Department of Environment, Land, Water and Planning and Victorian Planning Authority.

Internal Consultation

A Project Control Group was established at the commencement of the project and included members from the Victorian Planning Authority, Strategic Planning, Statutory Planning, Engineering, Parks and Open Space and Active and Healthy Lifestyles.

More targeted one on one discussions have also occurred with a range of other internal stakeholders

Resource Implications

Budget Allocation in the Current Financial Year:

This project is being delivered within operational budget.

External Funding Sources:

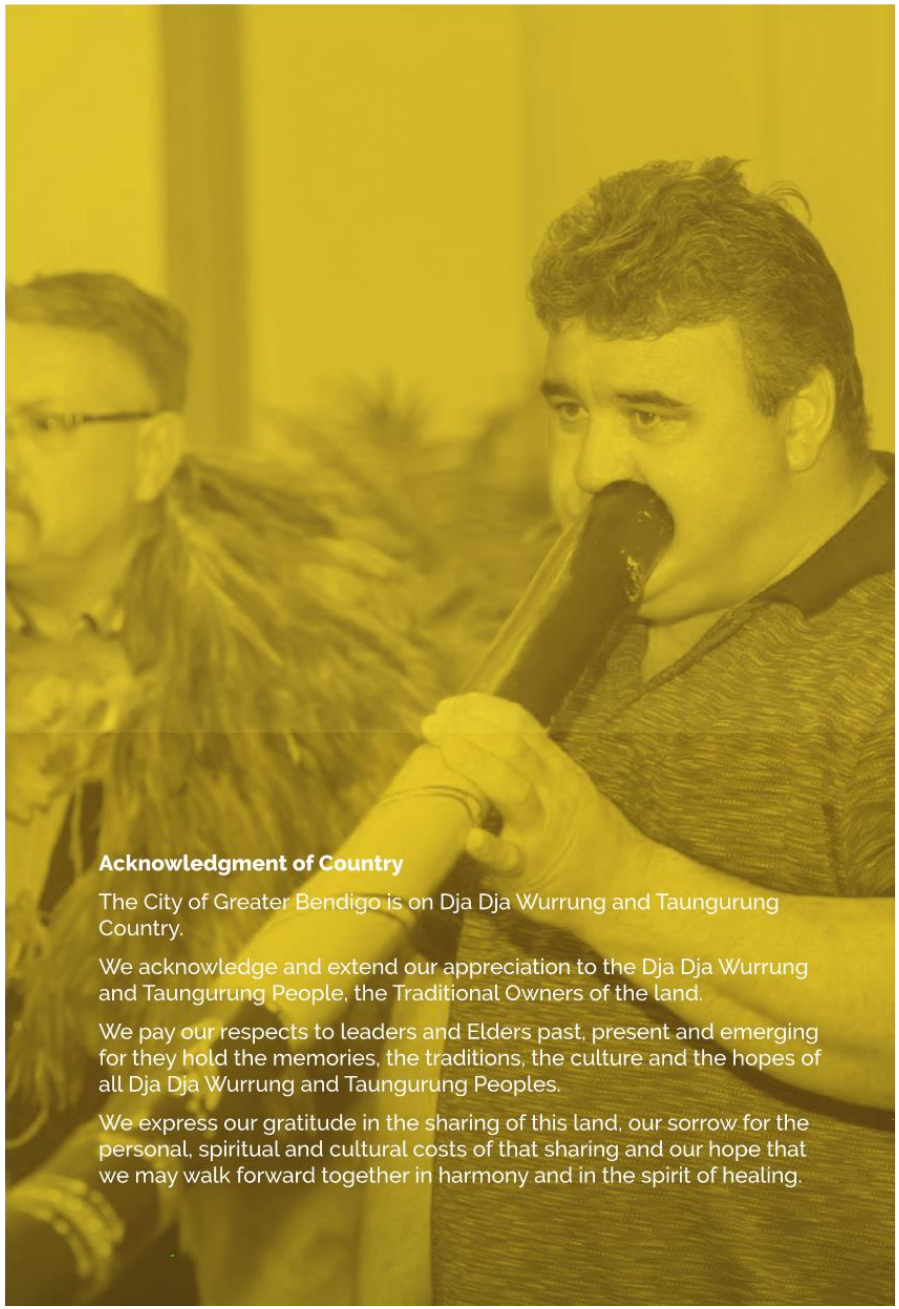
$30,000 from the Victorian Planning Authority (2019/20).

Attachments

1. Golden Square Structure Plan
2. Golden Square Background Report
3. Golden Square Urban Design Framework.
4. Golden Square Structure Plan Submission Summary

Attachment 1 - Golden Square Structure Plan





Acknowledgment of Country

The City of Greater Bendigo is on Dja Dja Wurrung and Taungurung Country.

We acknowledge and extend our appreciation to the Dja Dja Wurrung and Taungurung People, the Traditional Owners of the land.

We pay our respects to leaders and Elders past, present and emerging for they hold the memories, the traditions, the culture and the hopes of all Dja Dja Wurrung and Taungurung Peoples.

We express our gratitude in the sharing of this land, our sorrow for the personal, spiritual and cultural costs of that sharing and our hope that we may walk forward together in harmony and in the spirit of healing.

Contents

Introduction **3**
Community and Stakeholder Engagement **4**
Golden Square Context **5**
The Vision **7**
Planning for the Future – Strategic Response **8**
- Activities and Land Use 8
- Built Form 10
- Public Environment 11
- Movement and Transport 12
- Cultural and Environmental Values 12

Structure Plan **13**
Precinct Plans **14**
Make it Happen **35**

Background Report

Provides suburb profile, land use summary and detailed information across seven key themes

Structure Plan

The Structure Plan highlights key objectives and strategies to provide guidance for ways in which the vision for the suburb can be achieved and provide a more detailed anaylsis of individual precincts

Urban Design Framework

Sets out an integrated vision for the Golden Square Town Centre and future Station Precinct to guide future use and development, as well as outline public realm improvements that are required

Introduction

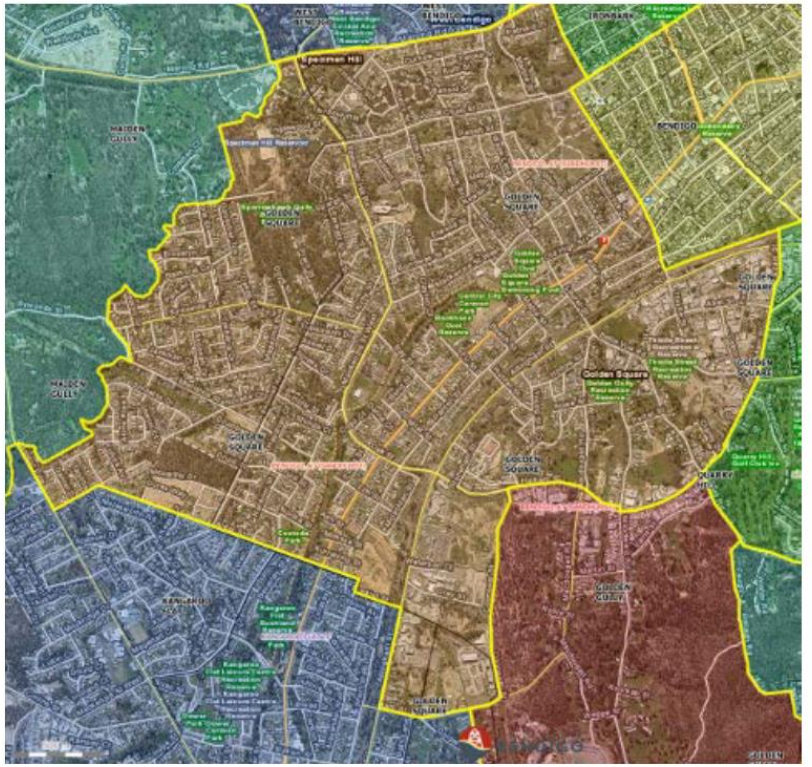
Golden Square is uniquely placed within Bendigo and has an interesting mix of attributes with huge potential. It has a diverse range of businesses, recreation facilities, heritage buildings, passive open space corridors and a former train station. The area also has relatively affordable housing which is close to facilities, services and employment. A large amount of vacant or under-utilised land in the area offers potential for future residential or commercial development and opening up new economic growth and job opportunities.

This Plan seeks to promote the underlying potential of Golden Square over the next 25 years and will guide the urban renewal of underutilised land, create employment opportunities, encourage new and diverse infill housing and reinforce the importance of investment in the Golden Square Town Centre to deliver a vibrant commercial and community hub.

It will also improve private sector awareness of the capacity of this area to accommodate the needs of Bendigo's growing population and economy.

This Plan will guide investment and urban renewal to unlock this potential and support the revitalisation of the suburb. It sets out a shared vision and outlines a range of actions required to achieve this, including:

- Creating a vibrant heart for the Golden Square Town Centre to stimulate growth and development
- Facilitating a range of diverse housing outcomes
- Planning for local job growth
- Planning for the re-opening of the train station as part of Bendigo Metro Rail
- Identifying and supporting improvements in public transport and local road, walking and cycling connectivity, creating 10 minute neighbourhoods within Golden Square
- Improving the public realm and encouraging both public and private sector development to incorporate long-term sustainability and resilience actions
- Providing precinct specific guidance across the suburb
- Planning for the redevelopment of significant government surplus sites
- Protecting areas of heritage and cultural significance while facilitating growth



This Plan is supported by a Background Report and Urban Design Framework which provide additional detail and context for strategies and actions identified throughout the document.

Community and Stakeholder Engagement

The Golden Square Structure Plan has been prepared with stakeholder and community engagement.

The first phase of community engagement asked the community and stakeholders to express:

- What they love about Golden Square
- What they imagine for the future of Golden Square
- How they'd like Golden Square to change into the future

The key messages from this engagement were:

- A strong sense of community, particularly with links to sporting groups
- Great location – access to city centre, services and facilities
- Support moderate sensitive change
- Value the heritage and character of the area
- Want improved public transport and reopening of the train station
- Improve and upgrade town centre
- Want more commercial activity
- Don't want to lose the village feel of the area

These messages influenced the preparation of the initial Plan that was placed on exhibition from 19 August to 21 September 2020.

Due to COVID-19 restrictions, community engagement was unable to be undertaken in person. However, the following engagement was able to occur:

- Website and social media
- Letters sent to all property owners where their property was identified for potential rezoning
- Two online drop-in sessions
- Targeted discussions with relevant land owners in relation to proposed planning control changes
- Telephone/email access to City officers to dicuss and answer questions

A total of 12 submissions were received. The consultation outcomes have been considered in finalising the Plan

Golden Square Context

Aboriginal clans of the Dja Dja Wurrung occupied the country of Golden Square and its environs before the arrival of pastoralists in the late 1830s and continue to maintain a strong connection to this country. *(Source: Golden Square Heritage Study Stage 1)*

Golden Square developed its own identity from 1851, the year the first gold discoveries were made on Bendigo Creek at a place then named Golden Point and later Golden Square. It is located directly to the west and south west of the Bendigo City Centre and is comprised of a diverse range of landscapes, built form and historical features, particularly in relation to its mining history

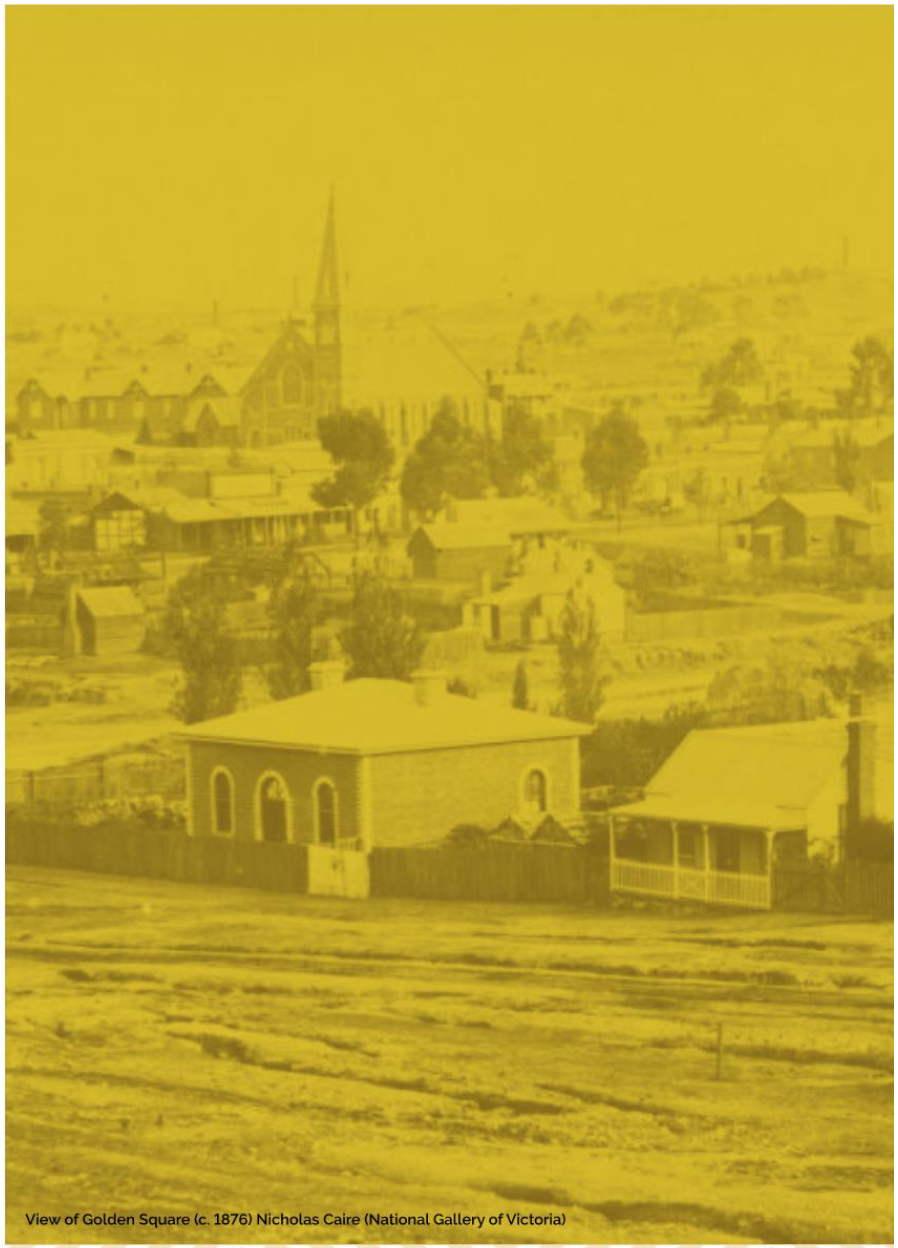
Golden Square basically retains its original street layout as surveyed by R W Larritt in 1853-54. Larritt's survey referenced the course of the Bendigo Creek and included a triangular-shaped Public Hall and Gardens Reserve at the heart of Golden Square. Another defining characteristic of Golden Square is its avenues of street trees, mostly Elms with some Ironbarks, planted from the 1880s. *(Source: Golden Square Heritage Study Stage 1)*

The suburb occupies 850 hectares of the municipality and is substantially dominated by detached / separated dwellings, with 88.6 percent of all dwellings in the suburb meeting this criteria. The average persons per household are 2.3, however only 20 percent of housing has two bedrooms or less. At the 2016 Census 8,820 people were residing in the suburb with a median age of 38.

The Golden Square town centre is the civic, commercial and retail core of the suburb. It is stretched out along High Street with its main focus between Cedar Street and Laurel Street. Golden Square town centre is identified within the Bendigo Activity Centre Hierarchy, as a 'Neighbourhood Activity Centre' which primarily services local residents.

Providing land for additional economic growth is important. The City of Greater Bendigo Commercial Land and Activity Centre Strategy (CLACS) identified the projected additional commercial floor space for Golden Square by 2021 would be an additional 400 square metres of speciality shops. Between 2021 and 2031 the demand would likely be an additional 1,700 square metres of supermarket space and 1,000 square metres of speciality shops.

Further, Golden Square is an important part of the Bendigo urban area and has



View of Golden Square (c. 1876) Nicholas Caire (National Gallery of Victoria)

a strong support role for the City Centre. and its regional role as identified in the Loddon Mallee South Regional Growth Plan.

An analysis of the current land zoned Commercial 1 indicated that there is approximately 1.2 hectares (12,385 square metres) of underutilised land which could be utilised to facilitate the anticipated demand to 2031 and beyond. This analysis shows that based on the anticipated demand from CLACS, further land is not required to be rezoned within Golden Square for this purpose.

The Golden Square area is comprised of a significant area of land which is zoned Commercial 2 and is confined to the eastern portion of the suburb. The area facilitates a broad range of businesses many of which contain warehousing or manufacturing components. These businesses provide economic opportunities to the broad municipality and beyond and are important in supporting the continued economic sustainability of the suburb. An analysis of this area identified that there is still significant opportunity for the development / redevelopment of land to facilitate business growth, with in excess of 10 hectares of land zoned Commercial 2 available.

The industrially zoned area of Golden Square is essentially divided into two precincts, one to the south of Hattam Street (adjacent to Allingham Street) and one to the north of Hattam Street west of Belle Vue Road and east of MacDougall Road.

Together these industrial areas encompass a total of 62.5 hectares, with 40.5 hectares of land zoned Industrial 1 and 22 hectares zoned Industrial 3. The Industrial 1 Zone allows for land uses to occur which may have greater amenity impact (i.e. noise, dust etc.) while the Industrial 3 Zone acts as a buffer between Industrial 1 land and residential. The area contains a diverse range of operations including (but not limited to) QME, Ortech Industries, Pearce Concrete, Symes Transport and Bendigo Major League Multisport. This area is suitable to support further smaller scale / lower intensity industrial development

There are a diverse range of community facilities currently established in Golden Square including formalised ovals, halls and playgrounds with many running parallel to the main spine of the suburb (High Street). Key facilities include Wade Street Recreation Reserve, Allingham Street Reserve and Drill Hall and Golden Square Community Hall (Senior Citizens Centre). All these places contribute to improving the wellbeing of the community and allow for social interactions that are valued.

Open space within Golden Square exists in a range of forms. These include highly developed recreation spaces (i.e. Wade Street Recreation Reserve), water courses, playgrounds, reserves, mining sites and bushland. A Golden Square Recreation Reserve Master Plan is currently being prepared by the City. The Bendigo Regional Park can be accessed at multiple locations along the western boundary of the study area, usually via residential court bowls. Most of the interface with the forest is privatised by the rear boundaries of house lots.

In addition, Golden Square has significant opportunities to leverage from the Bendigo Creek corridor which is one of the most significant waterways in the northern Victorian landscape and within the urban area of the municipality. The Creek is in need not only of significant investment, but also of a significant shift in thinking about our connection to it. It also provides great opportunities for an off-road walking and cycling network. The opportunities along the Bendigo Creek corridor will be guided by the Reimagining Bendigo Creek Plan 2020.

Vision

Golden Square will become a thriving central suburb of Bendigo which capitalises on its convenient location and celebrates its rich history.

Catalyst investments and actions will unlock development potential for town centre revitalisation, growth in local employment and for diversified housing, while preserving the valued character.

At its heart, Golden Square will be a vibrant town centre offering a mix of retail and commercial uses, gathering places and higher density housing.

Reopening the train station and improved walking and cycling connections between the town centre, Bendigo Creek, and Golden Gully Creek will unlock the renewal potential of underutilised land.









1a. Existing City-owned carpark in the retail and commercial core.

1b. Artist impression of a future public plaza/shared space and shop-top apartment development surrounding the City-owned carpark in the retail and commercial core.

2a. Laurel Street existing conditions.

2b. Artist impression of a future pedestrian crossing, urban park and accessible station entrance on the frontage of 6 Laurel Street.

Planning for the Future - Strategic Response

To support Golden Square in becoming a thriving suburb that capitalises on its opportunity for growth and renewal there is a need to set out objectives and strategies that provide guidance for the way in which the vision can be achieved.

Activities and Land Use

Residential

The Plan promotes infill residential development on key sites as well as providing for increased medium density housing in well serviced and accessible locations. In particular, it is evident in Golden Square that greater housing diversity is needed to meet the changing needs of the community and offer more affordable options.

There are a number of key development sites within Golden Square which offer this opportunity to increase housing choice without impacting on the more established residential precincts.

The established residential precincts will see their character retained and enhanced, while allowing for some change over time.

A Managed Growth Strategy is currently being developed and will establish a consistent residential zone application across the municipality. Until this work is completed areas identified for rezoning from commercial to residential will not be allocated a specific residential zone. Instead, it will state intent of the zone change.

Objective

- To provide for housing which is diverse in size and form and of sufficient quantity to meet the changing needs of the community
- To protect residential properties which are identified as being of heritage value or contribute to an established streetscape character

Strategies/Actions

- Assist State Government in the rezoning of the former Primary School site to achieve a contemporary residential development that creates diversity in size and built form in the heart of the suburb, while celebrating and reusing the heritage buildings on the site
- Seek opportunities for funding to support the investigation and remediation of surplus Crown land to support diverse residential development
- Promote key sites which offer residential development opportunities
- Investigate the opportunity of streamlining planning applications for dual occupancy proposals which maintain streetscape character while offering greater housing diversity and affordability
- Implement the outcomes of the Golden Square Heritage Study into the Greater Bendigo Planning Scheme
- Finalise the Managed Growth Strategy and implement the recommended residential zones across Golden Square to guide future development

Retail

The importance of the core town centre as the focus for retail activity is highlighted in this Plan. It will be vital to limit the spread of retail premises along the High Street spine of the suburb to allow for targeted investment and rejuvenation of a compact town centre.

Objective

- To create an inviting, safe and functional town centre through improvements to the built form and presentation

Strategies/Actions

- Ensure the town centre is retained as the primary retail focus of the suburb
- Provide a clear sense of arrival into the town centre through public realm improvements
- Investigate options for reducing speed on the immediate street network
- Investigate opportunities to reduce the waiting time to cross at the High and Laurel Streets traffic lights
- Work with the City of Greater Bendigo's Parking team to understand the required demand and opportunities for consolidation of parking
- Encourage the investigation of options for the appropriate use of the City of Greater Bendigo car park which extends between High and Panton Streets
- Create a place for the community to meet and interact that is accessible to all and inclusive
- Encourage activation of the space through different times of the day to enhance connections between a broad range of the community
- Undertake rezoning of identified Commercial 1 Zone land along High Street, Panton Street and Maple Street which contain established dwellings to residential
- Undertake rezoning of two properties along High Street from Commercial 1 to a residential zone (Innes Motors and Coats Hire) to reduce the sprawl of commercial uses along High Street and reinforce the town centre as the key retail hub of the suburb

Industry

Bendigo plays an important role as an industrial centre for the broader Loddon Campaspe region, with Golden Square providing a mixture of land zoned Industrial 1 and Industrial 3. While there are a number of constraints in relation to the industrial areas of Golden Square, most notably the proximity of residential development, the area is suitable for supporting further smaller scale / lower amenity impact development.

Objective

- To preserve and enhance the function and presentation of the industrial areas, while contributing to the industrial land supply demand

Strategies/Actions

- Minimise the conflict between industrial land uses and residential land uses by the use of appropriate planning controls
- Support high quality design consistent with the City of Greater Bendigo Good Design Guide for Industry
- Undertake rezoning of identified land in Allingham Street, Ham Street, Godfrey Street, Hattam Street and Belle Vue Road to Industrial 3
- Introduce the Development Plan Overlay to 91-109 Allingham Street with a site specific schedule to guide future layout and development
- Encourage land owners between Gray and Ham Streets to optimise their potential lot yield by investigating a new road linkage and investigate the opportunity to implement a Development Plan Overlay to achieve this outcome

Community Facilities, Open Space and Recreation Facilities

There are a number of pieces of work that have been completed or are currently being completed by the City of Greater Bendigo in regard to community facilities, open space and recreation in Golden Square which this Plan seeks to support.

Objective

- To support the health and wellbeing of the community by providing quality, well-designed, community facilities, open space and recreation facilities in accessible locations.

Strategies/Actions

- Implement the actions of the Greater Bendigo Public Space Plan 2019 that relate to Golden Square
- Implement the actions of Reimagining Bendigo Creek 2020
- Create a passive open space corridor along Golden Gully, providing off road connections to the south east of the suburb through a partnership with Djandak
- Maintain diversity of facilities and open space and continue to improve access to these facilities
- Finalise and implement the adopted Golden Square Recreation Reserve Master Plan
- Complete investigation for a potential community food hub on the corner of Belle Vue Road and Breen Street
- Investigate opportunities for the creation of a Community Hub that supports the co-location of different organisations who can leverage off the diverse services available in order to deliver activities and programs for community benefit

Built Form

The history of Golden Square has resulted in a diverse built form, from modest cottages to grand buildings such as Fortuna Villa and newer infill developments. This helps to define what makes Golden Square unique from other parts of Greater Bendigo. There is significant opportunity to continue to improve the quality, presentation and type of built form, especially in relation to the town centre and residential development.

Encouraging new and innovative built form which provides for street activation, diversity, sustainability and affordability will be vital in the revitalisation of the suburb.

Objective

- To encourage high quality, contemporary and diverse built form, particularly in the town centre and on larger redevelopment sites

Strategies/Actions

- Implement an Urban Design Framework for the town centre and station precinct through the introduction of the Design and Development Overlay
- Apply planning controls to larger development sites that identify the opportunity for high quality, contemporary and diverse built form



Public Environment

Streets, footpaths, public reserves and creek corridors are an important part of the history and character of Golden Square.

They can facilitate activity by creating a density of things to do, such as in the town centre, or by being inviting places to be in, such as walking along footpaths shaded by leafy street trees, or they can be uninviting and inhospitable places that are devoid of shade or dominated by fast moving traffic. Golden Square should be a place that caters for the people that are in it, rather than prioritising those that want to merely travel through it.

Objectives

- To recognise and enhance the diverse character of Golden Square's streetscapes
- To continue to plant canopy street trees to create a shaded public environment
- To identify a community space opportunity that will become a focal point for Golden Square's civic life in the town centre

Strategies/Actions

- Implement recommendations of Urban Design Framework for town centre and station precinct
- Maximise opportunities for social interactions through arrangement of seating and other infrastructure in the town centre
- Implement the Greening Greater Bendigo Strategy 2020 recommendations in Golden Square

Movement and Transport

At the 2016 Census it was identified that almost 80 percent of Golden Square residents used a car to get to work, with only 2 percent using public transport and 3 percent walking or cycling.

With the City looking to promote growth in the suburb, it is clear there needs to be a significant shift in the mode of travel in Golden Square.

Objectives

- To increase the number of people walking, cycling and using public transport
- To establish an interconnected network of streets, paths and public open space to encourage walking and cycling as modes of transport
- To ensure that the road network is maintained to a safe and efficient standard

Strategies/Actions

- Implement the strategic network of corridors outlined by Walk, Cycle Greater Bendigo 2019 and the Greater Bendigo Public Space plan 2019
- Continue to improve pedestrian/cycle priority and safety along the Bendigo Creek Trail, in particular at street crossings
- Progress the development of the Bendigo Creek Low Line from Maple Street to connect Golden Square to the Bendigo City Centre
- Investigate opportunities, in partnership with Djandak to utilise Golden Gully as an off-road connection from the south eastern boundary of the suburb to the town centre
- Advocate for the reopening of the Golden Square train station with relevant State Government agencies
- Ensure that future adjoining land uses and development do not prejudice the development of a station, through the implementation of appropriate planning provisions
- Continue to implement relevant actions of Connecting Greater Bendigo – Integrated Transport and Land Use Strategy 2015
- Advocate for review of the local bus network to allow for connections to key places within Golden Square
- Advocate Department of Transport to investigate opportunities for improvements to the Allingham and Hattam Street intersection

Cultural and Environmental Values

The recognition and celebration of a place's heritage and character is an integral part of the identity and connection of people to a place. Golden Square holds a long and diverse history which can still be viewed in the landscape and built form today.

Objective

- To ensure areas of environmental and heritage significance are enhanced, protected and integrated into both public and private development

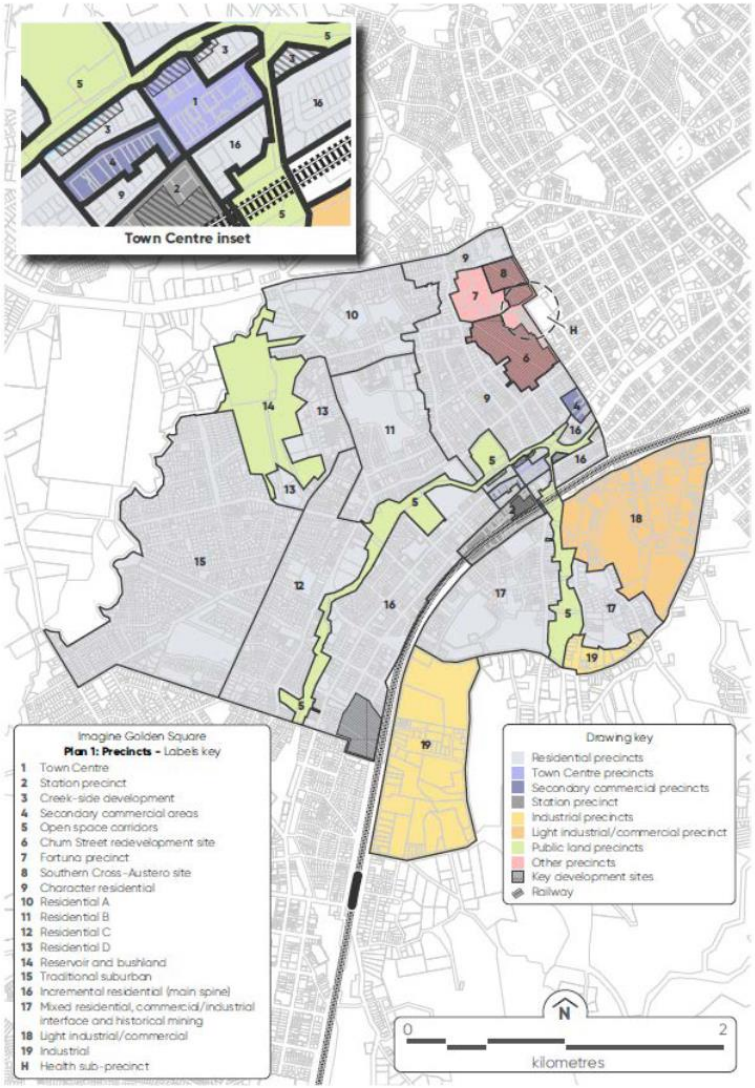
Strategies/Actions

- Continue to work with Dja Dja Wurrung Clans Aboriginal Corporation to support opportunities for the recognition and protection of cultural heritage
- Implement relevant provisions from the Golden Square Heritage Study into the Greater Bendigo Planning Scheme
- Ensure planning applications are consistent with the Heritage Policy and Heritage Design Guidelines which form part of the Greater Bendigo Planning Scheme

Structure Plan

This Plan has been prepared to separate the suburb into precincts, allowing more detailed discussion around specific areas, inlcuding identification of key development sites, recommended planning changes and guidance around future land use and development. It should be noted that not all precincts have specific actions as a result of this Plan and it is anticipated that incremental, market driven change will occur in these areas over time.

In the context of Golden Square the suburb has been broken up into nineteen precincts, with approximately half of these having a residential focus. A number of the precincts share similar attributes or due to there developed nature, are likely to see limited change. Others, especially around the town centre, Chum Street and the industrial areas are expected to undertake more signficant changes over time.



Precinct Plans

Precinct 1 – Town Centre



The Golden Square town centre is the civic, commercial and retail core of the suburb and is stretched out along High Street with its main focus between Cedar Street and Laurel Street. It is identified within the Bendigo Activity Centre Hierarchy, as a Neighbourhood Activity Centre, which primarily services the needs of local residents with a range of businesses and everyday amenity shops available.

There is significant scope within the precinct for revitalisation and redevelopment.
Key opportunities include:

- Creating a strong sense of arrival
- Commercial redevelopment between Cedar and Laurel Street:
  - Increased built form height
  - Active frontages
  - Residential integration (upper levels)
- Creek side residential development on the north western side of High Street
- Creation of a community space on City of Greater Bendigo owned land
- Improved pedestrian links from residential areas and across High Street
- Upgrades to the public realm

See the Urban Design Framework for detailed guidance on this precinct.

Actions

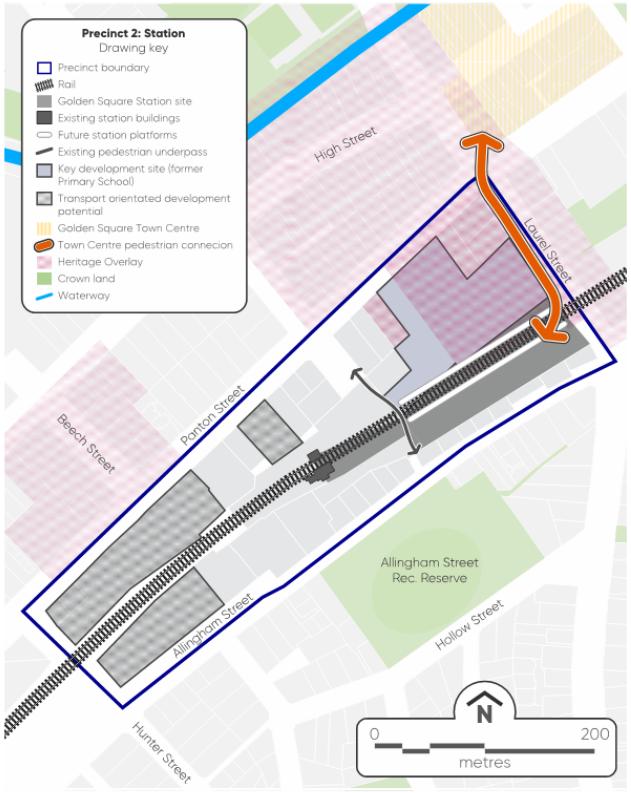
- **Investigate options for enhancing pedestrian and cycling connectivity around the town centre**
- **Implement the outcomes of the Golden Square Urban Design Framework to the public realm including:**
  - **Creating a clear sense of arrival to the town centre**
  - **Pedestrian and cycling connections**
  - **Increasing street tree canopy**
  - **Installation of wayfinding signage**
- **Incorporate the Golden Square Urban Deisgn Framework into the Greater Bendigo Planning Scheme**







Precinct 2 - Station



Immediately to the south of the town centre is the former Golden Square Primary School and station precinct. This precinct offers significant opportunity for adaptive reuses of existing buildings and the integration of new development to support the town centre and transport corridor.

The former Primary School contains elements of heritage significance, including the original school building and large peppercorn near the centre of the site.

The land along the Panton Street frontage and to the rear of the former school building is envisaged to be developed with a range of dwelling forms, with scope to facilitate greater height and density closer to the train line. The protection of view lines to the former school building from Laurel Street is important and there is significant opportunity to create a well landscaped forecourt which not only achieves this but also provides connection opportunities to the future station area.

With the increase of density potential and the accessible location, there is an opportunity to include a percentage of affordable housing in any future development. The former school building has great potential for adaptive reuse and may provide an opportunity to facilitate community based services for the local population.

It will continue to be a priority of the City of Greater Bendigo to work alongside relevant State agencies to facilitate the reopening of the Golden Square Station.

While the two original station buildings are still standing, to meet current requirements a new platform will be promoted at the rear of the former school site. The existing station buildings should be retained and utilised for other purposes such as commercial or community services.

Land surrounding the rail corridor has the opportunity to provide ancillary facilities such as parking, drop off areas and increased residential density development to support its function.

Ensuring connectivity to the area from the town centre and broader areas of the suburb will be vital.

See the Urban Design Framework for detailed guidance on the former station and primary school sites.

Actions

- **Assist State government in the rezoning of the former Primary School site to allow for a contemporary residential development that creates diversity in sizes and built form in the heart of the suburb, while celebrating and reusing the heritage buildings on the site**
- **Promote opportunities for affordable housing on the former Primary School site**
- **Advocate for the reopening of the Golden Square Train Station**
- **Ensure that future adjoining land uses and development do not prejudice the development of a station through the implementation of appropriate planning provisions**
- **Incorporate the Golden Square Urban Design Framework into the Greater Bendigo Planning Scheme**

Precinct 3 – Creek Side Development



The land immediately adjacent to the town centre runs parallel to the Bendigo Creek and Golden Gully corridors. The majority of these properties contain dwellings presenting to High Street or Hargreaves Street, many of which have vacant / undeveloped rear yards.

The precinct has the unique opportunity to facilitate new development which integrates with the corridors of Bendigo Creek and Golden Gully and provides convenient access to retail, the public transport network and open space / recreation areas.

Given the location of these properties it is envisaged that development would present to the creek, be 2-3 storey contemporary townhouse or apartment style dwellings and have rear access for either vehicles or just pedestrians.

There is also opportunity to promote increased density along parts of Hargreaves Street in close proximity to the town centre. Sites are large and some housing stock is in a condition that requires renewal.

The proximity to services and public transport could allow this land to be suitable for the consideration of a waiver of car parking.

Actions

- **Incorporate the Golden Square Urban Deisgn Framework into the Greater Bendigo Planning Scheme**
- **Promote key sites which offer residential development opportunity**
- **Investigate applying a Design and Development Overlay to properties to promote increased density and guide future development**






Precinct 4 – Secondary Commercial Areas



The properties that comprise this precinct are identified as being within the Commercial 1 Zone and although the primary focus for commercial revitalisation and development should be the town centre, this precinct is recommended to be retained as a secondary commercial area.

The City of Greater Bendigo Commercial Land and Activity Centre Strategy identifies that new speciality shops should be encouraged along the front of the Woolworths site if possible and the increase in floor space for the supermarket would be required to mainly serve the infill housing demand. There is opportunity on the existing site for both an increase in supermarket floor space and the inclusion of speciality shops if required. Any new development must be orientated towards the public realm, with car parking sited to the rear or underneath.

The land in the south west of the precinct contains commercial development towards Laurel Street and Maple Street, while the middle section is denoted by established dwellings. All of the properties are identified as being within the Heritage Overlay.

It is anticipated that this part of the precinct will see incremental development change in the future, most notable at 331 and 341 High Street which both have rear yards currently occupied by car parking. Any redevelopment of these sites would need to be sympathetic to identified heritage values.

- **No actions**
- **No changes to the Greater Bendigo Planning Scheme as part of this Plan**

Precinct 5 – Open Space Corridors



Bendigo Creek is the main passive open space corridor extending through the suburb. It provides a number of functions but one of the most important is the connectivity it allows within the suburb and beyond. The City of Greater Bendigo has recently finalised a strategic project for the entire creek corridor which will provide direction for its future renewal and revitalisation.

In addition to Bendigo Creek, Golden Gully provides an opportunity for a secondary passive open space corridor and connection within the eastern part of the suburb. While much of the land is currently remanent mining sites, the continuous corridor provides opportunity for the formalisation of an off-road walking and cycling corridor which connects to the Golden Square town centre, future station precinct and Bendigo Creek.

Along the main open space corridor spine are a number of formal and passive open space / recreation areas including:

- Dick Turner Reserve
- Golden Square Recreation Reserve
- Backhaus Oval (private ownership)
- Cooinda Park.

The Greater Bendigo Public Space Plan 2019 and Golden Square Recreation Reserve Master Plan will continue to be the two key strategic plans which will guide the management of open space into the future.

There are also varying opportunities within this precinct to create new and unique experiences including the repurposing of the existing Fire Station should the Country Fire Authority relocate. An option might be a café presenting to Dick Turner Reserve – subject to planning provision changes. There is also opportunity to engage with the Dja Dja Wurrung Clans Aboriginal Corporation to create an interactive walking and cycling corridor along Golden Gully.

Actions

- **Continue to work with Dja Dja Wurrung Clans Aboriginal Corporation to support opportunities for the recognition and protection of cultural heritage**
- **Investigate opportunities to create a passive open space corridor along Golden Gully, providing off road connections to the south east of the suburb and Bendigo Creek Trail in partnership with Djandak**
- **Finalise and implement the adopted Golden Square Recreation Reserve Master Plan**
- **No changes to the Greater Bendigo Planning Scheme as part of this Plan**



Precinct 6 – Chum Street Redevelopment



There are two key development opportunities within this precinct, these being the former Chum Street mine and the frontage of the current Southern Cross Austereo site.

The Chum Street mine site is Crown land and is managed by the Department of Environment, Land, Water and Planning (DELWP). It has previously been declared surplus by the DELWP and subsequently the site was identified as a key development opportunity in the Greater Bendigo Residential Strategy. A concept plan indicates there could be a yield of 388 dwellings of varying size over the site. There is also opportunity for the further expansion of the Bendigo Day Surgery or ancillary uses along the Chum Street frontage. Development of the site would need to consider its mining history and undertake a mining heritage assessment which would need to be reviewed by Heritage Victoria.

There is a notable division between the Chum Street frontage of the current Southern Cross Austereo site and the balance of the property. This is predominantly due to topography and established vegetation. The use of the land is currently restricted due to it being zoned Special Use Schedule 3 (Television and Radio) and therefore any future redevelopment of the land will likely require changes to the Greater Bendigo Planning Scheme.

Although there is currently no proposal for the redevelopment of the site, there are significant opportunities, including medical/allied services along Chum Street that link to St John of God Hospital and Bendigo Day Surgery.

Given its context, there is opportunity for an open space corridor to continue from the north, through the site and link up with the former mining site to the south.

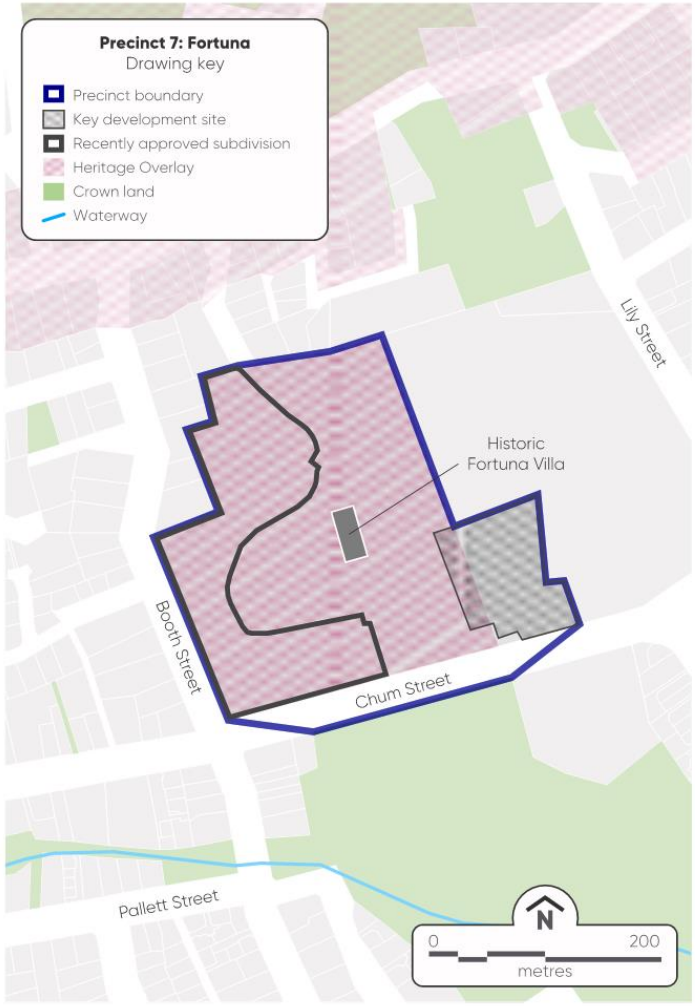
The main constraint of these two key development sites is contamination, with remediation required before any future use or development.

Existing residential properties along Thistle Street are expected to remain relatively unchanged, with incremental redevelopment only.

Actions

- **Seek opportunity for funding to support the investigation of contamination and remediation of surplus Crown land to facilitate diverse residential development**
- **Support the remediation of the Chum Street mine site for residential development, and advocate for open space access through the site**
- **No changes to the Greater Bendigo Planning Scheme as part of this Plan**

Precinct 7 – Fortuna

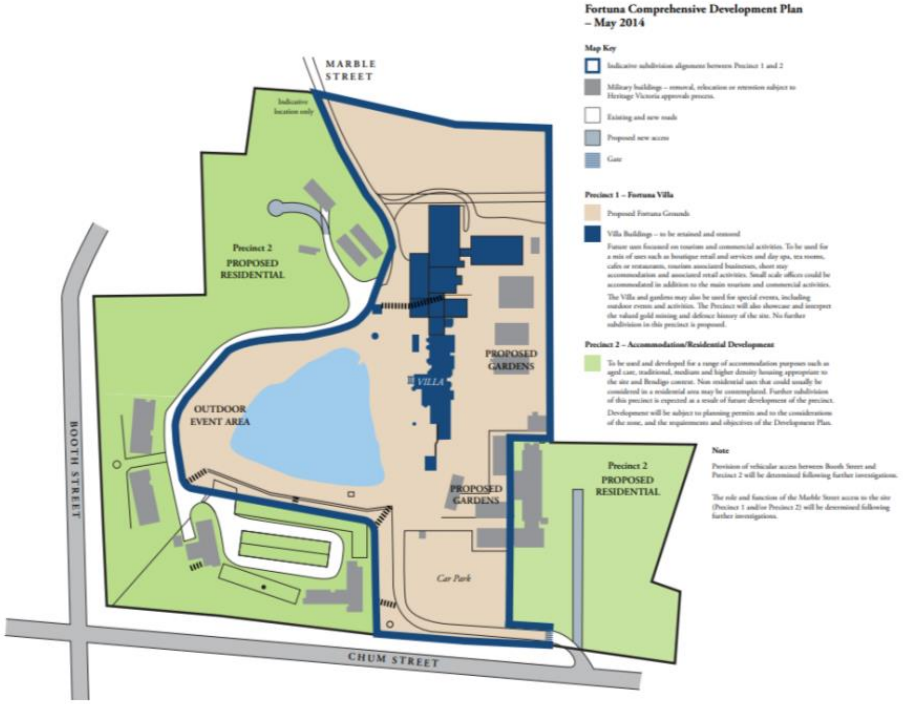


This precinct has previously been rezoned to Comprehensive Development with a site specific schedule providing guidance for development. The plan indicates that residential development will be situated so that the proposed Fortuna grounds will protect the Villa.

A staged residential development (comprising 79 dwellings) has been approved for the land on the western side of the Villa. No approval has been provided for the land to the east of the Villa on Chum Street.

There is opportunity for development on this site to be integrated with the key development site to the east.

This precinct is an example of how land can be re-purposed / redeveloped and the current planning controls remain appropriate.









Source: Fortuna Villa Estate Website www.fortunavillaestate.com.au

- No action – current planning controls remain relevant and appropriate
- No changes to the Greater Bendigo Planning Scheme as part of this Plan

Precinct 8 – Southern Cross Austereo



The majority of the Southern Cross Austereo site is elevated in the landscape and contains a large studio/office building with associated car parking. It is unique due to its size, topography and mixed surrounding context. Due to its location it offers views back across Golden Square and to the adjacent property occupied by Fortuna Villa.



The main constraint of the site is contamination, with remediation likely to be required before any substantial changes to use or development can occur.

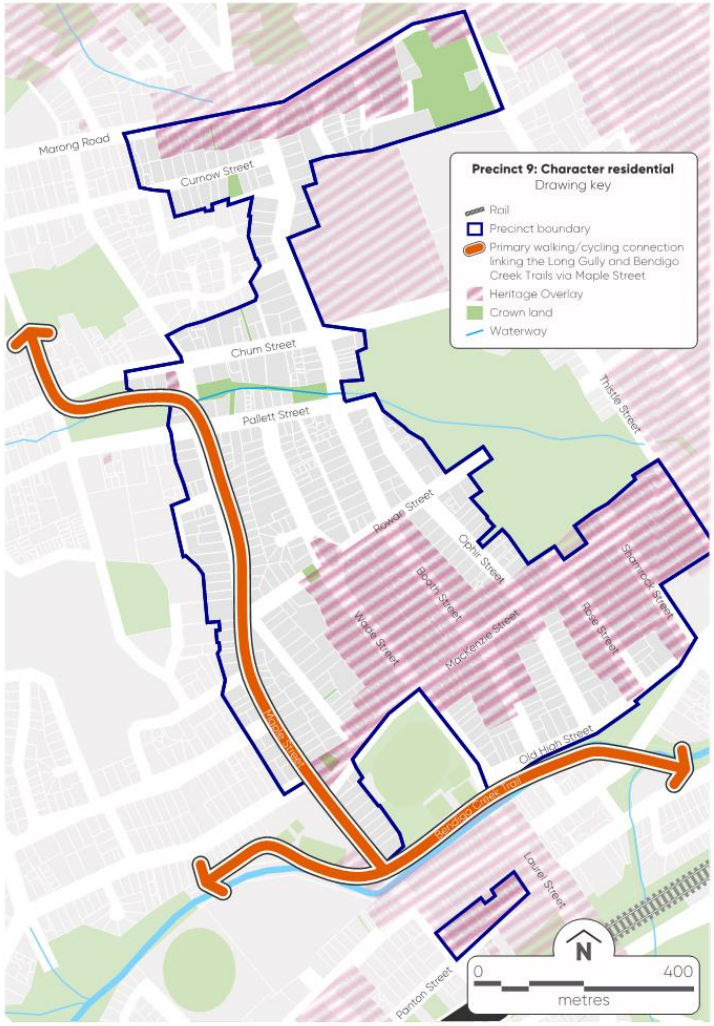
The use of the land is currently restricted due to it being zoned Special Use Schedule 3 (Television and Radio) and therefore any future redevelopment of the land will likely require changes to the Greater Bendigo Planning Scheme.

Although there is currently no proposal for the redevelopment of the site there are significant opportunities including mixed residential, short term accommodation and aged care which could integrate with and service the medical related facilities currently occurring in the area. The development of a master plan for the site would allow greater understanding of the potential development opportunities and potential staging timeframes

Actions

- **Optimise the redevelopment of the site for mixed use residential, short-term accommodation, aged care or medical related facilities**
- **Assist in facilitating the rezoning of land through working with the owner to establish clear development outcomes for both the short and long term**
- **No changes to the Greater Bendigo Planning Scheme as part of this Plan**

Precinct 9 – Character Residential



This precinct is dominated by residential development, with approximately half identified within the Heritage Overlay. There is greater diversity in dwelling types and lot sizes through the middle of the precinct.

A number of streets (such as Wade, Thistle and Ophir Streets) in the southern portion of precinct contain large established trees within the road reserve which contribute to the character and amenity of the area.

It is anticipated that the area will be subject to incremental residential change that is undertaken in a manner that preserves the existing character and identified heritage values.

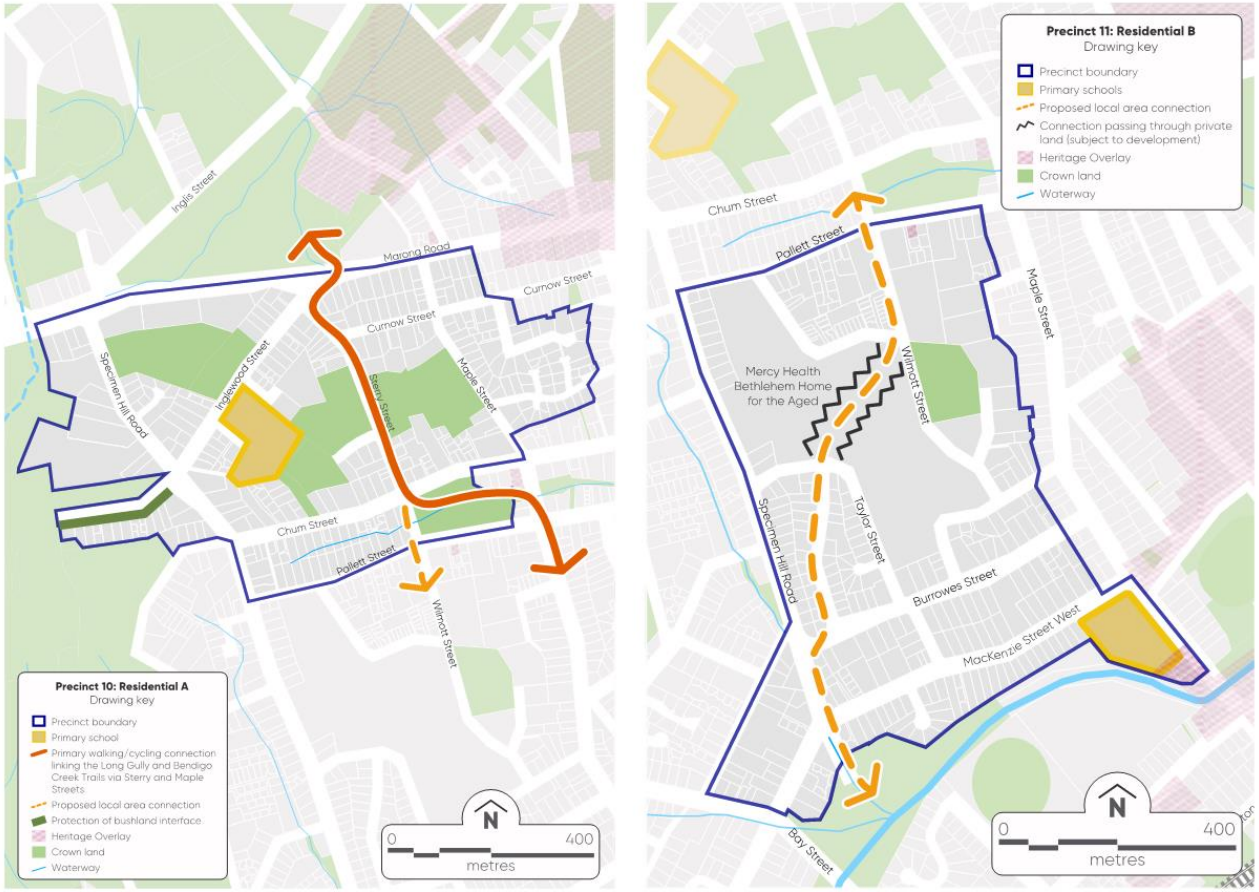
A primary walking and cycling corridor in the western part of the precinct will improve walking and cycling connection though to the Long Gully and Bendigo Creek trails.

Actions

- **Complete the Golden Square Heritage Study and implement relevant provisions into the Greater Bendigo Planning Scheme (note this is not limited to this precinct)**
- **Rezone land from Commercial 1 to a residential zone on Panton and Maple Streets**



Precincts 10 and 11 – Residential A and B



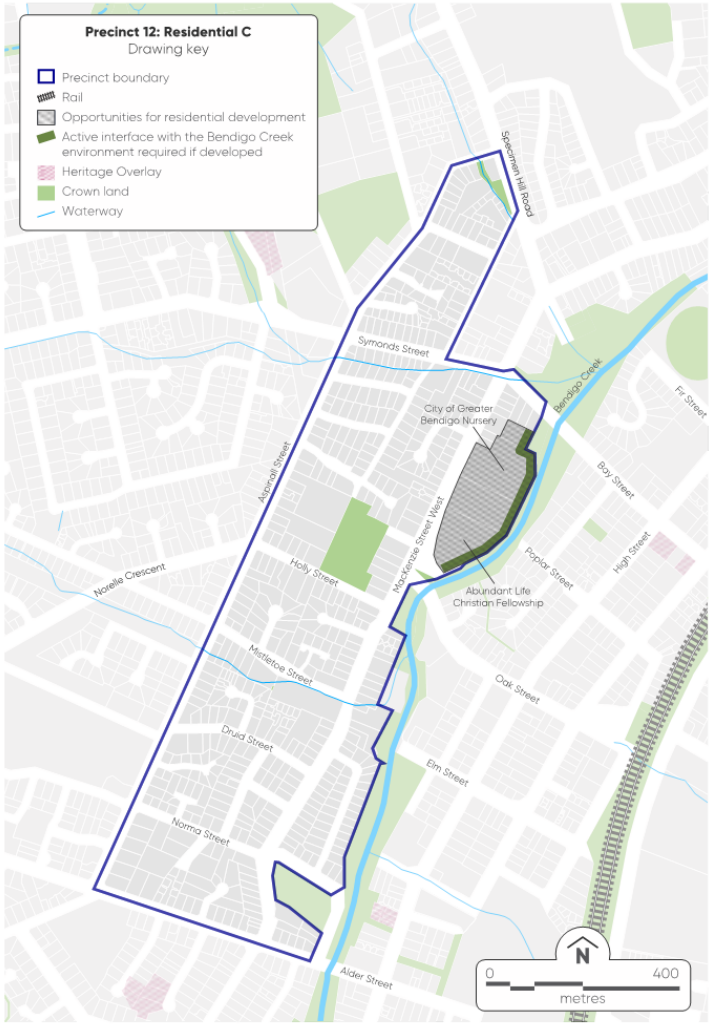
Extending south from Marong Road to the Bendigo Creek, these precincts are somewhat diverse in both land use and built form. While residential development is the primary focus, this is dissected by Crown land, the Golden Square and Specimen Hill Primary Schools and Mercy Health which occupies approximately 11 hectares in the middle of these precincts. Chum Street forms a notable divide from east to west.

No significant changes are proposed to occur within these precincts with the Plan recommending improvements to walking and cycling connections (as per Plan 3 of the Background Report, page 17) only.

Actions

- **Implement the strategic network of corridor outlined by Walk, Cycle Greater Bendigo 2019**
- **No changes to the Greater Bendigo Planning Scheme as part of this Plan**

Precinct 12 – Residential C



This precinct represents a well-established residential area. The residential nature of this precinct is encouraged to be retained as part of this Plan.

There is an opportunity for additional residential development of different densities. Higher densities could be accommodated on larger sites such as the City of Greater Bendigo Nursery and Abundant Life Christian Fellowship should the existing uses no longer occur on these sites.

Future development on lots like these are to be integrated with the Bendigo Creek corridor.

Actions

- **Support residential development of different densities and integration with the Bendigo Creek should existing uses cease on larger parcels of land fronting MacKenzie Street West**
- **No changes to the Greater Bendigo Planning Scheme as part of this Plan**

Precincts 13 and 14 – Residential D/Reservoir and Bushland





The Specimen Hill Reservoir and Sparrowhawk Gully Bushland Reserve are the main features of these precincts and offer a semi bushland feel to some of the residential properties within the area. Properties on the western side of Emmett Street are generally larger with scattered vegetation evident. While there is still some retention of larger lots on the eastern side of the street, there are numerous examples of smaller infill development allotments.

Retaining the semi bushland character of this precinct is important, however is difficult due to Planning Scheme bushfire requirements which provide exemptions for vegetation removal.

- **No actions**
- **No changes to the Greater Bendigo Planning Scheme as part of this Plan**

Precinct 15 – Traditional Suburban



This precinct is typical of residential development that has occurred within established suburbs of Bendigo. Dwellings are large and detached, with newer subdivisions containing limited vegetation, both within road reserves and on private properties. There is also an increase in court bowl streetscapes which tend to reduce the connectivity of the precinct.

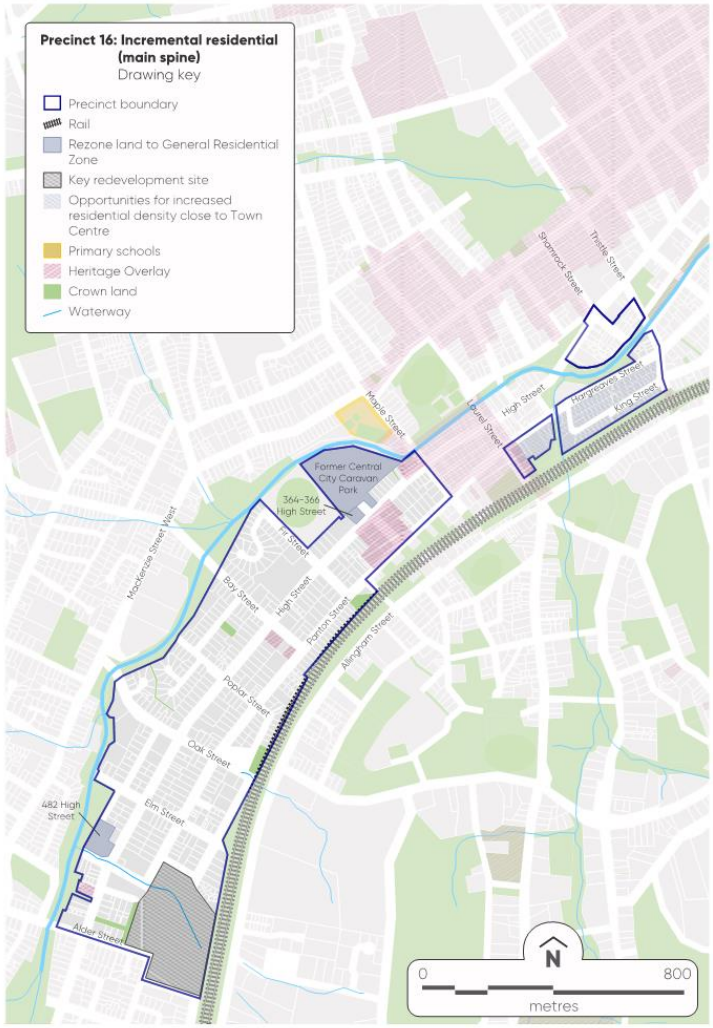
Given the established residential context of this precinct there are limited changes proposed as part of this Plan. Enhancements to walking and cycling connections as outlined in Plan 3 of the Background Report will improve resident's options to move through the suburb and connect in the primary public space corridor of Bendigo Creek.

Actions

- **Promote improvements to local area connection to link Symonds Street and the Bendigo Creek**
- **No changes to the Greater Bendigo Planning Scheme as part of this Plan**



Precinct 16 – Incremental Residential



This precinct contains a diverse residential built form and is the residential spine of High Street. There are limited areas of heritage significance and it therefore provides greater scope for consideration of redevelopment.

It contains a number of residential development opportunities that could provide for diversity in built form, increased densities and the inclusion of affordable housing. These sites include:

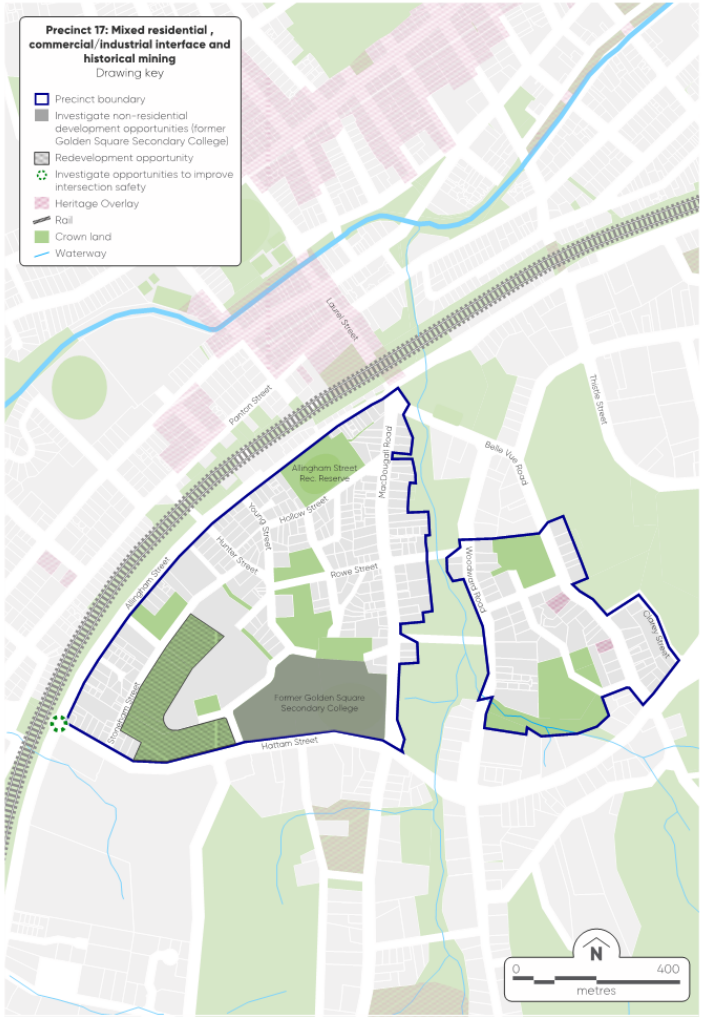
- Former Coliban Water site at 2 Alder Street
- Coates Hire
- Former Central City Caravan Park
- Land surrounding to the east and south of the Town Centre

Actions

- **Rezone 362 High Street from Special Use Zone - Schedule 6 to a residential zone**
- **Rezone 364-366, 476-480 and 482-486 High Street from Commercial 1 and 2 to a residential zone**
- **Apply the Environmental Audit Overlay to 476-780 and 486 High Street.**
- **Consider potential contamination of land at 364-366 High Street and the need to apply the Environmental Audit Overlay**



Precinct 17 – Mixed Residential



This precinct is diverse in nature due to its context of being situated between commercial and industrial land uses. There are scattered Crown land parcels through the precinct, a number of which are remanent mining sites.

The former Golden Square High School on Hattam Street has previously been rezoned to General Residential however given its size, evidence of contamination and surrounding context there is opportunity to investigate the most appropriate land use and zoning of this site. The site is not well connected to services and community facilities and therefore increasing residential densities in this part of the suburb is not supported.

The Dja Dja Wurrung Clans Aboriginal Corporation have identified the site for a Corporate and Community Centre. This would provide a range of facilities and services such as natural resource management, landscape projects, environmental policy and strategy development, and cultural services. This type of use is considered more appropriate for this site.

On 19 September 2021, the Minister for Planning declared that the facility is a State project for the purposes of Clause 52.30 in the Planning Scheme. The Corporation will prepare supporting documentation to commence community engagement prior to finalisation of the development.

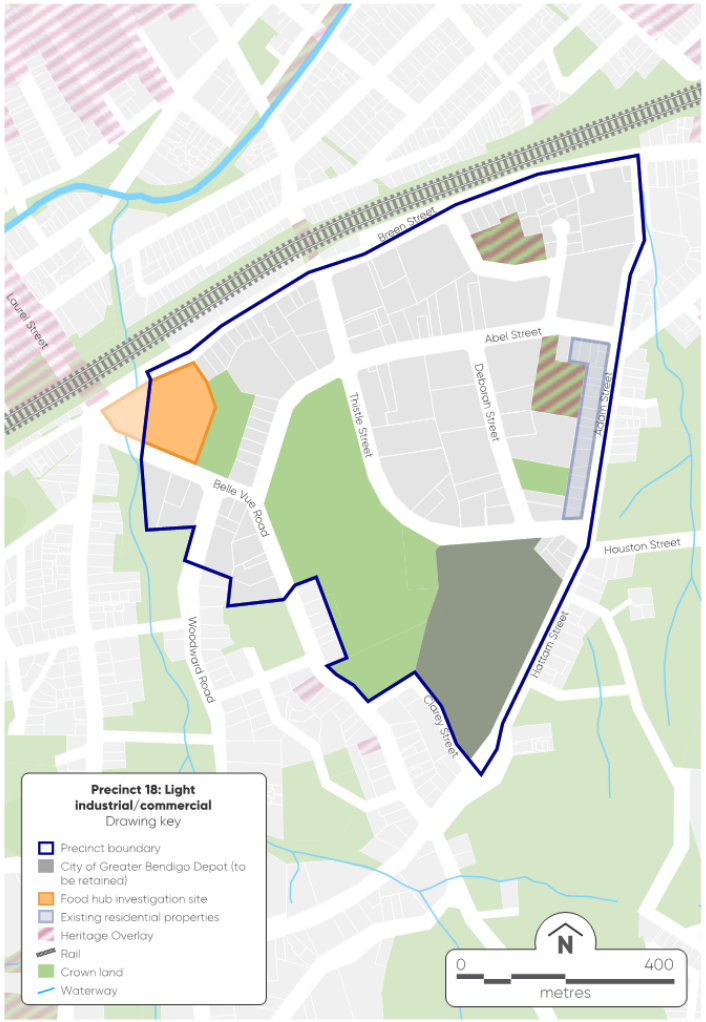
The Golden Oaks independent living units visible along Hattam Street are currently vacant. This land (along with the balance of the property fronting Stoneham Street) has the opportunity to be revitalised and redeveloped. In accordance with the current zone any development would need to relate to a community services or facility on public land.

It is anticipated that the balance of the precinct will be subject to incremental change only.

Actions

- **Reinvestigate the most appropriate land use and zoning for the former Golden Square High School on Hattam Street**
- **No changes to the Greater Bendigo Planning Scheme as part of this Plan**

Precinct 18 – Light Industrial/Commercial



This precinct is predominantly defined by a mixture of larger scale commercial enterprises and light industrial uses such as warehousing.

Crown land dominates the central and southern portions of the precinct and is formally known as the Thistle Street Recreation Reserve. Although named in this manner the land currently has operational leases over it. The balance of the land forms the City of Greater Bendigo Depot and Bendigo State Emergency Service.

The City of Greater Bendigo will be continuing to operate their depot from this land into the future.

There are a number of dwellings established along Adam Street and Abel Street which abut land zoned Commercial 2. In essence the Commercial 2 Zone partly acts as a transition to industrial areas but still allows for industrial type uses which have minimised amenity impacts.

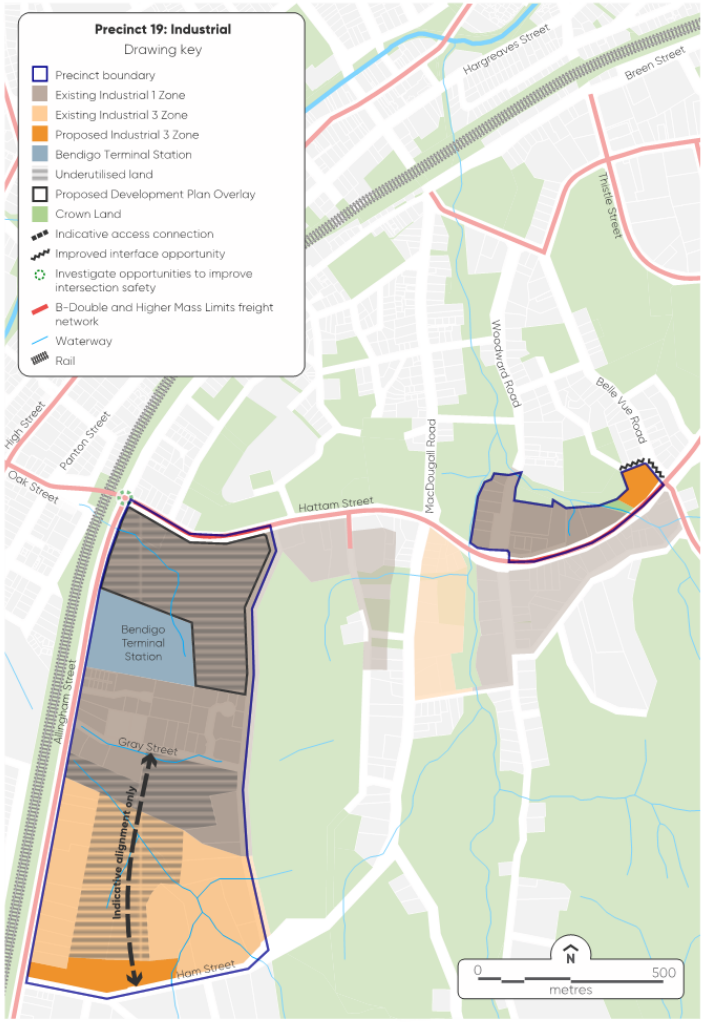
These residential properties cannot expect the same level of amenity that traditional residential areas experience and there may be conflict between land uses due to this. The only way to reduce this conflict would be to rezone the residential properties to Commercial 2, so that over time the land uses may change and the potential land use conflicts reduced. Given the long standing nature of these properties as residential and the size of the allotments, this option is not being proposed in the short term by this Plan and instead residents need to understand the land uses which can occur to the rear.

The land on the western boundary of the precinct on the corner of Belle Vue Road and Breen Street is currently being investigated as a potential food hub site. There is an opportunity for this to have future connections into the town centre and Golden Gully. The monthly farmers market has relocated to the site and the Bendigo Pony Club are still utilising the land.

Actions

- **Complete investigations for a potential food hub on the corner of Belle Vue Road and Breen Street**
- **No changes to the Greater Bendigo Plannning Scheme as part of this Plan**

Precinct 19 – Industrial



This area is characterised as the main industrial precinct of Golden Square, linking in with the Golden Gully Precinct to the south of Hattam Street. It encompasses a total of 62.5 hectares, with 40.5 hectares of land zoned Industrial 1 and 22 hectares zoned Industrial 3.

The precinct has the benefit of having access to B-double routes and a well-established road network to allow for the convenient movement of freight vehicles. However, safety improvements are required at some intersections.

This area is suitable for supporting further smaller scale/lower intensity industrial development.

There is significant opportunity within the land to the south of Hattam Street to provide for new land uses and development which meet the growing and changing needs of the industrial sector. The application of a Development Plan Overlay on the land immediately south of Hattam Street will ensure a functional future layout is achieved for future subdivision and/or development. Potential amenity impacts are reduced through consolidation of access and landscape buffers.

It will be important to minimise the conflict between industrial uses and residential development within this area. To achieve this, existing residential land along Allingham Street and Ham Street will be rezoned from General Residential to Industrial 3 and land bounded by Godfrey Street, Belle Vue Road and Hattam Street will also be rezoned to Industrial 3. The proposed zoning changes will not impact on the ability for the existing land uses to continue under an existing use right and are proposed to guide land use transition over time.

The reasons for this rezoning are discussed in detail in the Background Report.

Actions

- **Rezone parcels of land along Ham and Allingham Street from General Residential to Industrial 3**
- **Rezone 5 Godfrey Street, 66, 68, 70 Belle Vue Road and 121 and 123 Hattam Street from General Residential and Industrial 1 to Industrial 3 Zone**
- **Apply the Development Plan Overlay to 91-109 Allingham Street with a site specific schedule**
- **Advocate Department of Transport to investigate opportunities for improvements to the Allingham and Hattam Street intersection**
- **Encourage the landowners to optimise their potential lot yield by investigating a new road link between Gray and Ham Streets and implement a Development Plan Overlay to achieve this outcome**

Make it Happen

Action	Timing	Responsibility
Assist State government in the rezoning of the former Primary School site to allow for a contemporary residential development that creates diversity in sizes and built form in the heart of the suburb, while celebrating and reusing the heritage buildings on the site.	Short	CoGB, DTF
Advocate for the reopening of the Golden Square Train Station	Short /Medium	CoGB, DoT
Ensure that future adjoining land uses and development do not prejudice the development of a station through the implementation of appropriate planning provisions.	Short /Medium	CoGB, DELWP
Continue to work with Dja Dja Wurrung to support opportunities for the recognition and protection of cultural heritage.	Short /Medium	CoGB, DDW
Advocate for a review of the local bus network to allow for connections to key places within Golden Square	Medium / Long	CoGB
Seek opportunity for funding to support the investigation of contamination and remediation of surplus Crown land to facilitate diverse residential development.	Medium	CoGB
Investigate the opportunity of streamlining planning applications for dual occupancy proposals which maintain streetscape character while offering greater housing choice and affordability.	Medium	CoGB
Investigate options for enhancing pedestrian and cycling connectivity around the town centre	Medium	CoGB, DoT
Implement the outcomes of the Golden Square Urban Design Framework to the public realm including: • Creating a clear sense of arrival to the town centre • Pedestrian and cycling connections • Increasing street tree canopy cover • Installation of wayfinding signage	Long	CoGB
Create a passive open space corridor along Golden Gully, providing off road connections to the south east of the suburb and the Bendigo Creek Trail	Long	CoGB, DELWP, DDW

Planning Scheme Amendment

Action	Timing	Responsibility
Incorporate the Golden Square Background and Structure Plan into the Greater Bendigo Planning Scheme	Short	CoGB, DELWP
Incorporate the Golden Square Urban Design Framework into the Greater Bendigo Planning Scheme and apply Design and Development Overlay where relevant	Short	CoGB, DELWP
Rezone 362 High Street from Special Use Zone – Schedule 6 to a residential zone	Short	CoGB, DELWP
Rezone land from Commercial 1 and Commercial 2 to a residential zone as part of the Managed Growth Strategy and apply relevant overlays to manage redevelopment on the following sites: • Panton Street and Maple Street • 364-366 High Street • 476-480 and 482-486 High Street	Medium	CoGB, DELWP
Rezone parcels of land along Ham Street and Allingham Street from General Residential to Industrial 3 Zone	Short	CoGB, DELWP
Rezone 5 Godfrey Street, 66, 68, 70 Belle Vue Road and 121 and 123 Hattam Street from General Residential and Industrial 1 to Industrial 3 Zone	Short	CoGB, DELWP
Apply the Development Plan Overlay to 91-109 Allingham Street with a site specific schedule	Short	CoGB, DELWP
Investigate applying a Design and Development Overly to 'Creek Side Development' properties to guide future development	Short	CoGB
Reinvestigate the most appropriate land use and zoning for the former Golden Square High School on Hattam Street	Short / Medium	CoGB
Apply a Development Plan Overlay on land between Ham and Gray Street to facilitate a road connection	Short / Medium	CoGB

Timing Notes:

- Short 0-2 years
- Medium 2-5 years
- Long 5+ years

Abbreviations:

- CoGB – City of Greater Bendigo
- DELWP – Department of Environment, Land, Water and Planning
- DoT – Department of Transport
- DHHS – Department of Health and Human Services
- VPA – Victorian Planning Authority
- DDW – Dja Dja Wurrung
- DTF – Department of Treasury and Finance

Attachment 2 - Golden Square Background Report





Contents

Introduction **3**
Purpose 3
Policy Context 4
Planning Context 5
Demographic, Housing and Economic Profile **10**
Land Use Summary **13**
Movement and Transport **14**
Public Transport 14
Walking and Cycling 17
Roads 19
Heritage and Character **20**
Aboriginal Cultural Heritage 21
Post Contact Heritage 23
Streetscape Character 25
Built Form and Public Realm **27**
Town Centre 27
Housing 32
Transit Oriented Development 35
Key Sites for Urban Renewal 35
Economic Growth and Employment **40**
Commercial Zones 40
Industrial Development 44
Community Facilities, Open Space and Recreation **47**
Environmental Considerations **49**
Bushfire Management 49
Integrated Water Management 50
Vegetation 52
Contamination 53
Social Infrastructure **54**
Community Engagement Strategy **55**
Vision **56**
Attachments **57**



Introduction

Purpose

This report provides background on the key aspects which have guided the preparation of the Golden Square Structure Plan. It aims to look at the ways in which revitalisation, development and improvement of connection and services could enhance the liveability and wellbeing of the community, including through the promotion of housing diversity and economic growth.

Along with other strategic plans, this report allowed a comprehensive plan to be prepared for Golden Square which supports the changing needs of the community, while protecting important neighbourhood features.

The Plan aims to:

- Outline the future vision and principles for land use and development in Golden Square
- Guide sustainable growth and development
- Identify the steps needed to facilitate and manage growth
- Create opportunities for housing diversity
- Define key projects and infrastructure required to support sustainable growth and development
- Provide more certainty to support both public and private sector investment decisions
- Identify priority actions for development, leveraging off existing and proposed investment by the public and private sector

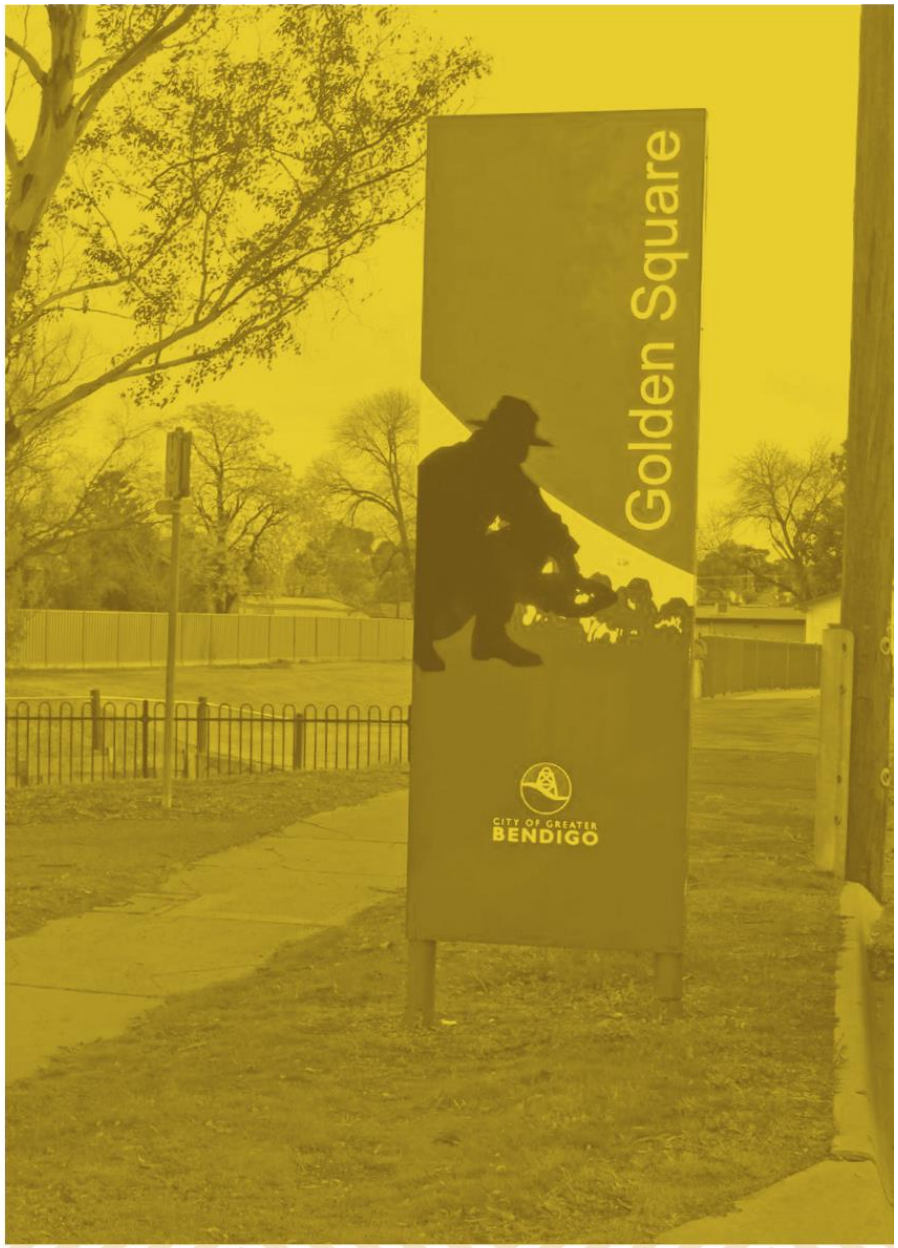
Policy Context

Growth and future development will be informed by a number of existing planning policies and documents, including:

- Council Plan (Mir wimbul) 2021-2025
- Loddon Mallee South Regional Growth Plan (2014)
- Greater Bendigo Residential Strategy (2014)
- Connecting Greater Bendigo – Integrated Transport and Land Use Strategy (2015)
- Commercial Land and Activity Centre Strategy (2015)
- Greater Bendigo Housing Strategy (amended 2018)
- Greater Bendigo Public Space Plan (2019)
- Reimagining Bendigo Creek (2020)
- Walking and Cycling Strategy (2019)
- Industrial Strategy (2020)
- Greening Greater Bendigo (2020)

There are also several concurrent projects underway in Golden Square which have been considered in the preparation of the plan including:

- Recreation Reserve Master Plan
- Golden Square Heritage Study



Planning Context

The Greater Bendigo Planning Scheme is a legal document which contains policies and provisions that control land use and development. Policies and provisions may relate to the entire municipality or be isolated to a specific area or individual property.

Currently the Planning Scheme is divided into seven sections. These are:

- Planning Policy Framework
- Local Planning Policy Framework
- Zones
- Overlays
- Particular Provisions
- General Provisions
- Operation Provisions

Zones and Overlays are the triggers for planning permits, while the policy framework and provisions support the decision making process.

The Greater Bendigo Planning Scheme is being translated into the new State required format which will remove the Local Planning Policy Framework, integrate local policy into this Planning Policy Framework and introduce a Municipal Planning Strategy.

The development of the Managed Growth Strategy, a municipality-wide strategic plan, has commenced. It will provide guidance around matters such as creating criteria for the implementation of the three residential zones and recommendations around the existing character policies. As a result of this broader work, no changes will be made to residential zones through the subsequent planning scheme amendment associated with the Golden Square Structure Plan.

Policy Framework

In relation to Golden Square there are numerous policies which are relevant when considering the revitalisation of the suburb. These are summarised below.

Planning Policy Framework

Clause 11.01-1R Settlement – Loddon Mallee South

Strategies include:

- To support Bendigo as the regional city and the major population and economic hub for the region, offering a range of employment and services
- Facilitate increased commercial and residential densities, mixed use development and revitalisation projects for underutilised site and land in Bendigo

Clause 11.02-1S Supply of Urban Land

The objective is to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.

Clause 11.02-2S Structure Planning

The objective is to facilitate the orderly development of urban areas.

Clause 11.03-6S Regional and Local Places

The objective is to facilitate integrated place-based planning.

12.01-2S Native Vegetation Management

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

12.03-1S River Corridors, Waterways, Lakes and Wetlands

The objective is to protect and enhance river corridors, waterways, lakes and wetlands.

13.02-1S Bushfire Planning

The objective is to strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.

13.03-1S Floodplain Management

The objective is 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

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.

13.07-1S Land Use Compatibility

The objective is to protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.

14.02-1S Catchment Planning and Management

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

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.

15.01-3S Subdivision Design

The objective is to ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.

15.01-4S Healthy Neighbourhoods

The objective is to achieve neighbourhoods that foster healthy and active living and community wellbeing.

15.01-5S Neighbourhood Character

The objective is to recognise, support and protect neighbourhood character, cultural identity, and sense of place.

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.

15.03.1S Heritage Conservation

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

15.03.2S Aboriginal Cultural Heritage

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

16.01-1S Integrated Housing

The objective is to promote a housing market that meets community needs.

16.01-2S Location of Residential Development

The objective is to locate new housing in designated locations that offer good access to jobs, services and transport.

16.01-3S Housing Diversity

The objective is to provide for a range of housing types to meet diverse needs.

16.01-4S Housing Affordability

The objective is to deliver more affordable housing closer to jobs, transport and services.

17.01-1S Diversified Economy

The objective is to strengthen and diversify the economy.

17.01-1R Diversified Economy – Loddon Mallee South

Strategies include:

- Support the ongoing role and contribution of the region's small towns, settlements and non-urban areas through investment and diversification of their economies

17.02-1S Business

The objective is to encourage development that meets the community's needs for retail, entertainment, office and other commercial services.

17.02-2S Out-of-Centre Development

The objective is to manage out-of-centre development.

17.03-1S Industrial Land Supply

The objective is to ensure availability of land for industry.

18.01-1S Land Use and Transport Planning

The objective is to create a safe and sustainable transport system by integrating land use and transport.

18.01-2S Transport System

The objective is to coordinate development of all transport modes to provide a comprehensive transport system.

18.02-1S Sustainable Personal Transport

The objective is to promote the use of sustainable personal transport.

18.02-2S Public Transport

The objective is to facilitate greater use of public transport and promote increased development close to high-quality public transport routes.

19.02-4S Social and Cultural Infrastructure

The objective is to provide fairer distribution of, and access to, social and cultural infrastructure.

19.02-6S Open Space

The objective is to establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community.

Local Planning Policy Framework

21.05 Compact Greater Bendigo

The Greater Bendigo Residential Strategy (2014), together with emerging pieces of strategic work relating to integrated transport and land use and commercial development, has a key role to build upon Council's vision of Greater Bendigo being Australia's most liveable regional city. This strategy is focussed on supporting and planning for the increased liveability of Greater Bendigo and seeks to support and promote a compact Bendigo urban area and small towns. The four themes underpinning the strategy include:

- Compact Greater Bendigo
- Connected Greater Bendigo
- Healthy Greater Bendigo
- Housing Greater Bendigo

The objective of the Clause is to provide a policy framework on the timing and direction of urban growth and consolidation for the urban areas of Greater Bendigo.

Themes which are considered by the Clause and are relevant to Golden Square are:

- Urban Growth Boundary
- 10 Minute Neighbourhoods
- Housing Density and Diversity
- Key Development Sites
- Design Quality
- Environmentally Sustainable Design
- Managing Risk
- Urban Forest Interface

21.07 Economic Development

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

Themes which are considered by the Clause and are relevant to Golden Square are:

- Activity Centres
- Industrial

21.08 Environment

Themes which are considered by the Clause and are relevant to Golden Square are:

- Natural Resource Management
- Public Land and Open Space
- Heritage
- Flooding

21.09 Integrated Transport and Infrastructure

Themes which are considered by the Clause and are relevant to Golden Square are:

- Integrated Transport and Land Use Planning
- Walking and Cycling
- Public Transport
- Freight Network

21.10 Reference Documents

- City of Greater Bendigo Residential Character Study, 2001
- Greater Bendigo Residential Strategy, October 2014 (amended March 2016)
- Commercial Land and Activity Centre Strategy, November 2015 (updated January 2017)
- Connecting Greater Bendigo Integrated Transport and Land Use Strategy, 2015

22.01 Development at the Urban- Forest Interface Policy

This policy sets minimum standards to be applied to residential development that abuts both public and privately owned forest. Higher standards may be required depending on the circumstances. In relation to public land as a matter of principle all buffers are to be provided on privately owned land.

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 significance of heritage places while accommodating the needs of residents to adapt and develop such places.

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.

22.15 Golden Square Residential Character Policy

This policy assists in achieving the objectives of the State Planning Policy Framework, particularly in relation to responding to neighbourhood character and urban design principles. The policy implements the objectives and strategies contained in Clause 21.05 by ensuring that development enhances the character of urban areas, and achieve high standards of urban design and amenity.

The policy implements the findings of the City of Greater Bendigo Residential Character Study 2001 that identifies the key existing characteristics and desired future character of the residential areas of Golden Square. Development in residential areas needs to respond to the particular built form and natural environment elements that achieve the desired future neighbourhood character of the area in which it is located. These elements include building form, scale, siting, materials, front fencing and vegetation density.

Zones and Overlays

The Zones and Overlays set out in the Greater Bendigo Planning Scheme are the same as every planning scheme across the State. Where they apply is decided through strategic plans prepared by local municipalities. Each of these controls are able to be targeted to a local context or need through the introduction of Schedules.

In Golden Square the predominant Zone applying is the General Residential Zone and is reflected by the built form of the suburb.

A breakdown of the other Zones in the suburb is provided in Plan 1: Existing Land Use Summary of this Report.

Overlays provide an additional layer of control to properties where a more detailed consideration is required on a particular matter.

The most common Overlays present in Golden Square are:

- Heritage
- Neighbourhood Character
- Land Subject to Inundation
- Environmental Significance
- Bushfire

Particular, General and Operation Provisions

These provisions provide specific guidance when considering planning matters and applications. For example provisions include:

- Home Based Business
- Car Parking
- Signs
- Bicycle Facilities
- Live Music and Entertainment Noise
- Two or More Dwellings on a Lot or Residential Buildings
- Residential Subdivision

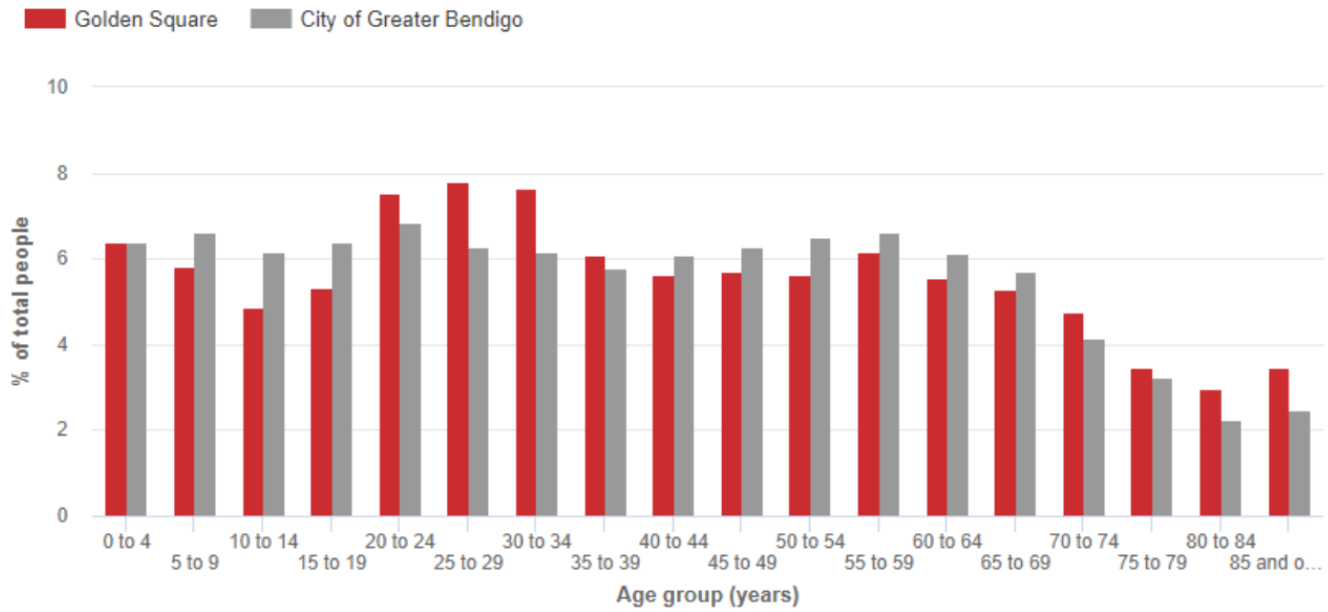
These provisions are the same in every planning scheme across the State and the recommendation of the strategic work for Golden Square will not impact on their operation.

Demographic, Housing and Economic Profile

Demographics

At the 2016 Census there were 8,820 people residing in Golden Square, consisting of 4,198 males and 4,629 females. The most prominent age bracket was persons aged between 25-34 years followed by 55-64 years. The median age is 38. Between the 2011 and 2016 Census, there was a decline in younger people (aged 10-24) living within the community.

Of the suburb's total population, 84.6 per cent of people were born in Australia and 87 per cent of people only spoke English at home. In total 7,868 people residing in the suburb were Australian citizens.



Housing

The suburb of Golden Square occupies 850 hectares of the municipality and is dominated by detached dwellings, (88.6 per cent of all dwellings meeting this criteria). The average number of persons per household is 2.3, however only 20 per cent of housing has two bedrooms or less.

Analysis of the household types in Golden Square following the 2016 Census indicated that there was a lower portion of couple families with child(ren) as well as a higher portion of one-parent families compared to regional Victoria. There was also a higher portion of single-person households.

The following is a summary of house and unit prices within the suburb and a comparison to other places within the municipality, with the two adjoining suburbs (along the High Street corridor). The data is current for September 2020.

Suburb	Golden Square	Bendigo	Kangaroo Flat
Median House Price	$386,500	$500,000	$372,500
Median House Rent P/W	$320	$330	$330
Median Unit Price	$282,500	$272,500	$240,000
Median Unit Rent P/W	$280	$283	$270

As shown above, the median house purchase and rental costs within the suburb are lower than the adjoining suburb of Bendigo, and comparable with Kangaroo Flat, but the median unit purchase price is higher than those in Bendigo and Kangaroo Flat.

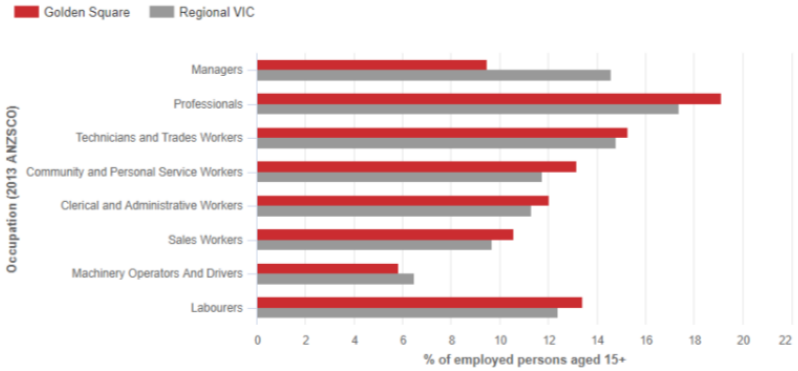
Economic

The labour force status indicated that 3,880 people living in Golden Square in 2016 were employed, of which 60 per cent worked full time and 39 per cent part time.

An analysis of the employment status in Golden Square shows that there was a lower proportion in employment and a slightly higher proportion unemployed compared to regional Victoria. Overall, 93.4 per cent of the labour force was employed and 6.6 per cent was unemployed, compared to 94 per cent and 6 per cent respectively in regional Victoria.

A review of the jobs held by residents shows the three most popular occupations were:

- Professionals (19.1 %)
- Technicians and trades workers (15.3 %)
- Labourers (13.4 %)



More residents worked in health care and social assistance than any other industry in 2016, followed by retail trade and manufacturing. The percentage of people employed in these three sectors was higher compared to regional Victoria.

Source: 2016 Census Data, .id Community and Realestate.com.au with information presented by ING

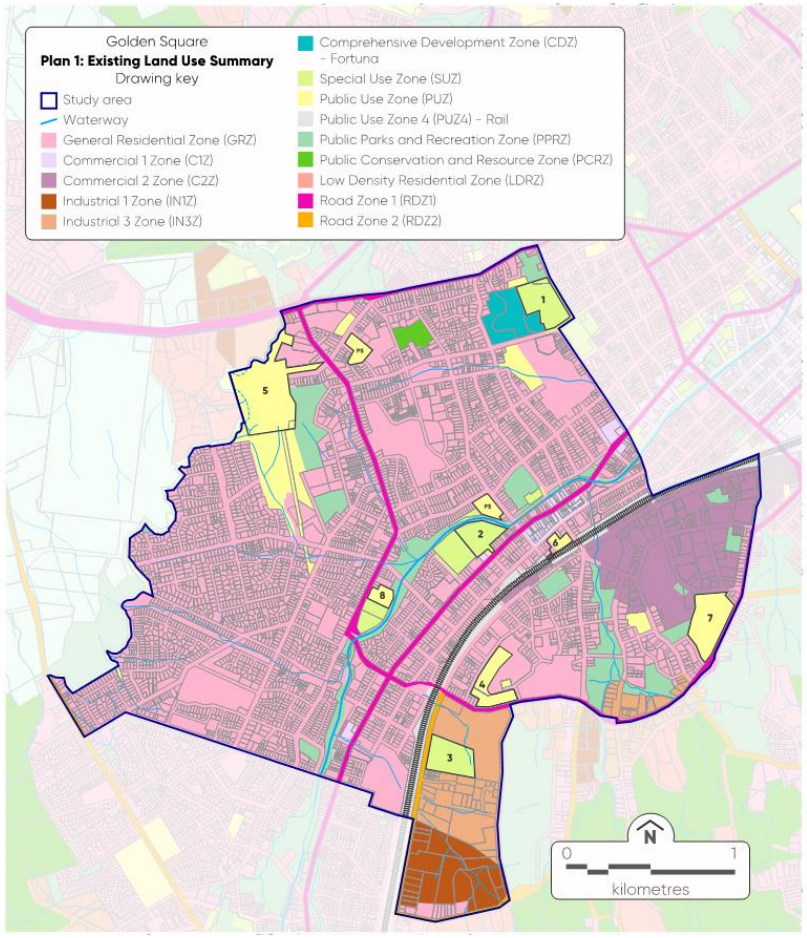


View of Golden Square (c. 1876) Nicholas Caire (National Gallery of Victoria)

Land Use Summary

The land use summary provides an overview of the existing zonings and key land uses within the suburb. It is intended to assist in understanding what we have now and what is required into the future.





Land Use Budget (all area values in hectares)

GRZ	560.2	1. Southern Cross Austero	5.5	Bendigo Creek corridor	15
C1Z	4.8	2. Former Central City Caravan Park	3.7	Formal recreation areas	11
C2Z	43.6	3. Electricity Terminal Station	5.3	Passive open space (including Bendigo Creek)	54
IN1Z	40.5	4. Golden Oaks Retirement Village	4.5	Other land	12.2
IN3Z	22	5. Specimen Hill Reservoir	16		
CDZ	7.5	6. Former Golden Square Primary School	1.3		
PUZ4	14.5	7. City of Greater Bendigo depot and Vic SES	5	**Total area**	**850**
RDZ1	18	8. City of Greater Bendigo nursery	1.4	**Total dwellings**	**4,097**
		PS. Current primary schools	4	**Population density (people per hectare)**	**10.77**

Movement and Transport

At the 2016 Census it was identified almost 80 per cent of Golden Square residents used a car to get to work, with only 2 per cent using public transport and 3 per cent walking or cycling. With the City looking to promote growth in the suburb, it is clear there needs to be a significant shift in the mode of travel in Golden Square.

The most fundamental strategic work that the City has undertaken in relation to movement and transport is *Connecting Greater Bendigo – Integrated Transport and Land Use Strategy 2015* (ITLUS). The ITLUS sets the framework and direction for:

- An integrated approach to transport and land use planning
- Reducing the reliance on cars
- Making the best possible use of the available infrastructure, including road space, to meet our traffic demands
- Exploring opportunities to do things differently

Public Transport

Golden Square Train Station

In 1885 the Golden Square train station was declared opened, with the current station buildings constructed in 1915. From the 1920s, the closure of mines, the effects of the Great Depression and also an increase in car ownership saw the closure of many sidings, lines and a decline of numerous passenger services. In 1982 the Golden Square train station closed.

The station buildings are of local historic and architectural significance to the City but are currently not protected by a Heritage Overlay. A heritage study has been prepared concurrently for Golden Square that has investigated protection for the station buildings.

The former Golden Square Station is well-located, being only 450 metres from the Golden Square Town Centre. But Golden Square residents are required to either travel into the Bendigo City Centre (approximately 2.2 kilometres) or to the Kangaroo Flat station (approximately 2.7 kilometres) to catch the train.

A key opportunity to shift the mode of travel and increase activity in the Town Centre lies in the reopening of the Golden Square station. This will increase public transport options, improve accessibility, unlock development opportunities around the railway line, and support delivery of new and diverse housing options in the residential areas surrounding the station and Town Centre.

The reopening of the station would also support the Bendigo Metro Rail concept.

Bendigo Metro Rail was initially conceived as making better use of the existing infrastructure and services to assist in meeting Bendigo's growing urban transport needs. The concept was boosted with the reopening of the Kangaroo Flat and Eaglehawk train stations, and the construction of new stations at Epsom, Huntly, Goornong and Raywood.

There has been strong growth in the Bendigo-Melbourne rail service, reflective of Bendigo's continuing population growth.

The concept of incrementally reopening and developing new train stations, utilising the existing rail network and services is a logical progression of investment and is key to supporting population growth in a coordinated way.

Plan Greater Bendigo 2018 identified the continued implementation of Bendigo Metro Rail as one of its actions and specifically highlights Golden Square as a station that should be reinstated.

Golden Square is in a unique situation because the station and supporting infrastructure still exists, the station is close to the Town Centre and there is extensive land that could facilitate higher density development and support its function.

Given the opportunities that the reopening of Golden Square Station could provide not only from an alternative transport perspective but as a catalyst for residential, employment and supporting services growth, it will be vital that collaborative work continues with State Government agencies and the City advocating strongly for feasibility funding.


ROCHESTER
ELMORE
GOORNONG
PYRAMID HILL
DINGEE
RAYWOOD
HUNTLY
BRIDGEWATER
INGLEWOOD
MAIDEN GULLY
MARONG
EPSOM
EAGLEHAWK
NORTH BENDIGO
(Showgrounds)
BENDIGO
GOLDEN SQUARE
KANGAROO FLAT
KANGAROO FLAT SOUTH
(Lansell Square)
HARCOURT
CASTLEMAINE
INTERCHANGE STATION
OPEN STATION
COMMITMENT TO PLAN FOR OR OPEN STATION (2018 ELECTION)
REINSTATE FORMER STATION
CENTRAL VICTORIAN METRO RAIL
PROPOSED NEW STATION

Bus Network

Golden Square is currently serviced by four bus routes:

- Route 5 extends along High Street with an approximate 30-minute frequency
- Route 54 extends along Marong Road with a 30 to 60-minute frequency (depending on time of day)
- Route 55 extends along Chum Street, Specimen Hill Road and Aspinall Street with an approximate 30-minute frequency
- Route 64 extends along Adam Street, Belle Vue Road, Hollow Street and through to Hattam Street with an approximate 60-minute frequency

As previously identified by the 2016 Census, only 2 per cent of the population indicated that they utilised public transport to get to work, however this alone does not provide an accurate reflection on the use of the bus network.

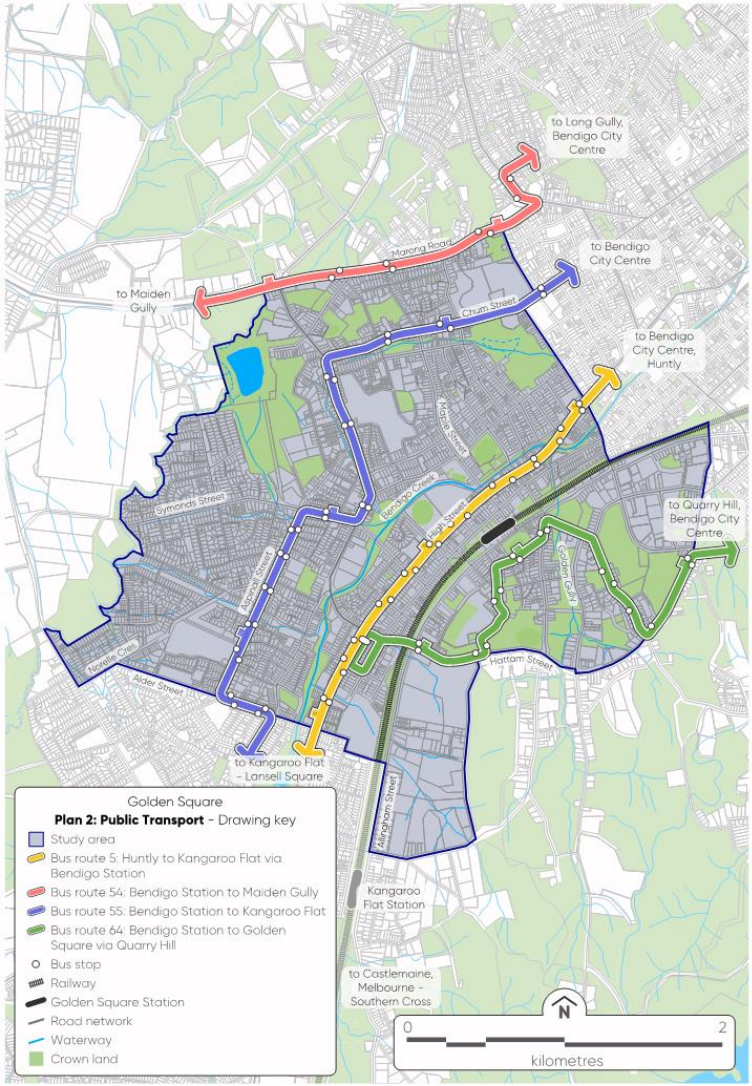
Currently the bus routes through Golden Square are linear and do not allow residents to utilise it to connect to key focus areas within the suburb. It is important to facilitate these local connections in order to change the way people think about moving through the suburb.

Objective

- **To increase public transport patronage**
- **To protect heritage values surrounding the Golden Square Train Station**

Strategies

- **Support the inclusion of the Golden Square Station in the Schedule to the Heritage Overlay as part of the Golden Square Heritage Study**
- **Advocate for the reopening of the Golden Square Station with relevant State Government agencies**
- **Continue to implement relevant actions of Connecting Greater Bendigo – Integrated Transport and Land Use Strategy 2015**
- **Advocate for a review of the local bus network to allow for connections to key places within Golden Square**
- **Improve frequency and location of bus routes to service the changing needs of the community**
- **Ensure nearby development does not limit the opportunity to reopen Golden Square Station and provide necessary connections**



Walking and Cycling

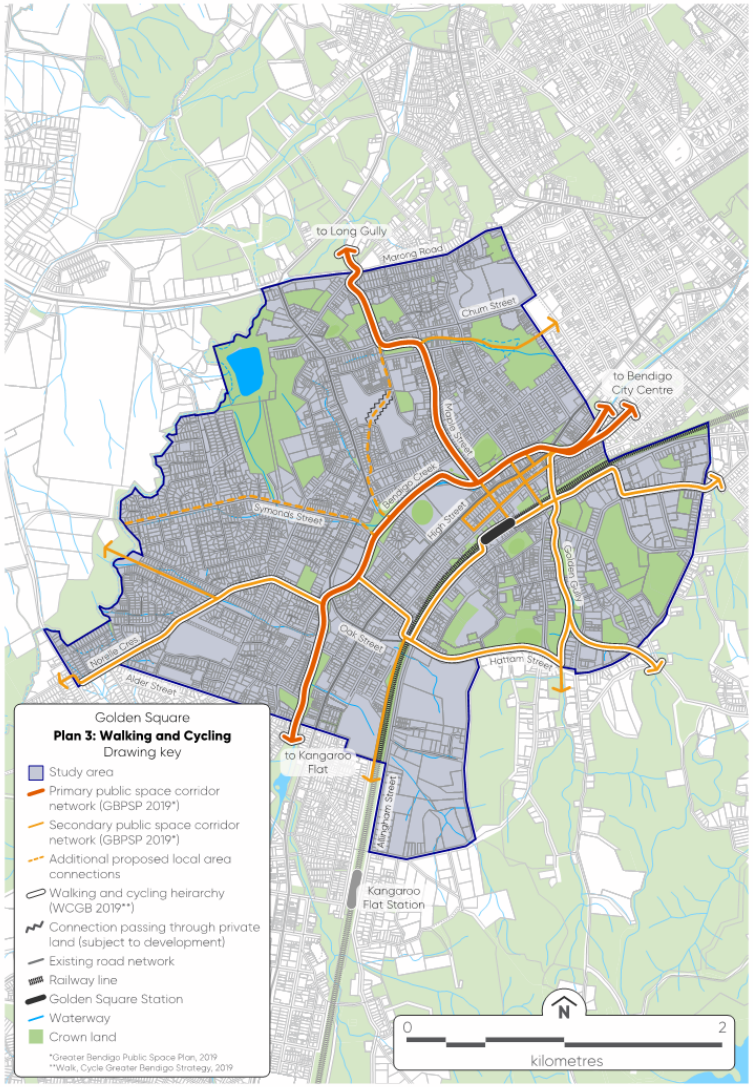
Options for walking and cycling in Golden Square are mixed and inconsistent, ranging from a high standard of local connectivity to the lack of basic infrastructure in some locations.

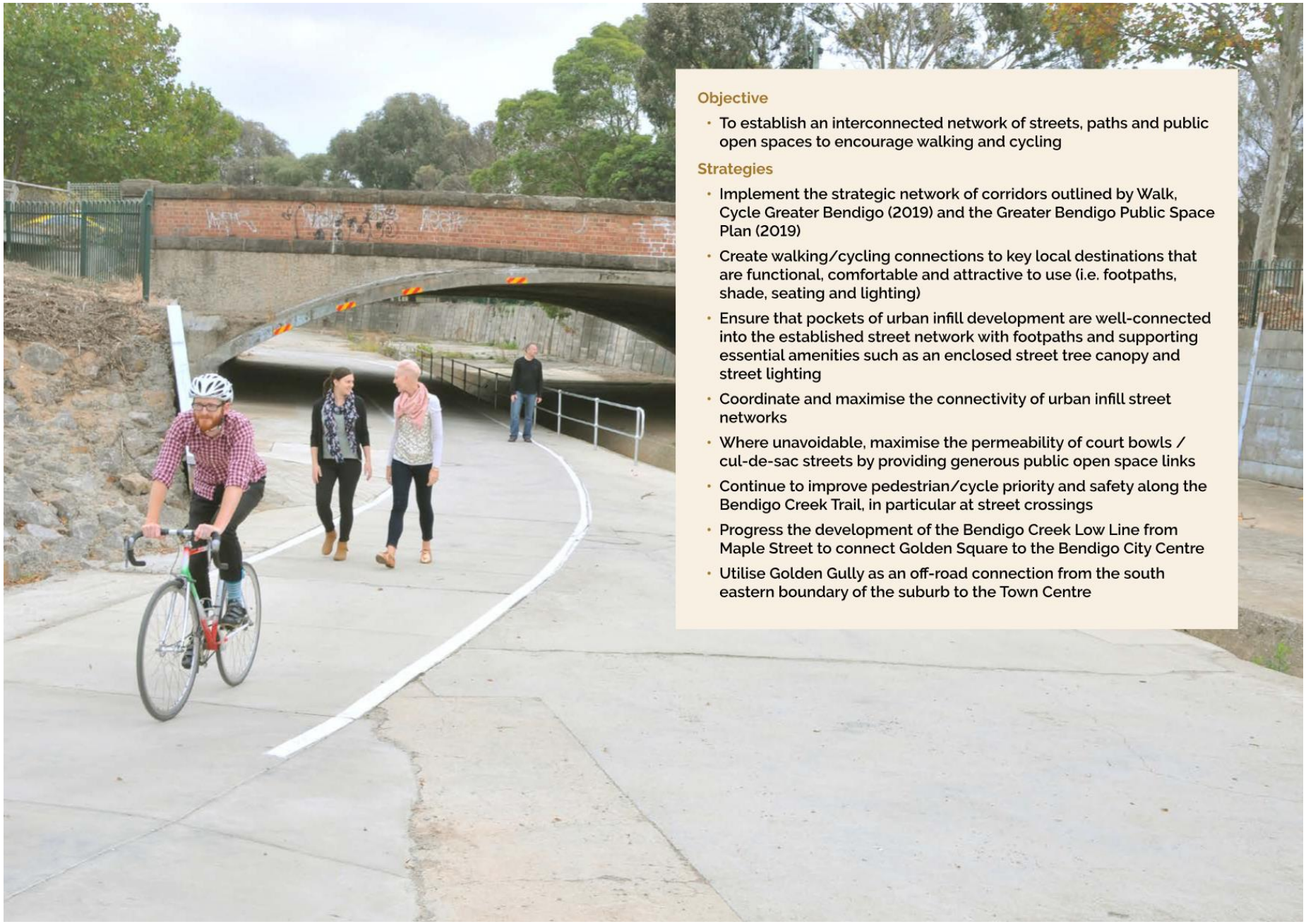
Older and more established areas, such as those closer to the Bendigo City Centre and the Bendigo Creek, have a grid-based street network with footpaths on both verges. As a result these areas are well-connected and are both inherently walkable and suited to local area cycling. However, a substantial proportion of these streets lack good continuous shade and are therefore less usable in hotter periods.

Areas built in the post-war period, including new subdivisions of the last decade or so, have constructed footpaths, though usually on just one side of the street. There are several examples of longer and important connecting streets without footpaths, such as Pallett Street, Mistletoe Street and Magazine Boulevard. A significant number of shorter-length courts also lack footpaths. Cycling through relatively modern neighbourhoods is made less convenient and direct by these disconnected street patterns. Several major streets have marked cycle lanes, such as High Street and Mackenzie Street West. Like the majority of urban Bendigo, there are no protected cycle lanes along Golden Square's streets.

Walking and cycling within Golden Square at a neighbourhood level, using mainly local streets as well as public open spaces, is relatively safe and uninterrupted. Movement across neighbourhoods is also possible although more significant barriers come into play, such as major roads, the railway line and the Bendigo Creek. Some of these, especially the Creek, have been overcome by bridged connections at regular intervals, some of which are pedestrian/cycle only. The railway line is bridged, though at much less frequent intervals and usually without a dedicated footpath or cycle lane. Major roads like High Street can be negotiated at intersections with traffic lights, though these are infrequent. Some other major roads such as Chum Street have uncontrolled pedestrian crossing points, usually on roundabouts, resulting in longer waits and ultimately very limited pedestrian use.

The strategic basis for improvements to Golden Square's walking and cycling network, including the establishment of a long term, interconnected network, is provided by several strategies, most notably *Walk, Cycle Greater Bendigo* (2019) and the *Greater Bendigo Public Space Plan* (2019). The broad approach of these strategies is to combine various elements of public space, including streets, open spaces and easements, to create connected, functional and high-amenity corridors that are conducive to movement and passive use. Whilst these strategies provide the primary framework, there are several additional connections at a neighbourhood level that are considered important.



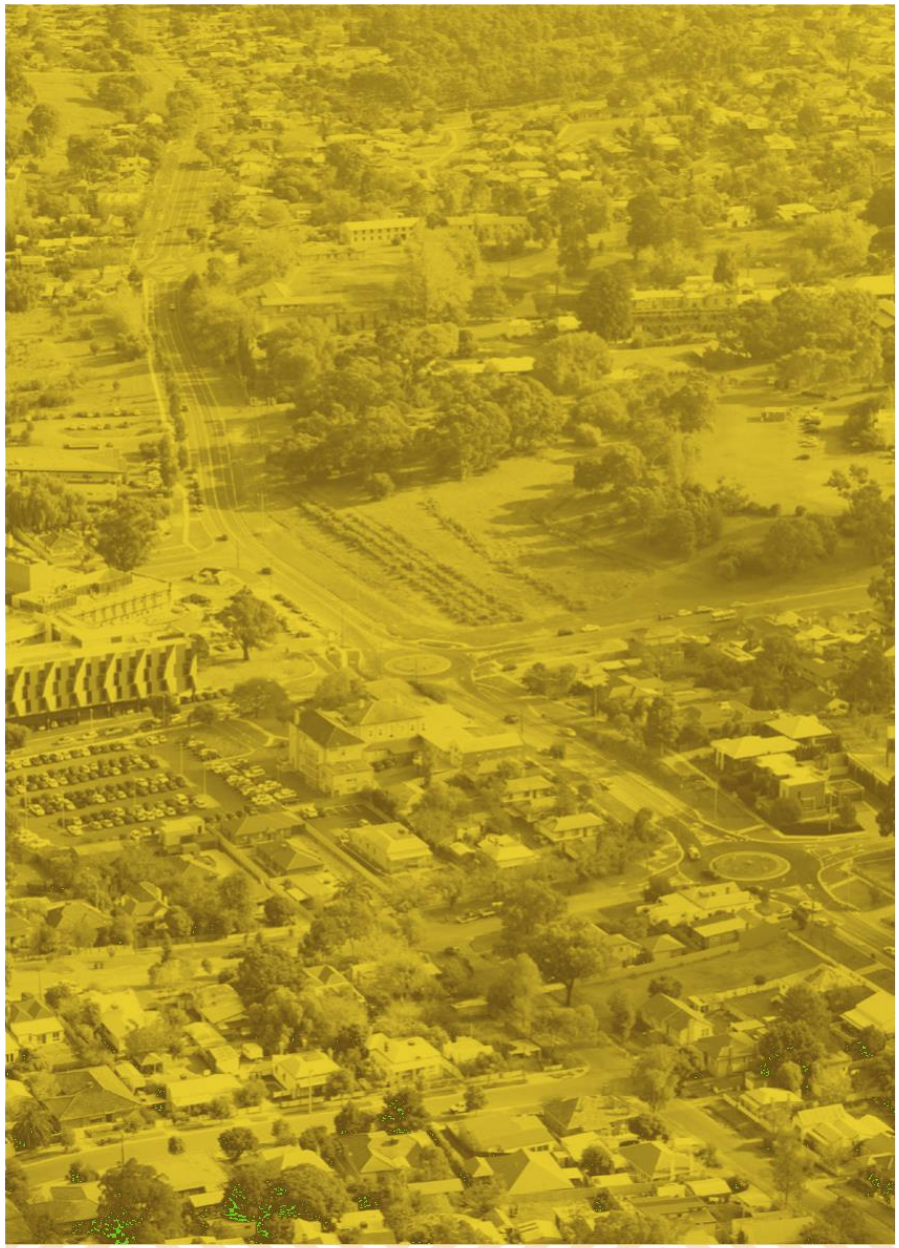


Objective

- To establish an interconnected network of streets, paths and public open spaces to encourage walking and cycling

Strategies

- Implement the strategic network of corridors outlined by Walk, Cycle Greater Bendigo (2019) and the Greater Bendigo Public Space Plan (2019)
- Create walking/cycling connections to key local destinations that are functional, comfortable and attractive to use (i.e. footpaths, shade, seating and lighting)
- Ensure that pockets of urban infill development are well-connected into the established street network with footpaths and supporting essential amenities such as an enclosed street tree canopy and street lighting
- Coordinate and maximise the connectivity of urban infill street networks
- Where unavoidable, maximise the permeability of court bowls / cul-de-sac streets by providing generous public open space links
- Continue to improve pedestrian/cycle priority and safety along the Bendigo Creek Trail, in particular at street crossings
- Progress the development of the Bendigo Creek Low Line from Maple Street to connect Golden Square to the Bendigo City Centre
- Utilise Golden Gully as an off-road connection from the south eastern boundary of the suburb to the Town Centre



Roads

The road network within Golden Square is well established and generally operates efficiently, allowing for vehicle movements with minimal disruptions.

Golden Square is essentially divided into four sections by two major roads; High Street and Specimen Hill Road (which extends into MacKenzie Street West, Oak Street, Hattam Street and Adam Street). The majority of roads within the suburb are considered to be local roads managed by the City.

The intersection of Allingham Street and Hattam Street does pose some challenges with vehicles often dashing across traffic which is heading along Hattam Street.

Along the High Street corridor and to the north of the Town Centre there is some consistency to the road patterns, however, more generally, especially in the newer residential areas, there are lots of examples of court bowls and disconnection between key connector roads. While road formation is relatively consistent across the suburb, the most notable difference is often the inclusion of formalised kerb and channel or more informal shoulders and drainage solutions. Examples of this can be seen in parts of Allingham Street, Woodward Road, Wade Lane and Ophir Street.

The suburb also facilitates the movement of B-doubles with a freight network including Hattam Street, High Street, Specimen Hill Road and Abel Street.

Objective

- **To ensure the road network is maintain to a safe and efficient standard**

Strategies

- **Advocate Department of Transport to investigate opportunities for improvements to the Allingham and Hattam Street intersection**

Heritage and Character

The recognition and celebration of a place's heritage and character is an integral part of identity and connection of people to a place. Golden Square holds a long and diverse history which can still be viewed in the landscape and built form today.

Aboriginal clans of the Dja Dja Wurrung occupied the country of Golden Square and its environs before the arrival of pastoralists in the late 1830s, and continue to maintain a strong connection to this country. Intensive white settlement of the area began with the discovery of gold at Golden Square in 1851. By June 1852, it is said that 5,000-6,000 diggers were arriving each week to work on what was to become known as the Bendigo-Eaglehawk goldfield.

The development of Golden Square is closely linked to the rapid development, slumps and slow resurgences of quartz mining, which directed the development of home-making, civic institutions, industry, commerce, and community life through to the 1950s. From the 1950s, Golden Square's economy and population was shaped by Australia's post war growth. In the period 1950s-1980s, large industrial areas were established and a number of Housing Commission estates were opened.

Large-scale immigration associated with gold mining brought a diversity of traditions and cultural practice to the area. Immigrant architects, many from Germany, designed churches, civic buildings and residences, which contribute to the architectural/aesthetic and social significance of Golden Square. A number of architect designed civic buildings that express Golden Square's identity are in evidence today. These include the former police station; the premises of the still operating Working Men's Club (and former Mechanics' Institute), established in 1883; the fire station; the former Forester's Lodge Hall; the former Golden Square State School building; the former 1940 post office and residence; and the Golden Square Railway Station. A number of early, still operational hotels hold social significance for Golden Square residents.

Golden Square basically retains its original street layout as surveyed by R W Larritt in 1853-54. Larritt's survey referenced the course of the Bendigo Creek and included a triangular-shaped Public Hall and Gardens Reserve at the heart of Golden Square. Another defining characteristic of Golden Square is its avenues of street trees, mostly elms with some Ironbarks, planted from the 1880s.

Source: Golden Square Heritage Study Stage 1 Chronological and Thematic History.





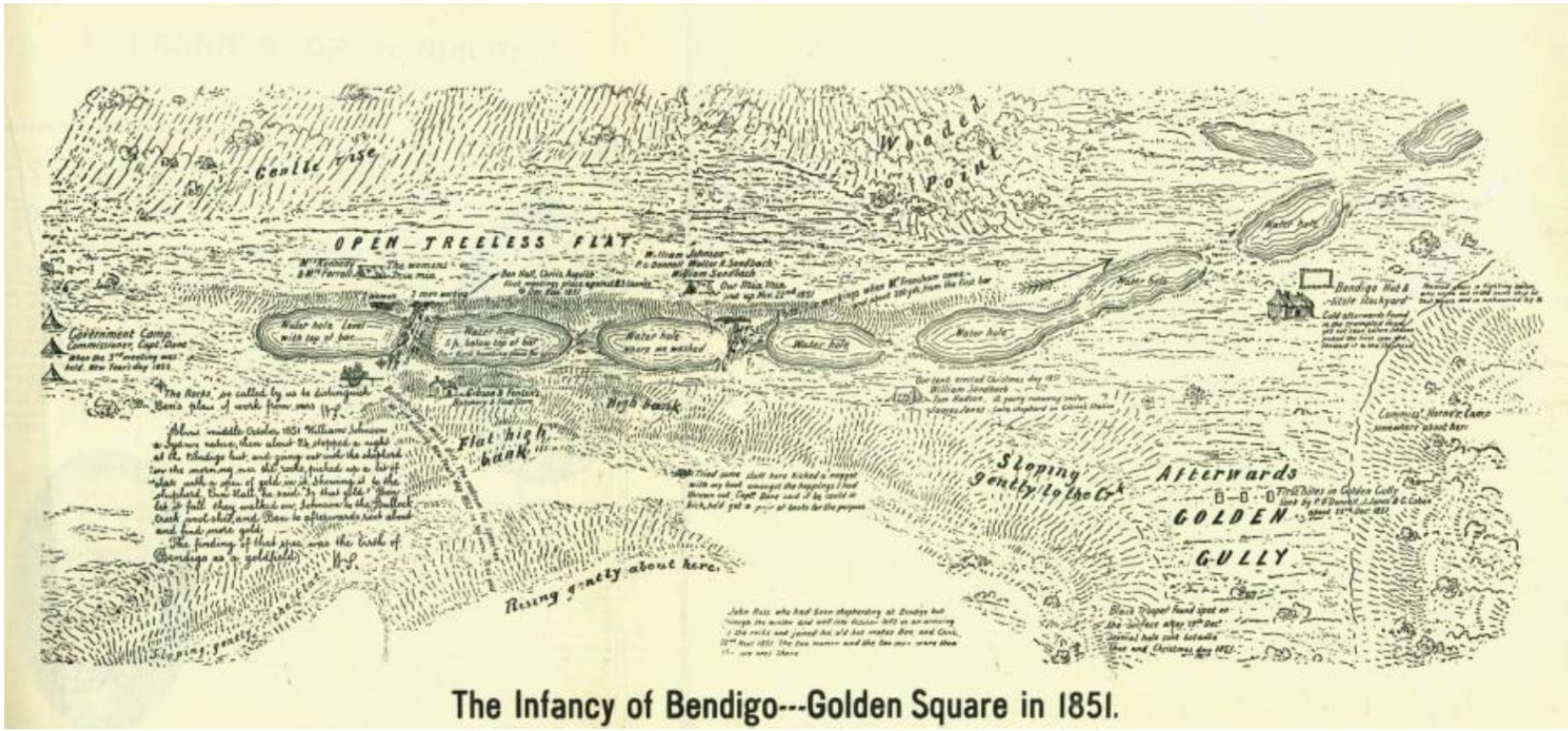
Aboriginal Cultural Heritage

It is essential to recognise the importance that the Dja Dja Wurrung people have played in the care and management of Country and the creek corridors in Golden Square. As identified in the Reimagining Bendigo Creek Plan; *Djaara people, the Traditional Owners of the Dja Dja Wurrung Clans, oral traditions, knowledge and memory of Traditional Owners, together with records of early colonisation, tells us a story that the Creek once consisted of a series of connected and meandering chain of clear pools, varying in depth and size, some of which are likely to have held permanent water.*

There are opportunities within Golden Square to work towards re-establishing these corridors as usable, passive open space that improves connections but also provides the ability to continue to tell the stories of the Traditional Owners. The City of Greater Bendigo would partner with Djandak in regards to investigating these opportunities.

Areas of Aboriginal Cultural Heritage Sensitivity within Golden Square are mapped as being along the Bendigo Creek and Golden Gully corridors. Land use, development and works within these identified areas are required to meet the requirements of the Aboriginal Heritage Act 2006 and the Aboriginal Heritage Regulations. This must occur even if approval is not required under planning and building provisions.





The Infancy of Bendigo---Golden Square in 1851.

William Sandbach 1851.

This remarkable sketch-map by miner William Sandbach tells the story of the birth of the Bendigo goldfield, detailing who was there and where their claims and camp sites were. Inadvertently he is also revealing the Aboriginal management of the land, showing the waterholes along the creek bed, treeless flats and wooded hills.

Further recognition must be considered to this significant location with Bendigo and the impacts it has had on Dja Dja Wurrung Aboriginal Clans. This can be achieved in many ways.

Objective

- To ensure areas of environmental and cultural heritage significance are preserved, enhanced and protected into the future

Strategies

- Continue to work with Dja Dja Wurrung Clans Aboriginal Corporation to support opportunities for the recognition and protection of cultural heritage

Post Contact Heritage

Currently the Heritage Overlay is the main tool utilised under the Greater Bendigo Planning Scheme to identify and protect sites or areas of heritage value. It allows for sites of individual significance to be identified as well as precincts which provide a high level protection for sites that are important in their setting in the streetscape and relationship with the surrounding built form.

The Overlay only applies to small pockets of the suburb and up until now a full review of the area had not been undertaken.

Running concurrently to this project is a heritage study for Golden Square. The study aims to:

- Identify sites of individual significance
- Review the extent of the existing Heritage Overlay
- Make recommendations of any changes to the Overlay (including for precincts)

While the detailed work is being undertaken as a separate project it will be important to ensure the implementation of this plan aligns with the work being undertaken.

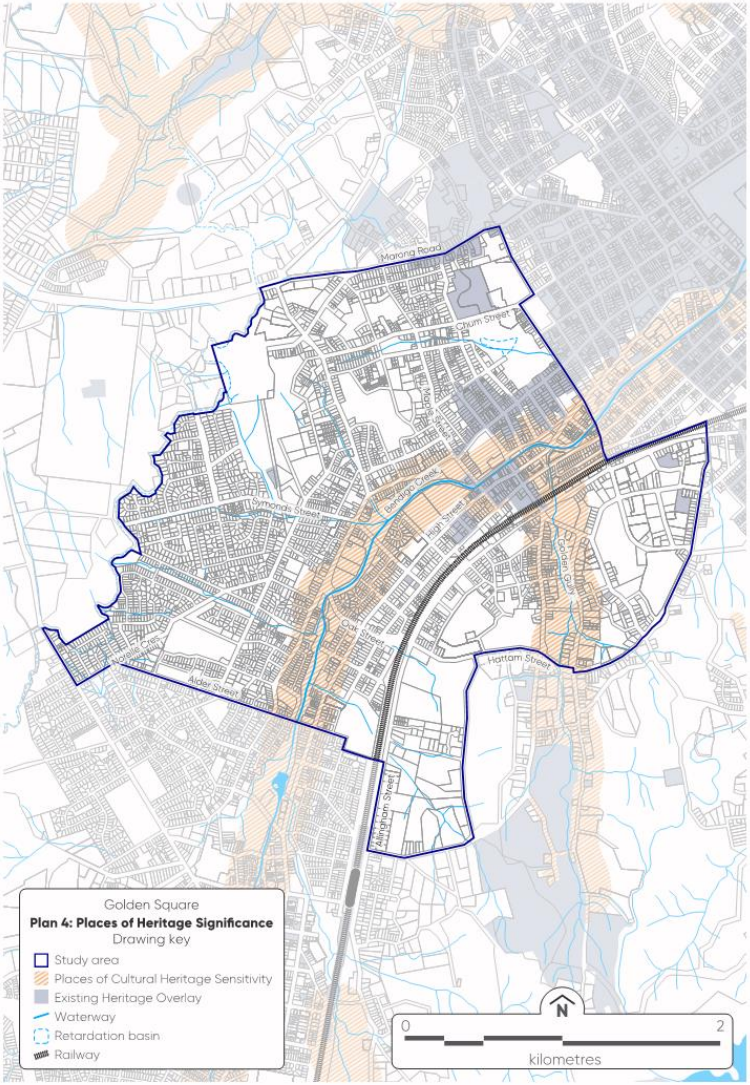
In the broader context of Greater Bendigo, significant work has occurred to ensure there are appropriate tools in place to allow the assessment of new subdivisions and developments within a heritage setting. This work does not need to be reviewed or updated as part of this plan and provides appropriate guidance to facilitate appropriate growth within areas of significance.

Objectives

- **To ensure buildings and areas of heritage significance which are valued by the community are protected**

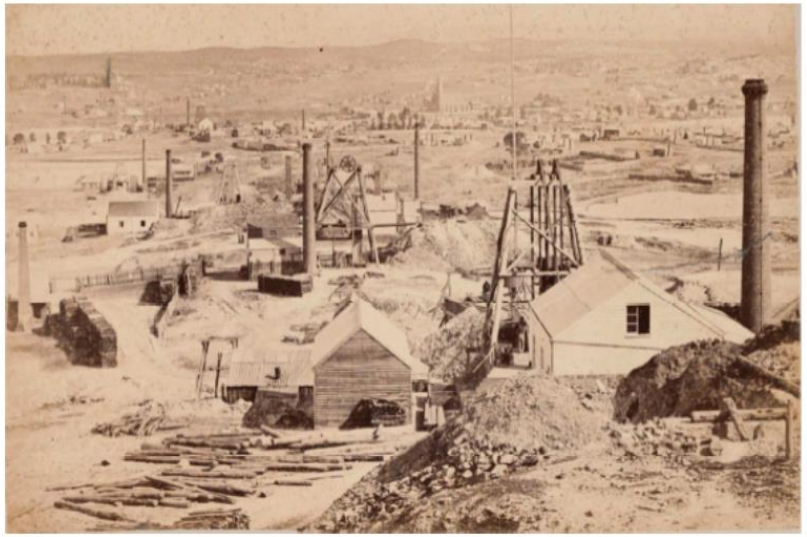
Strategy

- **Implement relevant provisions from the Golden Square Heritage Study into the Greater Bendigo Planning Scheme**
- **Continue to assess new development against the Heritage Policy and Heritage Design Guidelines which form part of the Greater Bendigo Planning Scheme**


Golden Square
Plan 4: Places of Heritage Significance
Drawing key
Study area
Places of Cultural Heritage Sensitivity
Existing Heritage Overlay
Waterway
Retardation basin
Railway
N
0
2
kilometres
Marong Road
Churn Street
Hattam Street
Alder Street
Bendigo Creek
High Street
Kangaroo Gully Road
Axedale-Goornong Road
Ironbark Gully
Ashgrove Road
Ashgrove Creek
Ashgrove Gully
Ashgrove Gully Road
Ashgrove Gully
Ashgrove Gully
Ashgrove Gully



Photograph of the township of Golden Square by N J Caire, 1877. (Source: Care 1877, SLV)



The New Chum line of reef photographed by Nicholas Caire, c.1875. (Source: Caire c.1875, SLV)



Turning the arch at Booth Street bridge (LHS) and testing the Booth Street bridge (RHS) c.1901. (Source: University of Melbourne Archives Image Collection cited in *John Monash*, nd)



The Sampson family residence, c.2010. (VHD 2010, 'Former Sampson family residence' H2231)

Streetscape Character

Considering its relative inner city location and overall more established nature, there is a surprising variety of streetscape character across Golden Square.

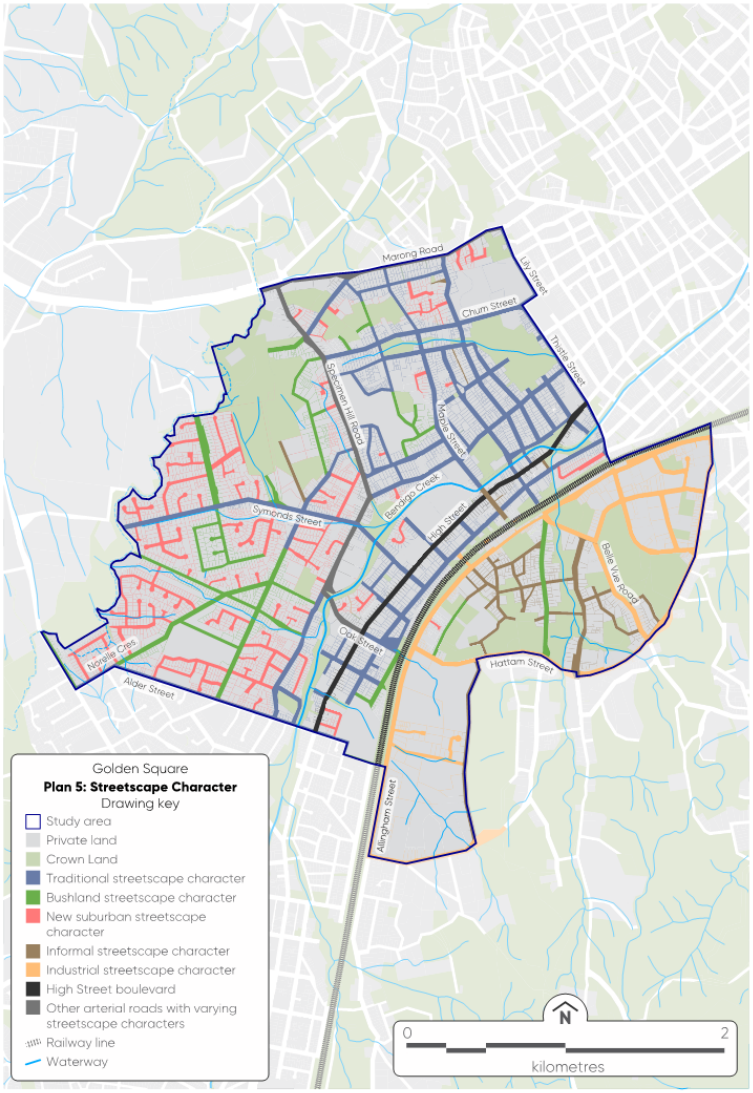
More conventional suburban streetscapes, characterised by wide road reserves and generous proportions of asphalt and verge, are archetypal of neighbourhoods between Thistle Street and Specimen Hill Road/Bay Street. Many of these streetscapes, despite their older age and ample physical space, lack continuous plantings of substantial, mature trees to provide shade and enclosure of the street. There are nonetheless several examples of streets with sections of well-established tree canopies that provide an appealing character, for instance parts of Maple Street, Mackenzie Street and Panton Street.

A contrasting bushland type of streetscape character recurs throughout some of the relatively recent areas and has been created by the preservation of small copses and remnant Box Ironbark forest. In some situations, this character has been extended into new streets by the planting of native species. There are several notable pockets where this bushland character is most prominent – to the south west of Golden Square, including major streets such as Norelle Crescent/Holly Street and Kronk/Timbarra Streets; several local streets on the eastern side of the Sparrowhawk Gully Bushland Reserve/Specimen Hill Reservoir, and several local streets to the east of Crown land on Specimen Hill. This more informal style of streetscape is distinctive to Bendigo and evocative of the concept of a 'city in a forest'.

Newer neighbourhoods tend to have a different and varying streetscape character. This is consistently defined by much narrower streets, often with court heads. Front gardens are shallow and either extend to the kerb or meet a concrete footpath. These streets have the feeling of being more 'built up' due to the predominance of larger homes on small blocks along the street. This will improve with time as trees grow to enclose and shade the street, unencumbered by overhead powerlines.

There are also scattered examples of informal streets, without kerb and channel, and sometimes unsealed, that have a distinct character. There are also several entirely unmade streets. These street types occur in both residential and industrial settings and, more often than not, service a small number of properties only.

In addition to the residential streetscapes, there are some other notable streetscape character types. High Street in particular stands out. It is distinguished and recognisable by its consistently treed avenue of London Plane trees which is part of a much longer arrival into Bendigo.



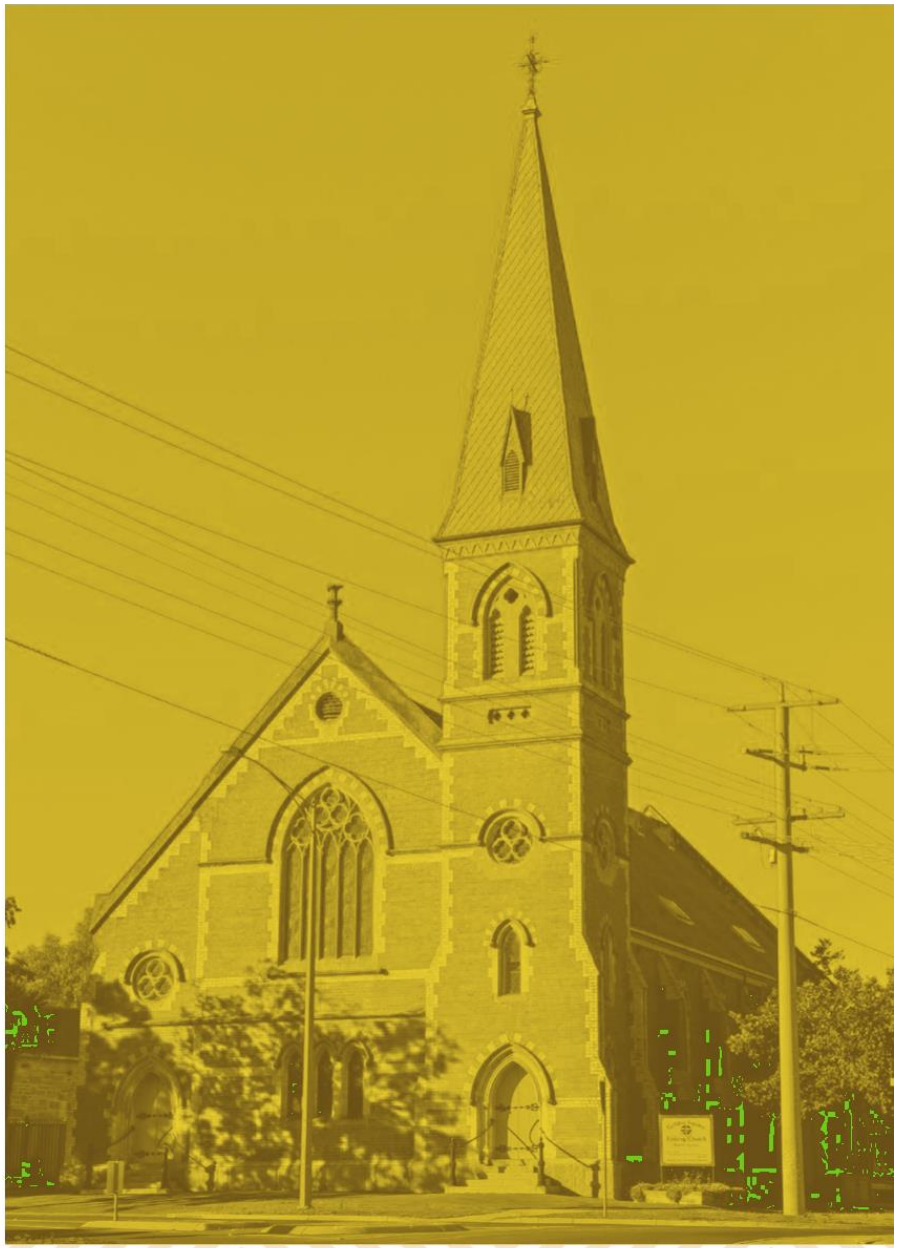
The avenue has a boulevard type character which unifies a highly variable mix of commercial, residential and industrial uses along its length. There are also the streets of Golden Square's substantial industrial areas. These are typically broad, open and devoid of vegetation, as well as less often formalised by kerb and channel. There are also examples of remnant bushland verges on some industrial streets such as MacDougal Road.

Objective

- To recognise and enhance the diverse character of Golden Square's streetscapes

Strategies

- Reinforce the identified character of streets with appropriate planning, design, planting and infrastructure (e.g. footpath materials, verge formalisation)
- Increase overall street tree canopy cover in residential streets as a priority, with tree species and planting arrangements that enhance character
- Implement the outcomes of Greening Greater Bendigo 2020 to improve shade cover
- Maintain the informal streetscape character of unstructured verges in identified locations. Preference the use of asphalt and/or compacted crushed rock footpaths in these locations



Built Form and Public Realm

The history of Golden Square has resulted in a diverse built form, from modest cottages to grand buildings such as Fortuna Villa and newer infill developments. This helps to define what makes Golden Square unique from other parts of Greater Bendigo. There is significant opportunity to continue to improve the quality, presentation and type of built form, especially in relation to the Town Centre and residential development.

As identified in the previous section, there are different streetscape characteristics across Golden Square which contribute to the way people engage with these spaces. There is opportunity for further public realm improvements, especially around the Town Centre and the future train station precinct which would significantly enhance not only how these spaces look, but people's willingness to occupy the space and prioritise spending time within these areas. Public realm improvements may include enhancing permeability, additional shade, connectivity, seating and items of engagement.

Town Centre

The Golden Square Town Centre is the civic, commercial and retail core of the suburb and is stretched out along High Street with its main focus between Cedar Street and Laurel Street. It is identified within the Bendigo Activity Centre Hierarchy as a Neighbourhood Activity Centre which primarily services the needs of local residents, with a range of businesses and everyday amenity shops available.

The precinct experiences a large percentage of daytime use, however at night activity is reduced significantly due to the operating hours of the businesses. At the suburb's core, it is relatively self-contained, with excellent opportunities for integration with existing and new residential areas, further commercial and mixed use development, open space areas/corridors and public transport provisions.

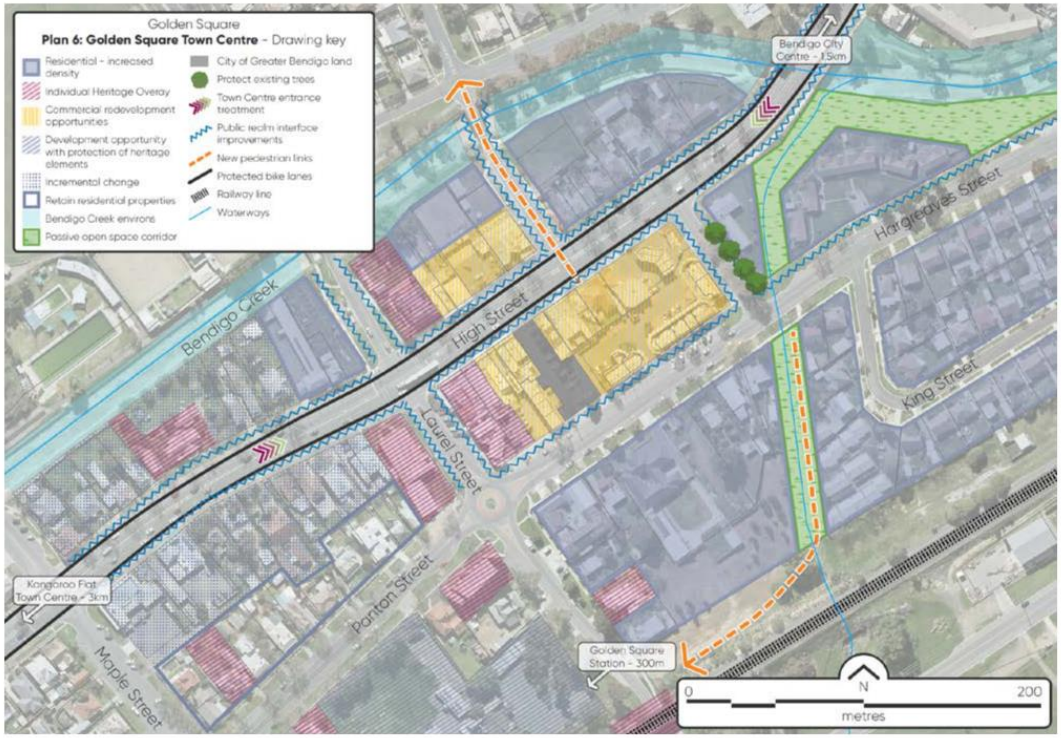
There are a number of challenges which the area currently faces. These are identified as:

- Separation by a four lane main road
- Car dominated streets with poor walking and cycling options
- Tired presentation of the private and public realm
- Empty shops
- Lack of vibrancy and activity

The key elements which need to be considered when it comes to addressing these challenges and revitalising the Town Centre are:

- Creating a sense of arrival
- Connection of the Town Centre
- Car parking
- Public transport, walking and cycling
- Urban design, landscaping and built form
- Community space

There is a total of approximately 8,660 square metres of vacant or underdeveloped land in the Golden Square Town Centre. Many of the properties are contiguous and/or in same ownership. These present great redevelopment opportunities to support the revitalisation of the Town Centre.



Creating a sense of arrival

The entrance to the Town Centre has little definition due to its linear nature and dissection by High Street. Creating a sense of arrival is important to establish the Golden Square Town Centre as a destination and a place where people want to spend time.

Objective

- To improve the presentation of the approaches to Golden Square and provide a clear sense of arrival within the Town Centre

Strategies

- Engage with Dja Dja Wurrung Clans Aboriginal Corporation to investigate opportunities for the recognition of their story and cultural practices
- Landscaping/sculptural treatments at entry points, central medians and avenue plantings
- Provide distinctive 'Golden Square' signage
- Encourage presentation of buildings on key corners to the north and south assist in marking the main entrance to the Town Centre and reinforce High Street as the main commercial spine
- Public realm improvements on approaches to the Town Centre from residential fringe areas, principally in the form of landscape effects, featuring paving and 'place sensitive' signage that reinforces the impression of approach to the Town Centre

Connection of the Town Centre

The Golden Square Town Centre is split in half by a four lane, 60 kilometre arterial road managed by Department of Transport. It is a busy traffic and heavy vehicle route with two lanes in each direction. The speed of cars and vehicle priority makes it an unsafe and unfriendly environment for pedestrians and cyclists.

This presents a number of problems when trying to create an attractive space where people want to spend time. A much more attractive and pedestrian friendly space needs to be created in High Street and in surrounding street networks to attract more people and investment to the area.

Objective

- To create a pedestrian friendly environment that allows for safe and efficient movements between destinations

Strategies

- Investigate options for reducing speed on the immediate street network
- Investigate opportunities to reduce the waiting time to cross at the High and Laurel Street traffic lights
- Improve the visibility and presentation of the mid-block median strip crossing on High Street
- Reinforce links between the Bendigo Creek Trail and the Town Centre
- Reinforce links between existing residential areas north west of High Street by removing vehicle priority over Bendigo Creek at Booth Street

Car parking

There is an enormous amount of on-street and off-street space in the Golden Square Town Centre dedicated to car parking, which could be better utilised.

An assessment of the Town Centre block bounded by Cedar, High, Laurel and Panton Streets (which is approximately 9,270 square metres) reveals there are approximately 73 car parks on private land, taking up 41 per cent of land and 44 on-street car parks immediately surrounding this block.

A parcel of land within the Town Centre is currently owned by the City and is solely dedicated to access and parking.

The abundance of free parking and the convenience of shop front parking mean shoppers simply park and only visit a desired store. People do not have reason to spend an extended duration of time in the centre. For centres to thrive, people need to spend time moving through an area to capture incidental spending opportunities and create a sense of vitality.

Given the extent of parking directly within the Town Centre, surrounding areas and walking and cycling connections proposed by this plan, there is opportunity to consolidate parking areas and allow land such as that owned by the City to be utilised in other ways. Improving the use of this space would allow the community to have a place to interact within the commercial area and encourage future development to have active frontages which result in further engagement.

Objective

- To consolidate the number of car parking spaces within the precinct to provide opportunities for improvements and redevelopment of underutilised land

Strategies

- Work with the City's Parking Team to understand the required demand and opportunities for consolidation of parking
- Undertake discussions with key land owners to promote future thinking of redevelopment opportunities, including changes to the extensive car parking area in private ownership
- Encourage the investigation of options for the appropriate use of the City owned car park which extends between High and Panton Streets

Public transport, walking and cycling

An unsustainable number of residents use their car as a primary mode of transport within and around the commercial Town Centre.

Critical to delivering more sustainable communities is increasing the usage of active and public transport modes. Reducing the need for car trips and car dependence has a number of reported environmental, social and economic benefits to communities.

It is important walking, cycling and public transport infrastructure is delivered appropriately This means designing neighbourhoods that prioritise walking and cycling over driving through street design; providing safe, pleasant and direct walking and cycling paths to key destinations; and providing internal bus routes with frequent services, adequate stops and shelters.

Objective

- **To create a safe and legible pedestrian and cycling network throughout the Town Centre and enhance public transport connectivity**

Strategies

- **Support a future review of bus routes to ensure all routes provide an access to the Town Centre and allow for the easy transfer from one bus to another.**
- **Improve and enhance exiting transport links**
- **Connect key destinations within the area**
- **Ensure proposed footpath works provide connections from residential areas to the Town Centre and between key destinations**
- **Enhance the public realm along key corridors to create an inviting and safe environment**
- **Work with Department of Transport to improve efficiency of pedestrian and cycling movements on High Street**
- **Investigate the removal of some on-street car parking in High Street to provide greater separation between vehicles and cyclists**
- **Investigate promoting the Booth Street Bridge over Bendigo Creek as a pedestrian and cyclist prioritised crossing**

Urban design, landscaping and built form

The design, presentation, finishes and form of a space can dramatically change how a person feels and their desire to interact with that space. The incorporation of natural features, aspects of engagement, integration of built form with the public realm and relevance of scale all contribute to creating an inviting and well-functioning space.

There are significant opportunities within the Town Centre to improve these elements. Many buildings within the Town Centre appear dated and there is little sense of public surveillance or integration due to building presentation and the extent of signage.

The Greater Bendigo Integrated Transport and Land Use Strategy (ITLUS) set out an action to develop an Urban Design Framework for the activity centres identified by the Commercial Land and Activity Centres Strategy, including Golden Square to guide development in and around these centres and train station precincts, to accommodate a growing population and to induce and support public transport use and active travel by people living in and accessing activity centres.

An Urban Design Framework for the Town Centre and train station areas have been prepared as part of the preparation of this plan.

Objective

- **To create an inviting, safe and functional Town Centre through improvements to the built form and presentation**

Strategies

- **Implement the Urban Design Framework to improve public realm presentation in the Town Centre and the train station precinct**
- **Apply relevant Design and Development Overlays to implement the outcomes of the Urban Design Framework**

Community Space

Golden Square currently lacks a dedicated space that is located within the Town Centre that could operate as a communal gathering space. A place for people to gather, stop and rest, eat their lunch, use facilities like toilets, as well as be sufficiently large enough to hold community events.

A community space would engage the local community and contribute to the quality of their daily lives. Its design will help unite communities by facilitating casual interaction, offering a place to meet and share skills, provide amenities and furniture to cater for social gatherings, offer a venue for events and markets where communities can gather, facilitating organised or informal activities.

Feeling part of a community is incredibly important to our wellbeing, physical health and safety. Well-designed public spaces can act like communal living rooms, encouraging us to meet and interact with our neighbours.

Given the nature of the Town Centre, it is important that any space is integrated and functions with current and likely future built form. This space is not intended to replace existing community spaces such Dick Turner Reserve but support the revitalisation and enhanced use of the Town Centre.

The City currently owns land within the Town Centre which provides public car parking with some carriageway easements granted for the benefit of adjoining owners. There are a number of shopfronts at 14 Panton Street which present directly to this land rather than the street network.

This space provides a significant opportunity to create a community space which:

- Is linked to the hub of the Town Centre
- Provides interaction with commercial enterprises
- Allows people a space to congregate, gather and socialise
- Allows for the introduction of elements such as permeability, shade, landscaping and seating in an area dominated by hard-stand surfaces

When considering the most appropriate area to encourage the creation of a community space, while encouraging the revitalisation and enhancement of the Town Centre, the car park owned by the City allows for this opportunity.

Objective

- **To identify a community space opportunity that will become a focal point for Golden Square's civic life within the Town Centre**

Strategies

- **Create a place for the community to meet and interact that is accessible to all and inclusive**
- **Provide a space for events where pedestrians are prioritised and offers flexibility in the hosting of events**
- **Engage with the community to understand key needs of the area, i.e. trees, shade, seating etc**
- **Maximise opportunities for social interaction through arrangement of seating and other infrastructure**
- **Encourage activation of the space through different times of the day to enhance connections between a broad range of the community**

Housing

Golden Square presents a great opportunity to consider residential infill opportunities as it lies directly adjacent to the Bendigo City Centre and straddles the major transport connections of High Street and the Bendigo to Melbourne rail line. It is different to greenfield development in that it is an existing suburb with established residential buildings, some with heritage and character significance.

There is already significant infill development potential within the suburb, especially in areas surrounding the Town Centre and train station. Opportunities for further infill development include:

- Creek side development between Maple Street and Hargreaves Street
- Transport orientated development along the railway corridor
- Former Golden Square Primary School land
- Redevelopment of larger lots (subject to site constraints and surrounding context)

Golden Squares offers an opportunity to consider alternative ways of meeting the housing needs of the community, including through the potential of being a trial area for secondary dwellings.

Further away from infrastructure and services, it is likely that Golden Square will continue to be characterised by larger, detached houses.

Diversity

Housing diversity means there is a variety of housing types (houses, units, townhouses and apartments) and sizes available in an area to cater for a variety of resident needs at various times in their life. With almost 90 per cent of Golden Square's housing stock consisting of suburban detached 'family homes' increasing housing diversity will be a key feature of meeting the changing needs of the community into the future.

Increasing the suburb's housing diversity is important for several reasons:

- More efficient use of land - increasing housing densities in existing and planned suburbs reduces the pressure to continually expand into farmland and areas with environmental significance
- A family can "move up" without moving away - for example from a townhouse to a single family detached home
- Young adults looking to move out, or 'empty nesters' looking to downsize, can stay in the same area
- Provides for a broad socio-economic mix in communities due to different price points for different housing types
- More diverse communities are more sustainable in the long term as they are able to maintain a range of services and facilities useful to all age groups
- Housing affordability
- Provision of services - higher densities of housing can make service provision more efficient

Research has been undertaken by .id which identifies the expected demand and changes in household types between 2016 and 2036 and is summarised as:

Golden Square	2016		2026		2036		Change between 2016 and 2036
Type	No.	%	No.	%	No.	%	No.
Couple families with dependents	934	24.4	1,021	23.7	1,059	23.2	+125
Couples without dependents	967	25.2	1,102	25.6	1,205	26.4	+238
Group households	182	4.8	196	4.5	188	4.1	+6
Lone person households	1,182	30.9	1,371	31.8	1,478	32.4	+296
One parent family	500	13.1	552	12.8	574	12.6	+74
Other families	66	1.7	66	1.5	62	1.4	-4

The greatest change in housing demand between 2016 and 2036 is going to be for couples without dependents and lone person households.

There is significant opportunity within the suburb for smaller dual occupancy developments to occur within well serviced and accessible areas to meet the changing needs of the community. Well-designed development of this nature could be achieved without impacting on valued environmental, heritage or character features, however may require changes to State Government planning controls to allow greater flexibility in requirements currently needed to be met.

Affordability

Having access to housing is a fundamental human right and without it, many other basic human rights are compromised. Being able to access affordable and appropriate housing helps people secure and maintain a job, keep their families safe, raise happy and healthy children, enjoy a better standard of living and contribute to their community.

Despite increasing awareness of the importance of housing, both among the community and all levels of government, the evidence indicates that there is a growing housing affordability problem in many parts of Australia including Greater Bendigo.

Recently the Victorian Government has introduced a range of measures as part of the 'Homes for Victorians' strategy to tackle affordable housing. The strategy focuses on increasing the private housing supply and social housing stock, rental reforms and housing support services. It is anticipated that the newly formed Planning Mechanisms for Affordable Housing Ministerial Advisory Committee may recommend stronger planning provisions in planning schemes to facilitate or require the supply of affordable housing.

In response to this growing issue the City has prepared an Affordable Housing Action Plan. The Action Plan sets out the City's role and actions it will implement to support an increase in the supply and provision of affordable housing to meet community need.

Affordable housing is now defined by the Planning and Environment Act 1987 as housing (including social housing) that is appropriate for the needs of very low income households, low income households and moderate income households. Household income ranges are gazetted annually on the recommendation of the Minister for Planning and the current ranges are set out below.

	Very low income range	Low income range	Moderate income range
Single adult	Up to $18,920	$18,921 to $30,280	$30,281 to $45,420
Couple, no dependant	Up to $28,390	$28,391 to $45,420	$45,421 to $68,130
Family (with one or two parents) and dependant	Up to $39,740	$39,741 to $63,590	$63,591 to $95,380



Example of smaller infill development Castlemaine

An Affordable Housing Analysis Report prepared by Remplan identified that based on Socio Economic Indexes for Areas (SEIFA), Golden Square ranked as the 20th most disadvantaged suburb in Greater Bendigo (out of 76).

The analysis goes on to state:

Larger homes in sprawling suburbs are not always affordable and often unsuitable to the growing number of single-person households, aging households and childless couples. By providing more choice, better aligned to the needs of smaller households, the number of affordable entry points (and affordable living opportunities) can be increased for those on lower incomes.

Increasing the supply of housing is not simply a matter of releasing more land and building more houses. Housing stock must also be suited to the needs and the means of residents. Each area of Greater Bendigo has different demographic drivers requiring different housing options offering a choice of dwelling size, tenure type and price.

Increasing the supply of affordable housing in Golden Square is possible with:

- Existing policies that support greater housing diversity close to activity centres, services and public transport
- New initiatives, such as affordable housing agreements
- Use of surplus government land
- Working with the development industry, to include social housing as part of the approvals process and streamlined planning processes
- State Government initiatives, such as the Victorian Social Housing Growth Fund and Homes for Victorians strategy will also support future investment in social housing

Continuing to offer support to organisations that provide emergency housing is also important in assisting people who are in housing crisis, homelessness or in financial stress. There are a number of larger sites and significant surplus crown land within Golden Square which present opportunities for the integration of affordable housing in the community.

Environmentally Sustainable Design

A key to promoting housing diversity, affordability and managing change is encouraging Environmentally Sustainable Design.

Environmentally Sustainable Development principles aim to improve the health and comfort of buildings for occupants whilst at the same time reducing negative impacts on the environment. Sustainable design assists with protecting our environment, secures today's living standards, helps future-proof communities against rising energy, water and waste disposal costs, reduces the impact of climate change and helps Greater Bendigo to become the world's most liveable community.

When it comes to development there are 10 Key Sustainable Building Categories which should be considered:

1. Indoor Environment Quality
2. Energy Efficiency
3. Water Efficiency
4. Stormwater Management
5. Building Materials
6. Transport
7. Waste Management
8. Urban Ecology
9. Innovation
10. Construction and Building Management

Further information regarding the City's work to promote and facilitate the integration of Environmentally Sustainable Design principles can be found at

https://www.bendigo.vic.gov.au/Services/Environment-and-sustainability/Environmental-Sustainable-Design-%28ESD%29

Transit Oriented Development

Transit Oriented Development means creating higher density and mixed-use development that is close to transport nodes and activity centres. City strategies provide a framework for encouraging increased density development around train stations and transport corridors and ensuring that new residential developments have good walking, cycling and public transport access that links with existing networks.

The emphasis in the *Greater Bendigo Integrated Transport and Land Use Strategy* on rail services is designed to provide for a substantial shift in where and how land use and development occurs in the Bendigo urban area.

The land surrounding all Bendigo's train stations, in particular Golden Square, is generally under-developed. There are large areas of vacant land, existing dwellings are often sited on large lots and where commercial or retail uses exist, they are not oriented towards the stations.

Around the Golden Square Train Station there is substantial underutilised land that could be redeveloped, such as the former Golden Square Primary School site and rail reserve land. The rail reserve land provides an opportunity for the integration of residential development which supports the rail corridor and the growth of the Town Centre, if it was to be considered surplus by relevant State Government agencies.

Key Sites for Urban Renewal

Across the suburb there are a number of larger sites that contain significant opportunity for urban renewal, redevelopment opportunities and are a mix of both Crown and privately owned land. While there is also opportunity on smaller sites scattered throughout the suburb, the renewal of these larger sites would provide significant opportunities for development to service the needs of the community and the creation of open space connections.

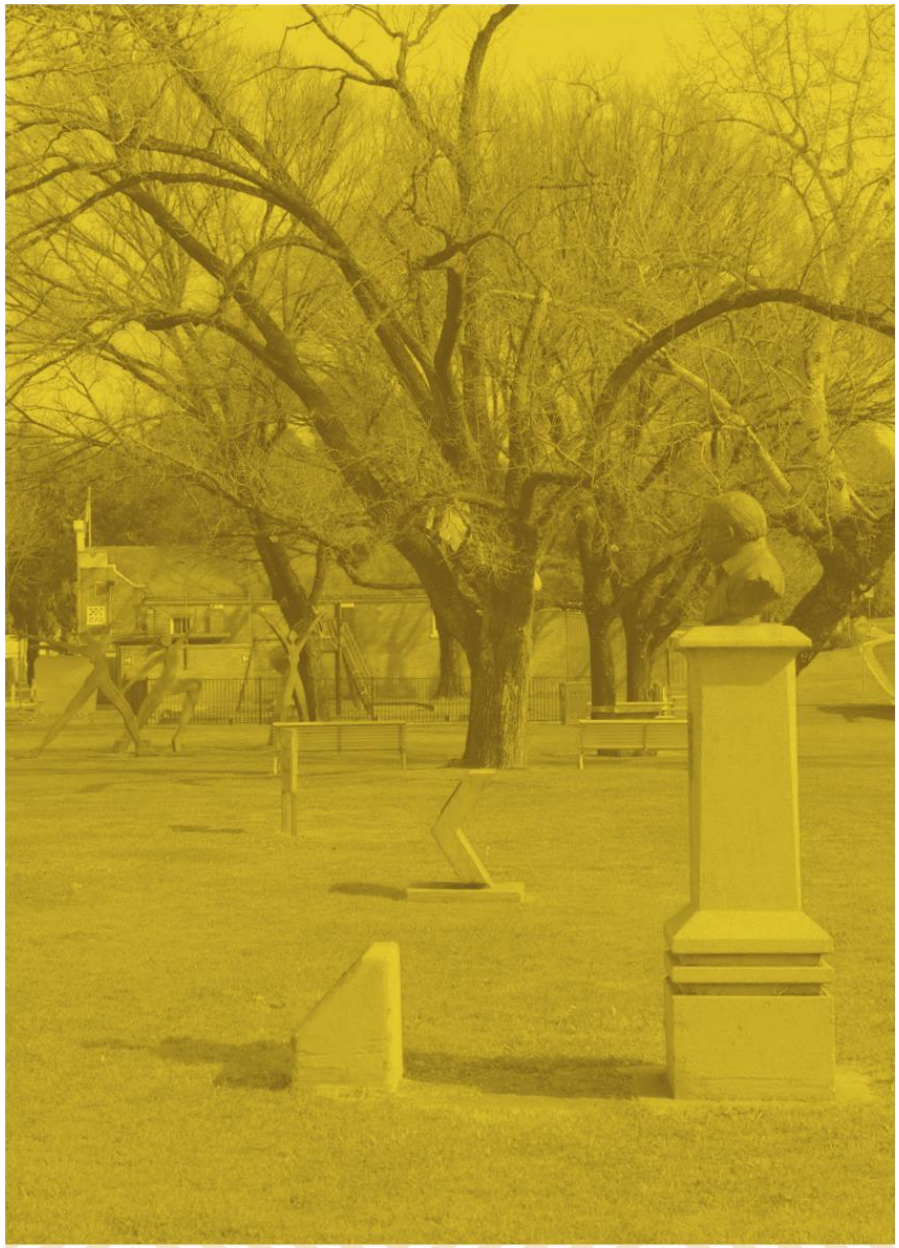


Rear of properties between Laurel Street and Bendigo Creek Underpass

The area comprises a mixture of residential and commercial properties with buildings currently orienting towards High Street. To the rear is the Bendigo Creek corridor and there is significant opportunity for a redevelopment of these properties to create creek side development in a highly accessible location.

There is approximately 5,500 square metres of vacant land that could be redeveloped without impacting on the existing buildings, although some of the properties do have the opportunity for complete redevelopment.

Given the location of these properties it is envisaged that development would orient to the creek and be rear loaded for either vehicles or just pedestrians. The proximity to services and public transport could allow this land to be suitable for the consideration of a waiver of car parking.



6 Laurel Street

The site is located just south of the Town Centre and adjoins the rail line. It is the former Golden Square Primary School and occupies an area of approximately 1.3 hectares.

Approximately two thirds of the site is within the Public Use Zone due to its previous use. The planning controls will be amended by the State Government to open up the site for future redevelopment while protecting its heritage values, such as the main school building.

Given its context there is significant scope to provide for a development that is unique, at a density to complement revitalisation of the Town Centre and the reopening of the train station and offers alternative housing options such as affordable housing to those currently available within the suburb.



Source: Golden Square Heritage Study Stage 1 (Tom Henty 2019)

9-43 Chum Street

The site is approximately 14 hectares and is well located with great development potential. The site has significant underlying constraints (most notable regarding remediation from contamination) which have historically stalled the development the site.

It has a well-established mining history, with quartz reef mining likely to have commenced at the site after 1851. Two primary mine licences operated within the Chum Street vicinity: the *Lansell's 222 Mine Site* (which covered the north-eastern precinct); and the *Monument Hill Consolidation Mine Site* (which covered the southern precinct). Research indicates that a possible further 100 mine shafts were sunk at, or near, the vicinity of the Chum Street site. These primarily run in a north-south direction through the middle of the site.

The Chum Street site is Crown land and is managed by the Department of Environment, Land, Water and Planning (DELWP). It has previously been declared surplus by the DELWP and subsequently the site is identified as a key development opportunity in the Greater Bendigo Residential Strategy (2014).

A concept plan indicates there could be a yield of 388 dwellings of varying size over the site, which works out to be approximately 36 dwellings per hectare.

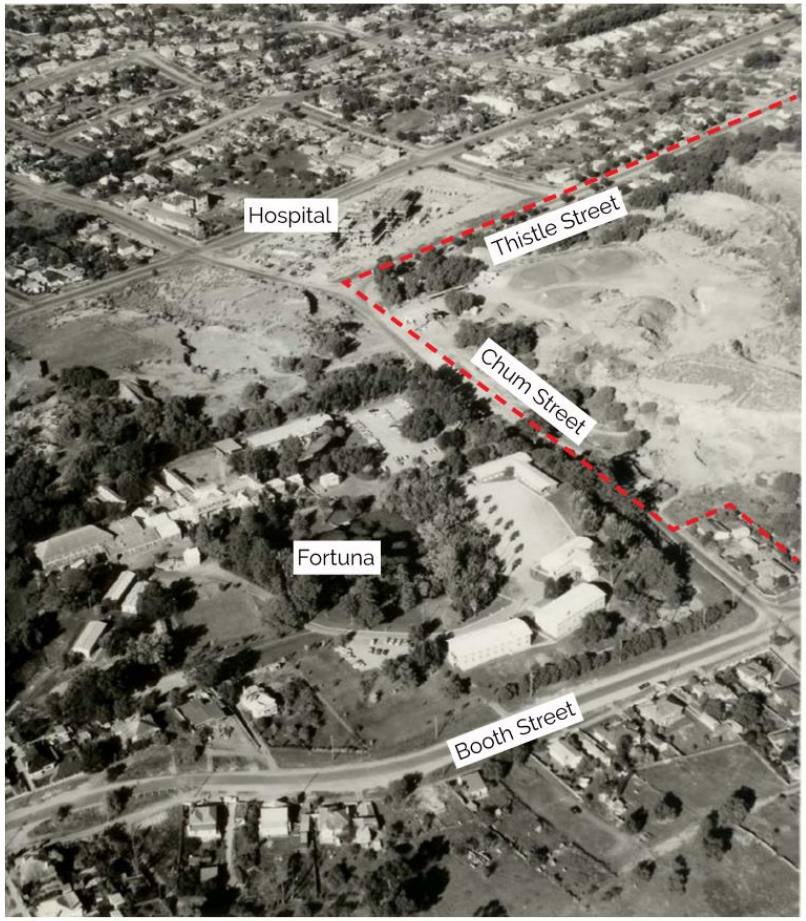
The land is zoned part General Residential and part Public Use Zone 7. Surrounding residents use the site for recreational purposes such as walking, cycling and motorbike riding.



Bendigo Mining Limited has a current operating ventilation shaft on this land and there are historic remains on the site which form part of Bendigo's mining history.

A recognised watercourse traverses the site in an east-west direction. This watercourse takes the form of an open channel for stormwater.

The site is also well located next to employment hubs, including St John of God Hospital, and Bendigo Day Surgery.





2-20 Chum Street and 161 Lily Street

This site is privately owned, has an area of approximately 5.6 hectares and is currently occupied by Southern Cross Austereo. It has attributes that are unusual in Golden Square and the Bendigo urban area more broadly. These include its large area, dual street frontages, elevated topography and mix of use and development in the surrounding area. It offers expansive view across Golden Square and beyond and more intimate views to the adjacent property occupied by Fortuna Villa.

Development on the site is limited to the northern half with a large studio/ office building and carpark occupying the main portion of the site. Due to changes in operations the building is significantly underutilised with much of it currently vacant.

The use of the land is currently restricted due to it being zoned Special Use Schedule 3 (Television and Radio). There are also a number of constraints, most notable soil contamination, which would need to be resolved prior to redevelopment.

Although there is currently no proposal for the redevelopment of the site there are significant opportunities including medical / allied services along Chum Street, mixed residential, short term accommodation and aged care. The size and attributes of the site mean development is likely to be staged.

Given its context there is opportunity for an open space corridor to continue from the north, through the site and link up with the former mining site to the south.

There is significant opportunity on this site to facilitate economic growth and residential diversity within the suburb.

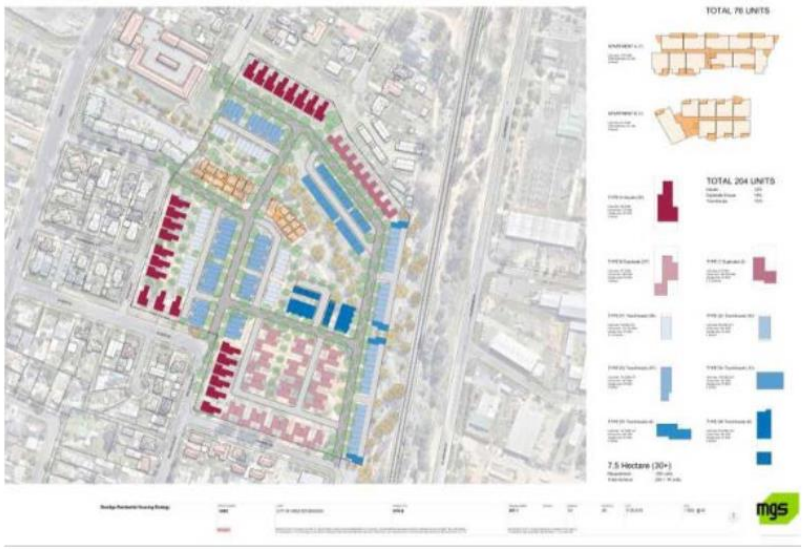
2 Alder Street

The site was formerly utilised by the State Rivers and Water Supply Commission before it was taken over by Coliban Water in 1996. It is now in private ownership. It is situated between High Street and the rail line corridor and occupies an area of approximately 7.5 hectares. It is already zoned for residential purposes, however has required remediation works to facilitate future development.

Given that the site is on the southern boundary of the suburb and is not highly accessible to services and facilities it is likely this land will be developed in a more traditional suburban manner, however there is significant scope to include housing diversity, density in parts, alongside affordable housing opportunities.

The Development Plan Overlay applying to the site requires any future plan to provide for public open space and suitable linkages between the site and road, public, bicycle and pedestrian transport facilities.

The Residential Strategy envisaged that a site like this is capable of having a residential yield of 30 dwellings per hectares.





Source: Realestate.com.au



SRWSC Central Plant workshop, 1955 (Source: SRWSC 1995, SLV)

Economic Growth and Employment

Supporting existing and future economic growth and employment within Golden Square will be important in promoting a viable and sustainable community. There is already significant diversity in the employment opportunities available within the area including retail, health services and industry.

Within the Greater Bendigo Planning Scheme there are a diverse range of land zonings which support economic growth and employment. Areas within Golden Square generally fall within two commercial zones, two industrial zones or have site specific controls such as the Austereo site which currently significantly limits future opportunities.

Employment and economic development can also be supported in other ways such as home businesses.

In order to support existing employment industries as well as future employment and economic growth opportunities it is important to ensure:

- There is an appropriate amount of land zoned to facilitate a diverse range of businesses / industries
- Land that has site specific controls continues to be considered for rezoning based on the strategic justification
- The encroachment of sensitive land uses is limited into areas where there is possibility for adverse amenity impacts
- There is flexibility to encourage diverse, unique and new enterprises

Commercial Zones

Under the Greater Bendigo Planning Scheme the Commercial 1 Zone identifies the main areas utilised for mixed commercial uses such as retail, offices, entertainment and community uses. The Commercial 2 Zone targets larger commercial land uses such as appropriate manufacturing, bulky goods retailing, other retail uses and associated business and commercial services.

There are two main pockets of land zoned Commercial 1 along High Street. The main retail hub of Golden Square is located on High Street with its key focus between Laurel and Cedar Streets. The secondary retail area is to the north east of the Town Centre and is defined as land between Thistle and Shamrock Streets and includes Woolworths and Symes Motors. These two pockets will continue to be the main commercial focus for Golden Square.

Other premises are scattered along the High Street spine of the suburb including Innes Motors and Coates Hire to the south west, with isolated commercial parcels denoting these land uses.

Providing the availability of land for additional economic growth is important.

The City of Greater Bendigo's Commercial Land and Activity Centre Strategy (CLACS) identified the projected additional commercial floor space for Golden Square by 2021 would be an additional 400 square metres of speciality shops. Between 2021 and 2031 the demand would likely be an additional 1,700 square metres of supermarket space and 1,000 square metres of speciality shops. The strategy goes on to state that new speciality shops should be encouraged along the front of the Woolworths site if possible and the increase in floor space for the supermarket would be required to mainly serve the infill housing demand.

An analysis of the current land zoned Commercial 1 indicated that there is approximately 1.2 hectares (12,385 square metres) of underutilised land which could be utilised to facilitate the anticipated demand to 2031 and beyond. This analysis shows that based on the anticipated demand from CLACS, further land is not required to be rezoned within Golden Square for this purpose.

Given the liner nature of High Street it is important that future land uses and development do not sprawl along the corridor of the suburb. In particular three areas have been highlighted as part of this plan where review of the current land zonings are required to either reduce the sprawl of commercial enterprises or protect an established residential context. These are identified as:

- **Area 1** – Twelve residential properties which present to Panton and Maple Streets
- **Area 2** – Corner of High Street and Beech Street, occupied by Innes Motors
- **Area 3** – Corner of High Street and Ash Street occupied by Coates Hire and Bridgestone

The Golden Square area is comprised of a significant area of land which is zoned Commercial 2 and is confined to the eastern portion of the suburb. The area facilitates a broad range of businesses many of which contain warehousing or manufacturing. These businesses provide economic opportunities to the broad municipality and beyond and are important in supporting the continued economic sustainability of the suburb.

This zone partly acts as a transition to industrial areas but still allows for industrial type of uses which have minimal amenity impacts.

An analysis of this area identified that there is still significant opportunity for the development / redevelopment of land to facilitate business growth, with more than 10 hectares of land zoned Commercial 2 available.

Area 1

When viewing the existing buildings along the streetscape, this area appears to be residential. Properties generally contain detached single storey dwellings from a mixture of eras. All the properties are located within the Heritage Overlay, with 34 Panton Street identified as being of individual significance. Established trees are a feature of the public realm. While home-based businesses may be an option in this area (like they are in all residential areas subject to compliance with the Greater Bendigo Planning Scheme) based on the anticipated demand for commercial land from CLACS, this area does not need to be compromised from the character contribution it provides to Golden Square.

The properties comprising Area 1 are inappropriately zoned Commercial 1 under the Greater Bendigo Planning Scheme and an amendment is required to reflect to important residential context they provide to the suburb.



Area 2

This area only contains one property which is zoned Commercial 1. The primary zoning along this section High Street is residential, with the exception of the former Central City Caravan Park; however its proposed redevelopment is residential in nature. While there are other uses currently established within the vicinity of the site, ultimately any redevelopment would be required to meet the purpose of the Zone.

The site is currently occupied by a car yard operated by Innes Motors. Under the Commercial 1 Zone a number of uses do not require planning approval to occur. Some of these include a cinema, office, education centre (other than child care centre) and retail premises. These types of land uses are not suitable in this location.

The isolated nature of this site, away from the two main commercial precincts currently promotes the sprawl of commercial businesses along the linear (High Street) corridor and limits the capability of creating well defined commercial areas which can promote renewal and new development.



Retaining this site in a commercial zone will not only continue to promote the linear sprawl of commercial enterprises along High Street into the future but continue to promote this type of use on the site to the broader community which is against the promotion of consolidation.

While this plan does not seek to remove the existing car yard from the site, its future use and redevelopment opportunities are important considerations. Based on the need to consolidate commercial uses within Golden Square and the existing zonings of the area, the site should be rezoned to a residential zone and investigation is required as to whether an Environmental Audit Overlay is required to be applied due to its use.

Area 3

This area is unique as it is comprised of two properties in three zones (rear Commercial 2, main portion Commercial 1 and north east corner General Residential). It is on High Street which is the main corridor through Golden Square and situated between the Bendigo Creek corridor, residential development and opposite Quality Inn Colonial. A number of residential properties along High Street towards Oak Street are being used for medical purposes.

It is not suitable for the land to be retained in three different zones, each of which have a different purpose and aim to deliver different outcomes.

The rear section of the site which is within the Commercial 2 Zone occupies an area of approximately 1,950 square metres. This zoning seeks to encourage land uses including offices, appropriate manufacturing and bulky goods retailing. Based on the size of the land (including its narrow strip nature) and the surrounding context, including proximity to residents and the Bendigo Creek this section of the land is not considered to be suitable in achieving the purpose of the zone.

The main portion of the site is within the Commercial 1 Zone and occupies an area of approximately 5,700 square metres. The front north eastern portion which is within the General Residential Zone contains half of the Bridgestone building along with associated car parking and occupies an area of approximately 500 square metres.

There is a need to consolidate the zones which currently apply to this area to facilitate a coordinated approach and guidance to any future redevelopment.

Given there is significant separation from the two main commercial precincts, there could be an opportunity to consider this an isolated commercial zoning, however the most appropriate zoning of the land is for residential purposes.

This conclusion is based on:

- The existing operation can continue on the site
- The surrounding zoning is all residential
- It maintains the principle held by this report in strengthening the two main commercial precincts

Given the size of the land and access arrangements there is significant opportunity for a residential development to be designed which not only enhances surveillance to the road network and the creek corridor to the rear, but incorporates communal open space. In order to achieve a design which takes into account the site and surrounding attributes, a Design and Development Overlay will be applied. Due to the existing land uses occurring on the site an Environmental Audit Overlay will also need to be applied to ensure that any issues associated with potential contamination are addressed prior to the commencement of a sensitive land use.



Objective

- **To reinforce appropriate locations for economic development by identifying potential development opportunities and introducing appropriate land zonings to prevent commercial sprawl along the High Street spine**

Strategies

- **Support the redevelopment of the Town Centre as the primary commercial area**
- **Continue to ensure that there are appropriate separations between conflicting land uses**
- **Rezone land in Panton Street and Maple Street from Commercial 1 Zone to a residential zone**
- **Rezone 364-366 High Street from Commercial 1 Zone to a residential zone**
- **Rezone 476-480 and 482-486 High Street from Commercial 1 and Commercial 2 Zone to a residential zone and apply a Design and Development Overlay**

Note: Although these sites have been identified to be rezoned from commercial to residential, the appropriate residential zone will be determined through the Managed Growth Strategy.

Industrial Development

Bendigo plays an important role as an industrial centre for the broader Loddon Campaspe region. Industry in Bendigo accounts for almost half of the industrial activity of the wider region, with 47 per cent of output and 49 per cent of employment in Loddon Campaspe being generated in Bendigo (Remplan Bendigo Industrial Land Review 2019).

Across Greater Bendigo, 0.4 per cent of the municipality is zoned Industrial. This is around four times less than both Geelong and Ballarat. This puts Greater Bendigo at a potential disadvantage in trying to attract new businesses looking for affordable, accessible and relatively unconstrained industrial land (Industrial Land Needs and Gaps Analysis 2019).

The Greater Bendigo Industrial Land Development Strategy (2019) summarises the industrial land supply situation as follows:

- It is forecast that Greater Bendigo will experience an increase of over 3,300 jobs in industry to 2036
- This job growth is forecast to correspond to a requirement for around 170 hectares of industrial land to 2036
- Overall there is currently 120 hectares of vacant available industrial land equating to about 14 years of supply based on consumption and rates and assuming near perfect utilisation
- A review of existing industrial precincts indicates that much of the City's available industrial land is constrained by proximity to residential and sensitive uses, inadequate servicing and environmental risks
- More pressingly, larger sites of 1 to 5 hectares will be fully exhausted by 2027

The industrially zoned area of Golden Square is essentially divided into two precincts; to the south of Hattam Street (adjacent to Allingham Street) (Precinct 1) and to the north of Hattam Street west of Belle Vue Road and east of MacDougall Road (Precinct 2).

It encompasses a total of 62.5 hectares, with 40.5 hectares of land zoned Industrial 1 and 22 hectares zoned Industrial 3. The area contains a diverse range of operations including (but not limited to) QME, Ortech Industries, Pearce Concrete, Symes Transport and Bendigo Major League Multisport.

Constraints of the precinct include proximity of residential development, cultural heritage sensitivity, mine shafts and the Bendigo Terminal Station.

The precincts have the benefit of having access to B-double routes and a well-established road network to allow for the convenient movement of freight vehicles.

Overall, this area is suitable for supporting further smaller scale / lower intensity industrial development, however due to identified constraints and existing lot layout, is not suitable to cater for the larger site demand with buffer requirements, which is more pressing.

Precinct 1

Land bounded by Hattam, Coonooer, Ham and Allingham Streets has significant opportunity to be better utilised, provided with a better access and layout arrangement and to be more intensively developed. There is opportunity for a connection to be established between Ham Street and Gray Street to allow for additional development of unutilised land.

In addition to existing industrial zoned land there are twelve sites along Ham Street and two sites of land on Allingham Street currently zoned General Residential. Two of the sites are currently zoned both Industrial 3 Zone and General Residential Zone.

Four of the sites are in one ownership, while the other ten sites are separately owned. Nine of the sites contain dwellings, four are vacant and one is utilised as access.

While the Industrial 3 Zone which surrounds these land parcels is designed to provide a buffer level between more intense developments often found in the Industrial 1 Zone, when viewing the context of the area, Ham Street acts and should operate as the buffer between industrial and residential land. This would also remove the current situation of two properties being within two different zones.

The fourteen sites will be rezoned to Industrial 3. This change of the land zoning will not prohibit the continued use of land for established residential purposes but will facilitate land use change over time. Economic advice in relation to the proposed rezoning has been prepared by Remplan and forms an attachment to this report.

91-109 Allingham Street is a large property comprising 11.2 hectares, zoned Industrial 1, is located at the northern end of the precinct and is within one ownership. Currently occupied by Ortech Industries, the land is significantly underutilised and has the potential to facilitate mixed industrial uses.

The property is unique in that it contains frontages to Allingham Street, Hattam Street and Coonooer Street. It is noted that Hattam Street is an arterial (Category 1) road and any future access will be required to be provided from Allingham Street and/or Coonooer Street (which is only partly formed).

Land opposite the site is a mixture of General Residential and Public Use Zone – Schedule 7 (Other Public Use), however is used for forms of accommodation.

The property provides a significant opportunity to facilitate a well-designed and planned extension to the existing industrial precinct and could contribute to the continued demand for land in easily connectable and accessible locations. In particular this land provides opportunity for larger industrial enterprises due to its access to the existing B-double freight network.

Given the size of the property and its context, there are a number of elements which need to be considered as part of any future proposal. These include:

- Subdivision layout
- Appropriate access and movement arrangements
- Presentation to existing street network
- Landscaping and buffer opportunity for residential properties opposite
- Appearance and presentation of buildings
- Integration of parking

In order to achieve and facilitate orderly planning of this land, a Development Plan Overlay will be implemented with a site specific schedule applied. The schedule to the overlay would be structured to provide guidance around the overall site layout. It would not limit the current operations of the site and does not change the land uses that can occur.

The City of Greater Bendigo Good Design Guide for Industry will also continue to provide broader guidance around elements to consider in achieving site responsive design.

Precinct 2

Precinct 2 is comprised of 20 properties with the majority accessed from Hattam Street or Woodward Road. Two large parcels of Crown land create a level of separation between the majority of land zoned for industrial purposes and residential land. The exception is the six properties bounded by Hattam Street, Belle Vue Road and Godfrey Street, five of which are zoned Industrial 1 and one of which is zoned General Residential.

The site at 5 Godfrey Street which is currently zoned General Residential, is being used for storage in conjunction with the adjoining property at 123 Hattam Street, which is within the Industrial 1 Zone.

Due to the context and utilisation, 5 Godfrey Street should be appropriately rezoned to industrial.

An analysis of the purpose and permissible uses under the Industrial 1 Zone and Industrial 3 Zone has been undertaken to confirm whether the Industrial 1 Zone should be applied to the lot zoned General Residential or whether the six properties should be rezoned to Industrial 3 due to the residential interface conflict.

From the analysis it is concluded that:

- There are minimal differences between the permissible uses under the Zones
- The purpose of the Industrial 3 Zone is to provide a buffer between the Industrial 1 Zone (or Industrial 2 Zone) and local residential areas by allowing industries and associated uses that are compatible with the nearby residences
- There are three additional prohibited uses under the Industrial 3 Zone being major sports and recreation facility, motor racing track and supermarket
- These uses are unlikely to occur on any of the 6 parcels due to their constraints, including size
- The main difference between the zones is the Industrial 1 Zone allows for the use of land for industry without a planning permit subject to meeting conditions. One of these conditions is a threshold distance from a residential zone which is at least 30 metres. Currently each of the five lots within the Industrial 1 Zone would trigger the need for a permit for industry as this minimum distance cannot be achieved.
- Intensive industrial uses could not occur on these lots due to the larger buffer requirements set out in Clause 53.10 Uses with Adverse Amenity Potential of the Greater Bendigo Planning Scheme.

Based on the above analysis the most appropriate zoning for the six properties bounded by Hattam Street, Belle Vue Road and Godfrey Street is Industrial 3. The change to the zoning will not impact on the current land use or development on the site and will have no significant impact on what land uses could occur into the future. To further support the rezoning economic advice in relation to the proposed rezoning has been prepared by Remplan and forms an attachment to this report.

The balance of the precinct is not proposed to be rezoned because:

- Existing lots are more than 30 metres away from land (not a road) zoned for residential purposes
- Two parcels of Crown land known as 55-73 MacDougall Road and 119 Hattam Street act as a buffer between industrial and residential properties
- Clause 53.10 Uses with Adverse Amenity Potential of the Greater Bendigo Planning Scheme will prevent intensive land uses occurring

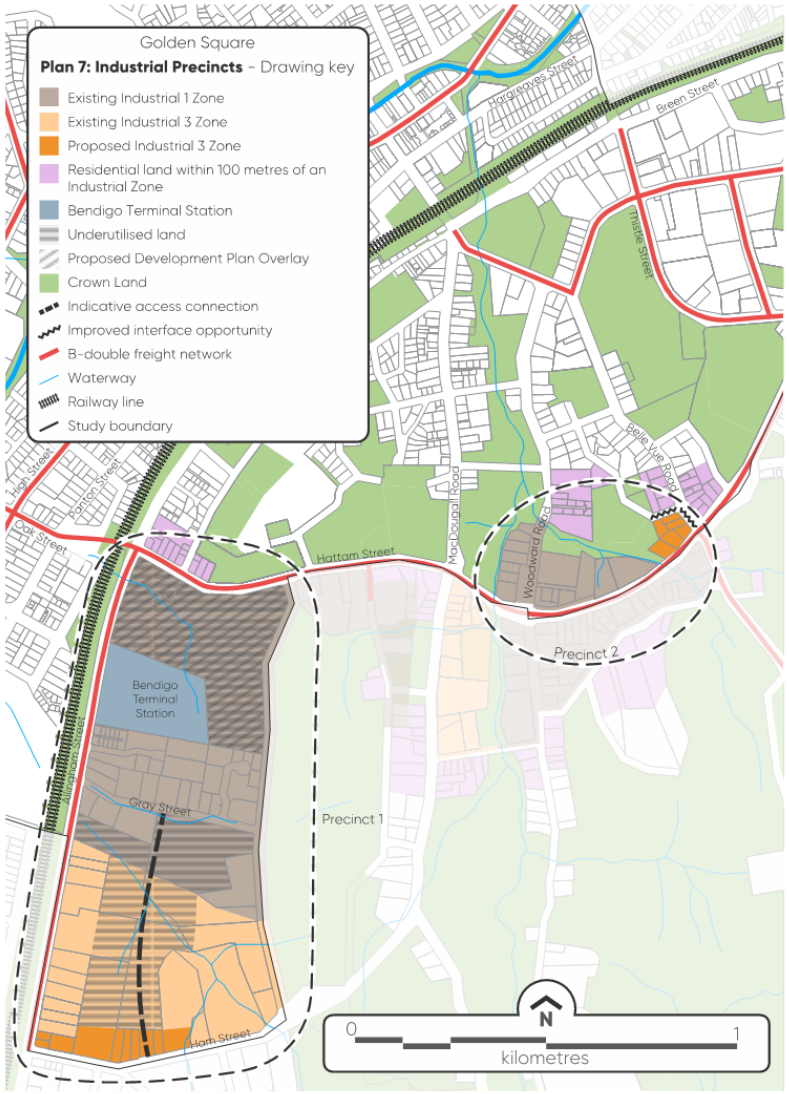
There are also opportunities within the public realm or along the boundaries of some private properties to improve the presentation of interfaces with non-industrial land uses, including on Godfrey Street, Belle Vue Road and Woodward Road.

Objective

- **To preserve and enhance the function and presentation of the industrial areas, while contributing to the industrial land supply demand**

Strategies

- **Continue to assess planning applications against the City of Greater Bendigo Good Design Guide for Industry**
- **Rezone parcels of land along Ham Street and Allingham Street from General Residential Zone to Industrial 3 Zone**
- **Rezone 5 Godfrey Street, 66, 68, 70 Belle Vue Road and 121 and 123 Hattam Street from General Residential and Industrial 1 to Industrial 3 Zone**
- **Introduce the Development Plan Overlay to 91-109 Allingham Street with a site specific schedule to guide future layout and development**
- **Encourage land owners within the southern part of Precinct 1 to optimise their potential lot yield by investigating a new road between Gray and Ham Streets and implement a Development Plan Overlay to achieve this outcome**



Community Facilities, Open Space and Recreation

The ability to access community facilities, open space and recreation facilities is important in the health and wellbeing of any community.

In 2019, the Healthy Heart of Victoria Active Living Census was conducted by the City. The purpose of the census is to gather local and regional level data on the community's health behaviours, activity levels, preferences and needs. Approximately 14.2 per cent of the Golden Square population responded to the census. Key observations regarding the Golden Square community were:

- 55.4% of residents indicated their barrier to being more active was being time poor
- 56% of residents use parks and open spaces once a week or more
- The most popular activity (by more than 10%) was walking

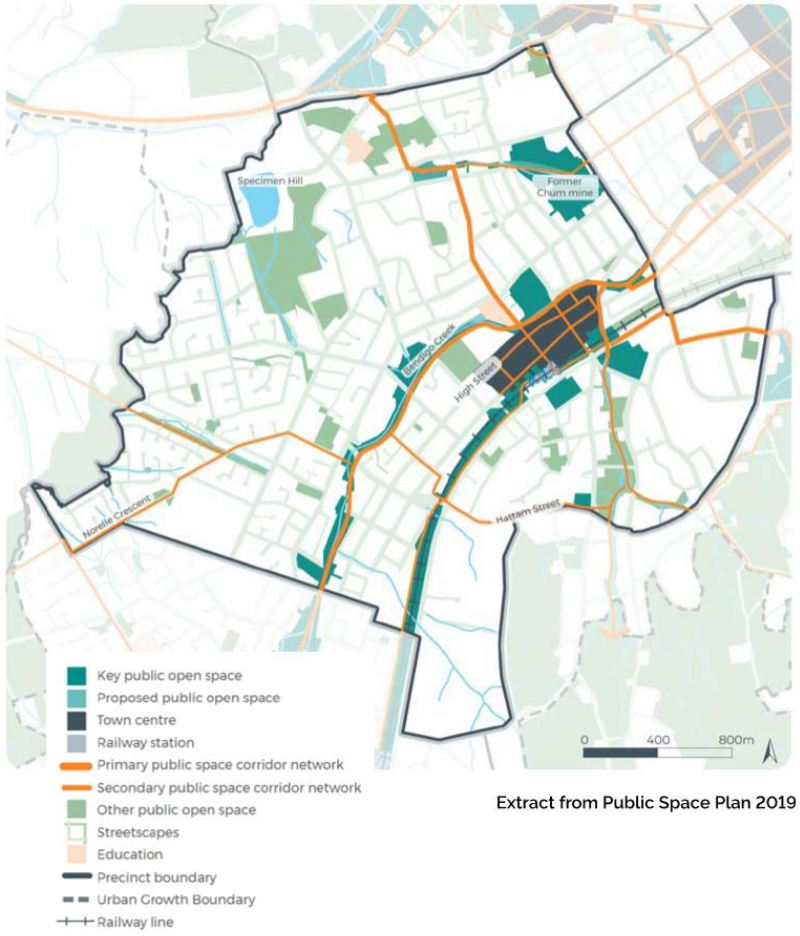
Data sources such as the Active Living Census are important when considering the current and future demands on community facilities, open space and recreation facilities.

Community facilities are commonly recognised as places that community members can gather for a range of purposes, including creative, health, learning, recreation and social purposes.

Community facilities should:

- Be equitable
- Be welcoming
- Be accessible
- Promote wellbeing and economic participation
- Promote partnerships
- Be flexible / multi-purpose and multi-use
- Be sustainable

There are a diverse range of community facilities currently established in Golden Square including formalised ovals, halls and playgrounds with many running parallel to the main spine of the suburb (High Street). Key facilities include Wade Street Recreation Reserve, Allingham Street Reserve and Drill Hall and Golden Square Community Hall (Senior Citizens Centre).



Extract from Public Space Plan 2019

All these places contribute to improving the wellbeing of the community and allow for social interactions that are valued.

The availability of open space and accessibility to the natural environment is an important aspect of wellbeing and liveability. Open space within Golden Square exists in a range of forms. These include highly developed recreation spaces (i.e. Wade Street Recreation Reserve), water courses, playgrounds, reserves, mining sites and bushland.

The Bendigo Regional Park can be accessed at multiple locations along the western boundary of the precinct, usually via residential court bowls. Most of the interface with the forest is privatised by the rear boundaries of house lots. Several former mining sites also occur within the suburb which are often utilised as passive open space, with the most substantial being the former Chum Street mine.

The Greater Bendigo Public Space Plan 2019 identifies key areas of public open space as well as specific public open space strategies for the Golden Square area which this plan seeks to support. Key strategies include:

- Improve the walkability and amenity of the Town Centre
- Incorporate dedicated pedestrian access and a prominent, pedestrian-focused public plaza / meeting space in association with the station building
- Continue to maintain Allingham Street Reserve as a venue for organised sport, incorporating a neighbourhood play space
- Retain and develop a public space corridor through the former Chum Street mine site as part of any future housing development
- Develop a public space corridor through the Crown land sites forming part of Golden Gully

In addition, Golden Square has significant opportunities to leverage from the Bendigo Creek corridor which is one of the most significant waterways in the northern Victorian landscape and within the urban area of the municipality.

The Creek is in need not only of significant investment, but also of a significant shift in thinking about our connection to it. The Reimagining Bendigo Creek Plan has a guiding vision, strategic plan and implementation framework, which together aim to realise the significant opportunities that a restored and revitalised urban waterway presents to the community.

Objectives

- **To continue to support the health and wellbeing of the community by providing community facilities, open space and recreation facilities in accessible locations**

Strategies

- **Implement the actions of the Greater Bendigo Public Space Plan 2019**
- **Implement the actions of Reimaging Bendigo Creek Plan 2020**
- **Maintain diversity of facilities and open space and continue to improve linkages**
- **Implement the adopted outcome of the Golden Square Recreation Reserve Master Plan**

Environmental Considerations

Environmental considerations can include matters that are valued and should be protected and elements which need to be taken into account to protect life and property. Understanding these matters can assist in determining areas that are suitable for renewal and can support change.

Bushfire Management

The 'Emergency Management Victoria State Bushfire Plan' (2014) states that Victoria is one of the most fire-prone areas in the world, with a history of catastrophic bushfires. The last decade has seen a dramatic incease in the number, size and severity of bushfires.

Since the Victorian Bushfire Royal Commission following the devastating 2009 Black Saturday fires, there have been a number of changes to the Victorian planning and building systems.

Key changes to the Victorian planning system include:

- Introduction of the Bushfire Management Overlay
- Updated bushfire mapping
- Vegetation exemptions for the creation and management of defendable space
- Introduction of state policy requiring strategic planning documents, planning scheme amendments and planning applications to properly assess bushfire risk and inlcude appropriate bushfire protection measures

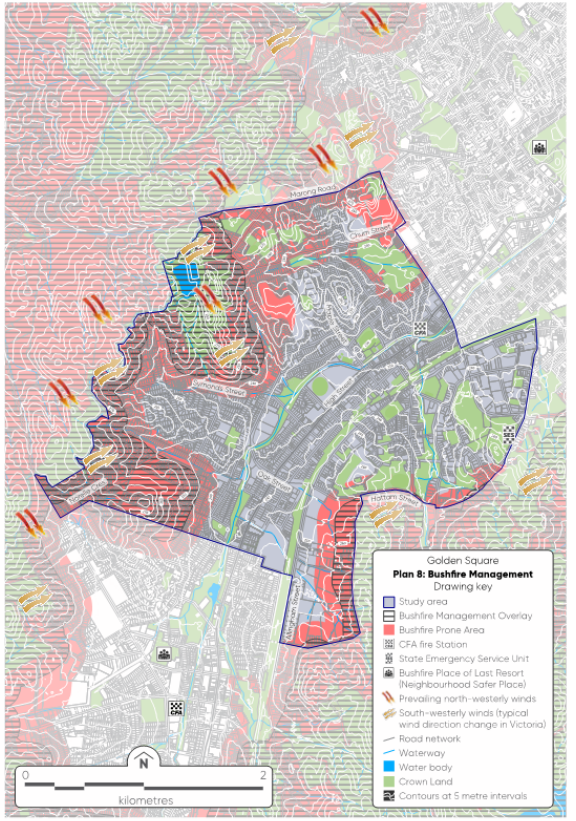
Key changes to the Victorian building system include:

- Updated declaration of bushfire prone areas
- Minimum construction levels referred to as a Bushfire Attack Level (BAL)

Due to the amount of forested land surrounding Greater Bendigo, the municpality is identified as having a high bushfire risk. Parts of Golden Square are identified as being within the Bushfire Management Overlay, while a larger portion is also identified as being within a Bushfire Prone Area.

The areas identified as being at highest risk as defined by being within the Bushfire Management Overlay are predominantly developed, have existing approvals for development, or are comprised of vegetated land.

When considering where future development should be located it is important to take into account the areas of highest risk and minimise any intensification to provide protection to life and property.



There is significant opportunity to locate new development outside the areas impacted by the Bushfire Management Overlay and Bushfire Prone Area mapping. The current provisions of the Greater Bendigo Planning Scheme that relate to bushfire are not proposed to be changed as a result of this plan.

Areas within this plan recommended for renewal and development are generally located outside the areas identified as being within the Bushfire Management Overlay or Bushfire Prone Area. The two key development sites which are impacted upon (Chum Street and Austereo) have significant opportunity to appropriately design a future devleopmet which minimises bushfire risk.

Objectives

- **To reduce the impact of bushfire on existing and proposed essential and community infrastructure, industry, the economy and the environment**

Strategy

- **Incorporate the prininciple of bushfire risk mitigation in the consideration of all development and redevelopment proposals**

Integrated Water Management

Golden Square is divided by Bendigo Creek which extends in a north east to south west direction and Golden Gully which extend north to south, intersecting with the Bendigo Creek near the commercial Town Centre.

Flooding

Greater Bendigo City Council adopted the Bendigo Urban Flood Study 2013 on December 16, 2015. The Study was commissioned in partnership with the North Central Catchment Management Authority (NCCMA) and undertaken by specialist hydrological consultants, Water Technology.

Planning Scheme Amendment C221 was gazetted on April 26, 2018 and implemented the findings of the Study into the Greater Bendigo Planning Scheme.

The Amendment included the implementation of the Land Subject to Inundation Overlay which was seperated into two schedules:

- Schedule 1 (light blue on Plan 9, next page) – Flooding from waterways (depths up to and including 350 millimetres); and
- Schedule 2 (dark blue on Plan 9, next page) – Flooding from waterways (depths greater than 350 millimetres).

A Flood Mitigation Study for Golden Square and Kangaroo Flat has been released for community consultation. The study presents the results of detailed modelling of 10 mitigation options (or a combination of options) aimed at reducing flood risk through these suburbs.



Bay Street January 2015
Source: North Central CMA

Stormwater and Drainage

Golden Square is well serviced by drainage infrastructure.

Today, underground drainage systems are generally designed to cope with frequent storms – those with a 20 percent chance of occurring in a year. Any excess water travels along planned overland flow paths that carry water away from properties. This prevents them from flooding in the majority of storms.

A small portion of the suburb is identified as being subject to the Special Building Overlay – Schedule 1 (Urban Drainage Management Area). This is identified as an area that is liable to inundation by overland flows from the urban drainage system.

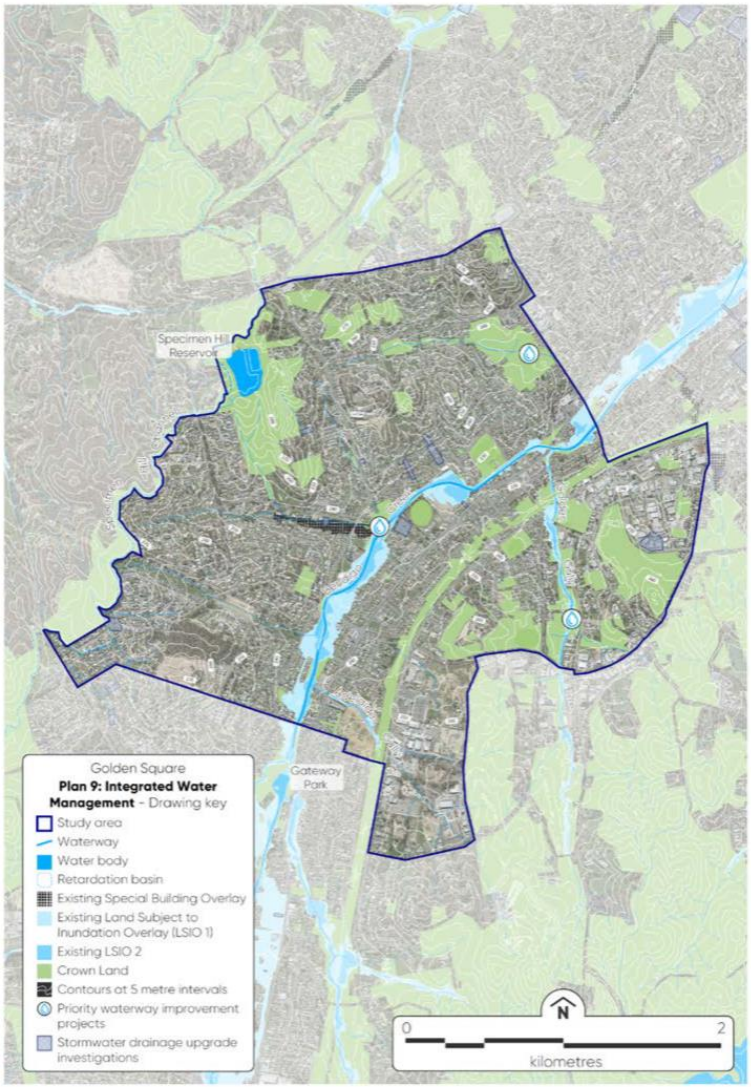
There are also a number of isolated areas where drainage investigations are currently proposed by the City's Engineering Unit. Further details regarding the design and management of stormwater and drainage within the municipality can be found at https://www.bendigo.vic.gov.au/Services/Roads-and-Drainage/Stormwater-and-drainage

Objectives

- **To incorporate the prininciple of flood mitigation in the consideration of all development and redevelopment proposals**

Strategy

- **Continue to implement the performance criteria set out in the Bendigo Local Floodplain Development Plan February 2018**
- **Finalise and implement mitigation options through the Golden Square and Kangaroo Flat Mitigation Study**
- **Ensure all new drainage infrastructure is designed to meet the modelled demand of the area**



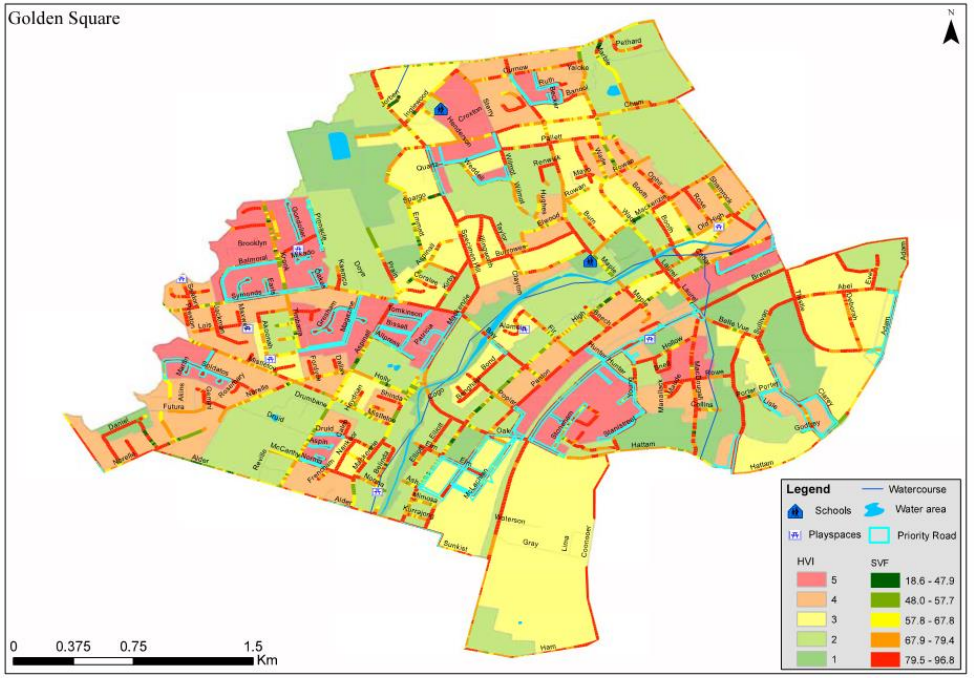
Vegetation

Native and non-native vegetation is an important characteristic of Golden Square and in parts contributes to the character of the public and private realm. It is however noted that as growth has occurred, in many instances trees have been lost which has exacerbated urban heat. While the protection of established vegetation is important, looking at the opportunity for additional plantings for aesthetic and shade purposes is also required

The Greening Greater Bendigo project is currently underway and will be the first urban forest strategy for Greater Bendigo. It's a 50 year strategic vision for increasing tree cover and improving tree health across urban areas and townships.

The map shows the planning priorities for Golden Square. The highlighted streets (in blue) have been prioritised as they have little shade and heat-vulnerable residents. The Sky View Factor (SVF) is the measure of shade. The greater the sky factor, the lesser the shade. The Heat Vulnerability Index (HVI) has used a range of data sources to determine heat vulnerable communities.

There are many areas/streets in Golden Square that require additional trees to improve their shade cover and reduce the impacts of urban heat.



Objectives

- To protect and enhance the extent of vegetation across the suburb

Strategy

- Implement the Greening Greater Bendigo Strategy 2020 recommendations in Golden Square
- Ensure new development is designed to protect established vegetation within the public realm
- Encourage new development to incorporate a diverse range of vegetation, including canopy trees

Contamination

Golden Square's mining history has significantly contributed to the landscapes and several key buildings which are iconic to the suburb. This history has resulted in the ongoing challenge of soil contamination, which provides challenges in the management and development of land.

There are seven main reefs within the suburb which are identified through the plotting of mine shafts. Many of these shafts are located on land that has the potential for redevelopment, such as the former Chum Street mine, Austereo and the former Golden Square High School site on Hattam Street.

Mining is not the only source of potential contamination. Land uses such as concrete batching, council work depots, railway yards, utility depots and other industrial activities can also lead to contamination.

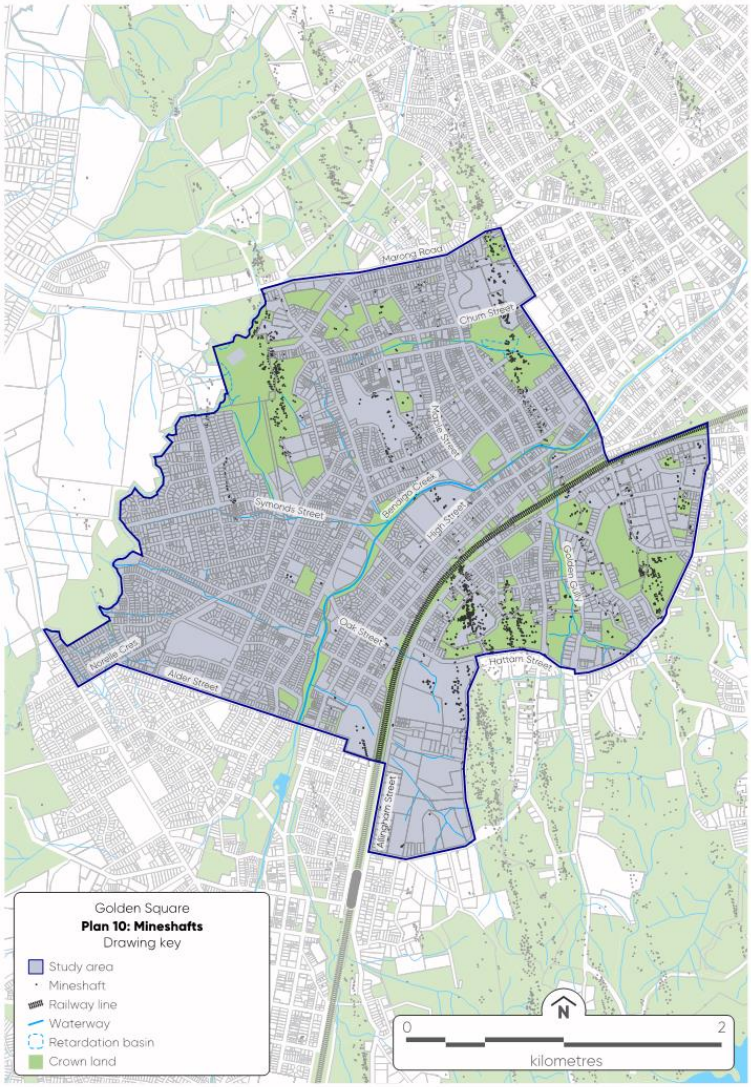
While the contamination of land rarely prevents development, it can add significant costs in relation to remediation, especially prior to the use and development of a sensitive use (i.e. residential, school or child care centre etc.).

Objectives

- **To ensure that potentially contaminated land is suitable to support its future use and development**

Strategy

- **Require land use and development applications to address the requirements of the Greater Bendigo Greater Scheme in relation to contaminated and potentially contaminated land**
- **Seek opportunity for funding to support the investigation of contamination and remediation of surplus Crown land to facilitate diverse residential development**



Social Infrastructure

Social infrastructure is comprised of the facilities, spaces, services and networks that support the quality of life and wellbeing of our communities. Social infrastructure is an important part of our everyday lives – from local public swimming pools and childcare centres, to major hospitals, universities and art galleries (*Australian Infrastructure Audit 2019*).

Across Golden Square, there is a range of social infrastructure including:

- Formal recreation reserves and passive open space corridors
- Golden Square and Specimen Hill Primary School
- Aged care facilities such as Mercy Health and Carshalton House
- Early learning centres and kindergarten
- Medical centres such as general practitioners, sleep lab and Bendigo Day Surgery

Many of these facilities are scattered across the suburb, providing greater opportunity for community access. In comparison to other suburbs of Bendigo, Golden Square is considered to be well serviced by social infrastructure.

This diversity in social infrastructure and its spread across the suburb provides for a well serviced community, which helps to support quality of life and wellbeing.



Community Engagement Strategy

Prior to commencement of this report, a high-level phase of community consultation was undertaken. This first phase of community engagement asked the community and stakeholders to express:

- What they love about Golden Square
- What they imagine for the future of Golden Square
- How they would like Golden Square to change into the future

The key messages from this engagement, which have informed this report and plan were:

- There is a strong sense of community, particularly with links to sporting groups
- Great location with access to the City Centre, services and facilities
- Value the heritage and character of the area
- Support moderate, sensitive change
- Want improved public transport and reopening of train station
- Improvements to Town Centre required
- Want more commercial activity
- Do not want to lose the village feel of the area

A second round of community consultation occured between 19 August to 21 September, 2020. Due to COVID-19 restrictions, community engagement was unable to be undertaken in person. However, the following engagement was able to occur:

- Website and social media
- Letters sent to all property owners where their property was identified for potential rezoning
- Two online drop-in sessions
- Targeted discussions with relevant land owners in relation to proposed planning control changes
- Telephone/email access to City officers to dicuss and answer questions




Vision
Golden Square will become a thriving central suburb of Bendigo which capitalises on its convenient location and celebrates its rich history.
Catalyst investments and actions will unlock development potential for Town Centre revitalisation, growth in local employment and for diversified housing, while preserving the valued character.
At its heart, Golden Square will be a vibrant Town Centre offering a mix of retail and commercial uses, gathering places and higher density housing.
Reopening the train station and improved walking and cycling connections between the Town Centre, Bendigo Creek, and Golden Gully Creek will unlock the renewal potential of underutilised land.
56 • Golden Square Background Report December 2021

Attachment 3 - Golden Square UDF





Acknowledgment of Country

The City of Greater Bendigo is on Dja Dja Wurrung and Taungurung Country.

We acknowledge and extend our appreciation to the Dja Dja Wurrung and Taungurung People, the Traditional Owners of the land.

We pay our respects to leaders and Elders past, present and emerging for they hold the memories, the traditions, the culture and the hopes of all Dja Dja Wurrung and Taungurung Peoples.

We express our gratitude in the sharing of this land, our sorrow for the personal, spiritual and cultural costs of that sharing and our hope that we may walk forward together in harmony and in the spirit of healing.

Contents

Introduction **3**
- Purpose 3
- How the Framework will be used 3

Context **4**
- Urban Design Framework Boundary 4
- Background Report 4

Vision **5**
- What makes Golden Square special? 5

Urban Design Framework **7**
- Key directions 7
- Understanding the Urban Design Framework 10
- 1. Pedestrian & cycling connections 10
- 2. Landscape & public realm 11
- 3. Future train station 12
- 4. Development potential 13

Introduction

Purpose

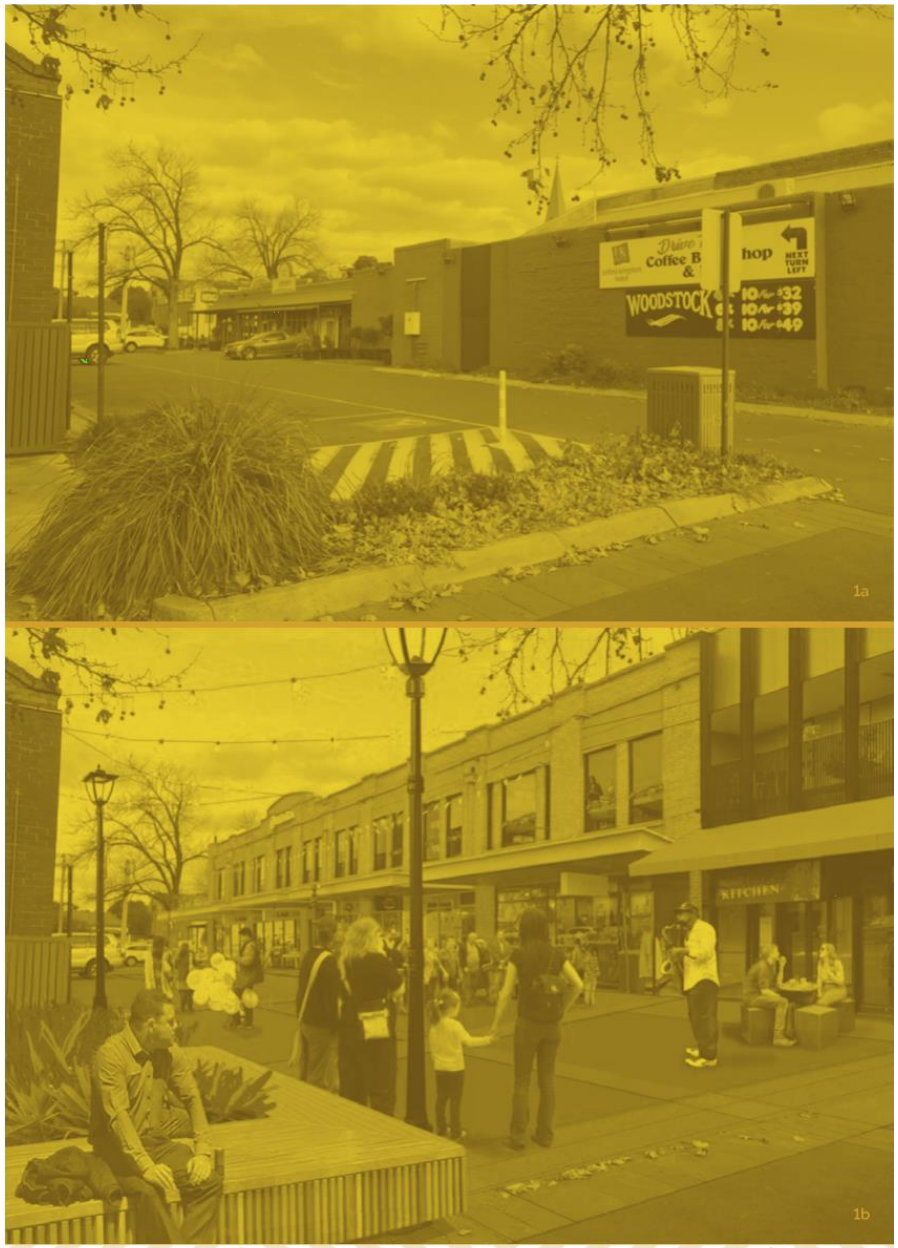
The purpose of the Urban Design Framework (UDF) is to set out an integrated vision for the Golden Square Town Centre and future Station Precinct. The aim of the UDF is to provide certainty in the guidance of future use and development. The goals of the UDF are to:

- Establish a clear and integrated vision for the Golden Square Town Centre, future Station Precinct and strategic redevelopment sites
- Guide the use and development of the area through objectives, planning and design requirements and guidelines
- Establish an implementation program of statutory and strategic initiatives
- Define key projects and infrastructure required to support sustainable growth and development

How the Urban Design Framework will be used

The UDF will be used by Council:

- In the assessment of planning permit applications and requests for Planning Scheme amendments.
- To determine the application of local planning policy, zones and overlays in the Greater Bendigo Planning Scheme.
- To support and plan for investment in public infrastructure.



1a. Existing City-owned carpark in the retail and commercial core.

1b. Artist impression of a future public plaza/shared space and shop-top apartment development surrounding the City-owned carpark in the retail and commercial core.

Context

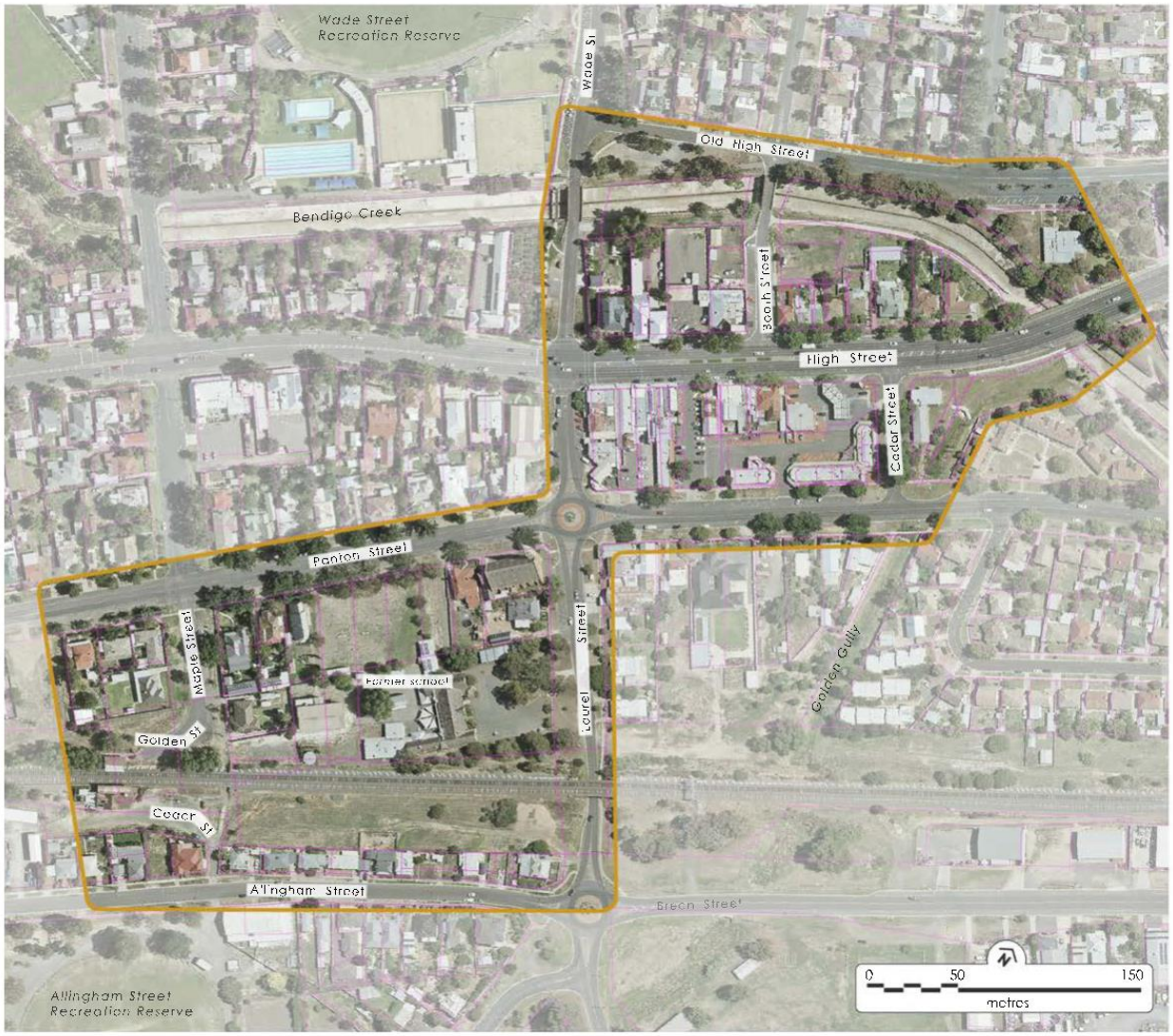
Urban Design Framework Boundary

The Golden Square town centre is located on High Street, 3.5 kilometres to the south west of the Bendigo City Centre.

The UDF includes the existing retail and commercial core, the future train station precinct to the south and nearby urban renewal sites identified in the Golden Square Background Report and Structure Plan.

Background

The UDF builds on the work undertaken as part of the Golden Square Background Report and Structure Plan, which examined the specific issues and constraints relevant to the site. The Background Report and Structure Plan provide recommendations regarding the road network, pedestrian movement, retail and commercial locations, and residential precincts for the broader Golden Square study area.



Vision

Golden Square will become a thriving central suburb of Bendigo which capitalises on its convenient location and celebrates its rich history.

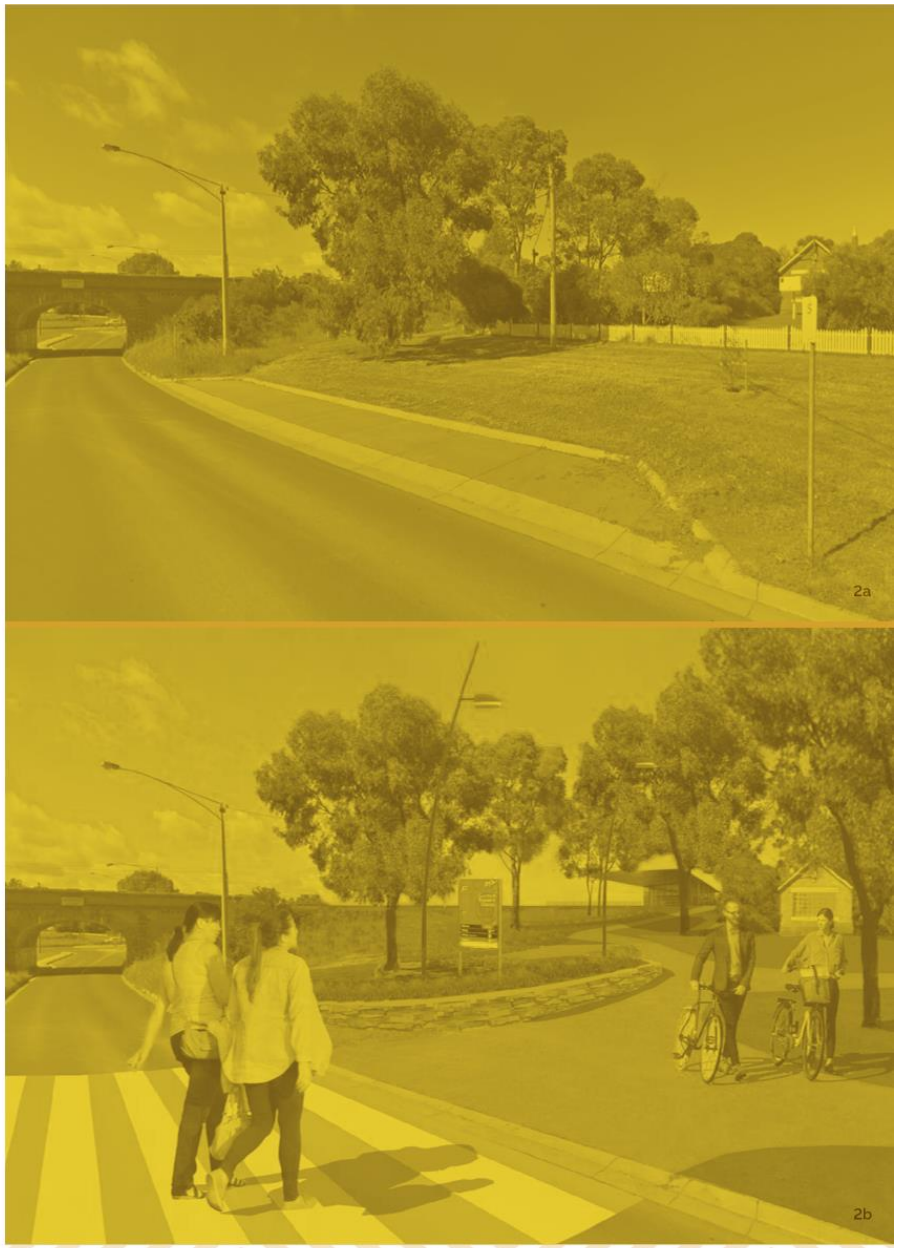
Catalyst investments and actions will unlock development potential for town centre revitalisation, growth in local employment and for diversified housing, while preserving the valued character.

At its heart, Golden Square will be a vibrant town centre offering a mix of retail and commercial uses, gathering places and higher density housing.

Reopening the train station and improved walking and cycling connections between the town centre, Bendigo Creek, and Golden Gully Creek will unlock the renewal potential of underutilised land.

What makes Golden Square special?

Golden Square is uniquely placed within Bendigo and has an interesting mix of attributes with huge potential. It has a diverse range of businesses, recreation facilities, heritage buildings, passive open space corridor and a former train station. The area also has relatively affordable housing which is close to facilities, services and employment. A large amount of vacant or under-utilised land in the area offers potential for future residential or commercial development and opening up new economic growth and job opportunities.



2a. Laurel Street existing conditions.

2b. Artist impression of a future pedestrian crossing, urban park and accessible station entrance on the frontage of 6 Laurel Street.

HERITAGE









The Golden Square town centre is home to several significant heritage buildings and bridge structures. These are integral to the identity of Golden Square and contribute to the physical character of the suburb with timber, red brick, bagged render and roughhewn stonework common materials used throughout.

LANDSCAPE








High Street is distinguished by its consistently treed avenue of London Plane trees. There are several examples of streets with well-established tree avenues – mostly autumnal - that provide appealing character. Native plantings, self-sewn grasses, shrubs and remnant Box Ironbark create bushland character along the creek lines, rail corridor and in the Laurel Street frontage of the former school.

VILLAGE FEEL









The 'village feel' of Golden Square town centre is an aspect that the community value about their suburb. It creates a unique focal point and is of a scale that allows people to interact and engage with one and other.

Urban Design Framework

Key directions



Buildings and areas of heritage significance which are valued by the community will be protected.



Creation of a space for community events and social interaction in the heart of the retail and commercial core.



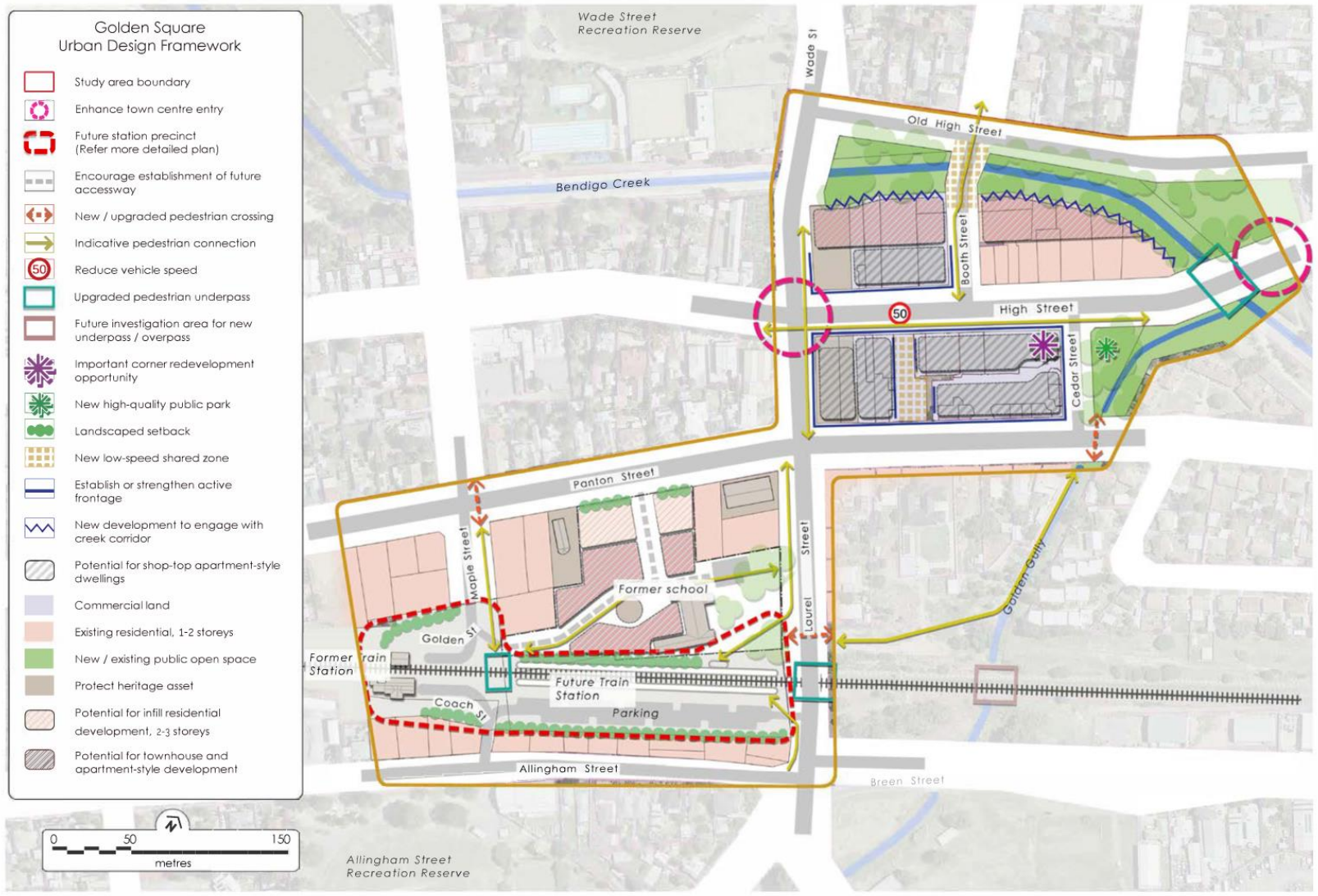
Support the construction of contemporary shop-top apartments within the retail and commercial core.



Reopen the Golden Square Train Station. The new station is planned to be located to the east of the former Primary School where there is capacity and sufficient space to construct required infrastructure. This location will have a strong connection to the town centre.



Support the construction of 2-3 storey townhouse or apartment-style dwellings on the underdeveloped land fronting Bendigo Creek. Encourage these properties to have an address to and outlook onto the Bendigo Creek corridor which will enhance passive surveillance and improve safety.

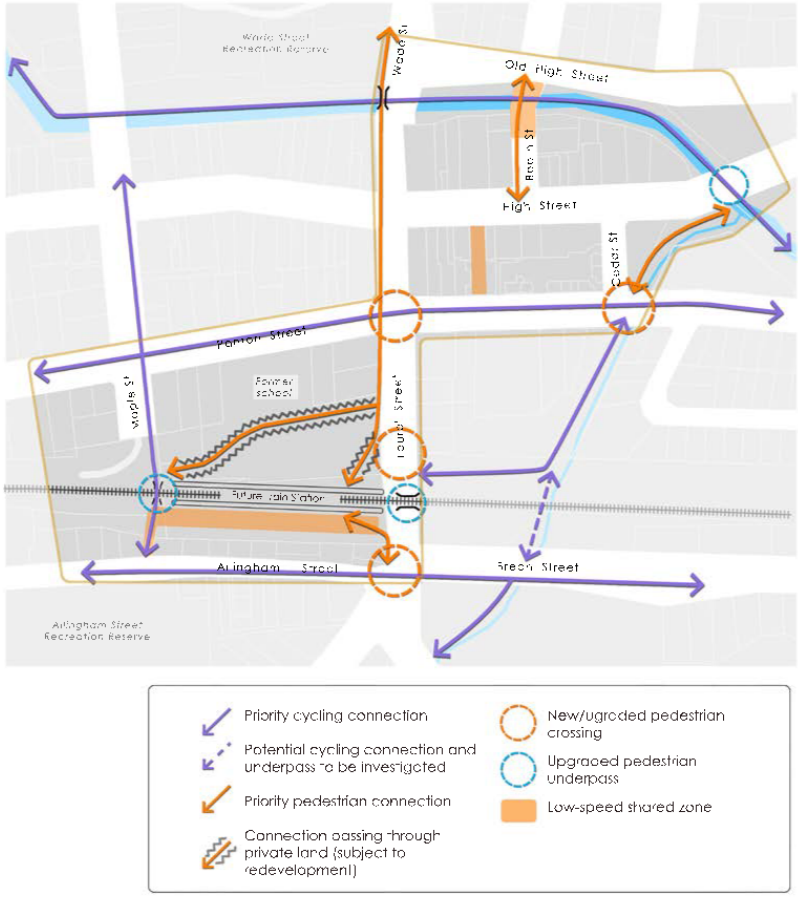

Golden Square
Urban Design Framework
Study area boundary
Enhance town centre entry
Future station precinct
(Refer more detailed plan)
Encourage establishment of future accessway
New / upgraded pedestrian crossing
Indicative pedestrian connection
Reduce vehicle speed
Upgraded pedestrian underpass
Future investigation area for new underpass / overpass
Important corner redevelopment opportunity
New high-quality public park
Landscaped setback
New low-speed shared zone
Establish or strengthen active frontage
New development to engage with creek corridor
Potential for shop-top apartment-style dwellings
Commercial land
Existing residential, 1-2 storeys
New / existing public open space
Protect heritage asset
Potential for infill residential development, 2-3 storeys
Potential for townhouse and apartment-style development
0
50
150
metres
Wade Street
Recreation Reserve
Wade St
Old High Street
Bendigo Creek
Booth Street
50
High Street
Cedar Street
Panton Street
Maple Street
Former school
Golden St
Former Train Station
Future Train Station
Coach St
Parking
Laurel Street
Golden Gully
Allingham Street
Breen Street
Allingham Street
Recreation Reserve

Understanding the Urban Design Framework

The Urban Design Framework outlines a series of actions that will improve the function and image of the Golden Square commercial core in association with the future construction of a train station and the development of urban renewal sites. The UDF can be understood as four categories. These are: pedestrian and cycling connections, landscape and public realm, future train station, and development potential. These are detailed below:

1. Pedestrian and cycling connections

- Strengthen walking/cycling connections between the Bendigo Creek Trail, town centre and future station precinct, ensuring that crossings and links are attractive, functional, and comfortable to use (i.e. footpaths, shade, seating and lighting)
- Encourage the creation of an east-west pedestrian connection through the former Golden Square Primary School land as part of any future redevelopment of this site
- Work with State Government landowners to create an attractive and accessible pedestrian connection between Laurel Street and the future Golden Square Train Station
- Investigate opportunities for new and upgraded pedestrian crossings in locations shown
- Continue to improve pedestrian/cycle priority and safety along the Bendigo Creek Trail
- Utilise Golden Gully as an off-road pedestrian and cycling connection to connect the Bendigo Creek Trail to the town centre, future train station, and broader cycling network
- Establish highly legible station entries from Laurel, Allingham and Maple Streets and a low-speed shared zone around the future train station
- Improve the accessibility and legibility of the existing Golden Street pedestrian underpass, with consideration given to new paths, feature landscaping, murals and decorative lighting to enhance the user experience
- Investigate opportunities for a future rail underpass and path link along the Golden Gully open space corridor
- Investigate options for reducing speed on the surrounding street network
- Investigate opportunities to reduce the waiting time to cross at the High and Laurel Street traffic lights



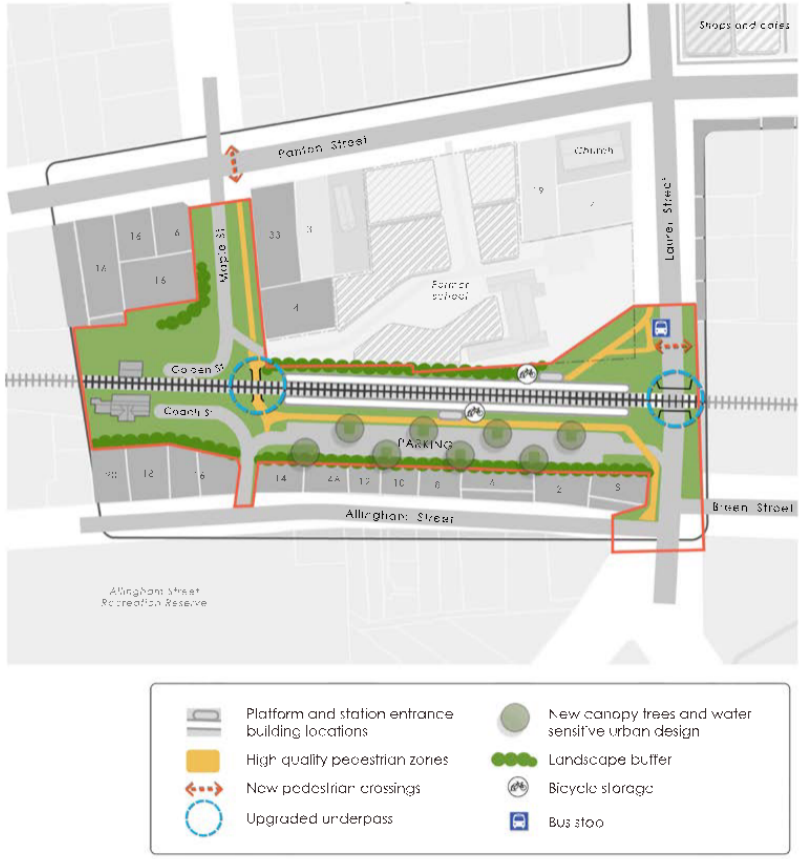
2. Landscape and public realm

- Create a sense of arrival to the town centre with feature landscaping/ sculptural treatments at entry points and in central medians. Install paving treatments at locations identified to indicate entry to the town centre
- Install distinctive 'Golden Square' signage
- Increase overall street tree canopy cover, in residential streets as a priority, with tree species and planting arrangements that enhance character
- Investigate the removal of some on-street car parking in High Street to provide greater separation between vehicles and cyclists and to create opportunities for new canopy trees
- Create a high-quality public plaza/shared space within the City-owned car park between High and Panton Streets. The plaza should provide a place for the community to meet and interact, provide space for events, and encourage activation at different times of day
- Create a high-quality urban park on the eastern side of Cedar Street if the St Johns Ambulance site becomes available in the future. The park should provide informal creek-side seating, shade and feature landscaping
- Work with State Government landowners to create an attractive urban park and accessible station entrance on the frontage of 6 Laurel Street
- Establish a consistent pedestrian zone surrounding station offering well-defined accessibility between transport nodes
- Establish boundary landscaping as part of the development of the future train station to protect the residential amenity of current and future surrounding properties
- Install wayfinding signage throughout the town centre and station precinct, directing pedestrians and cyclists to nearby trails and points of interest



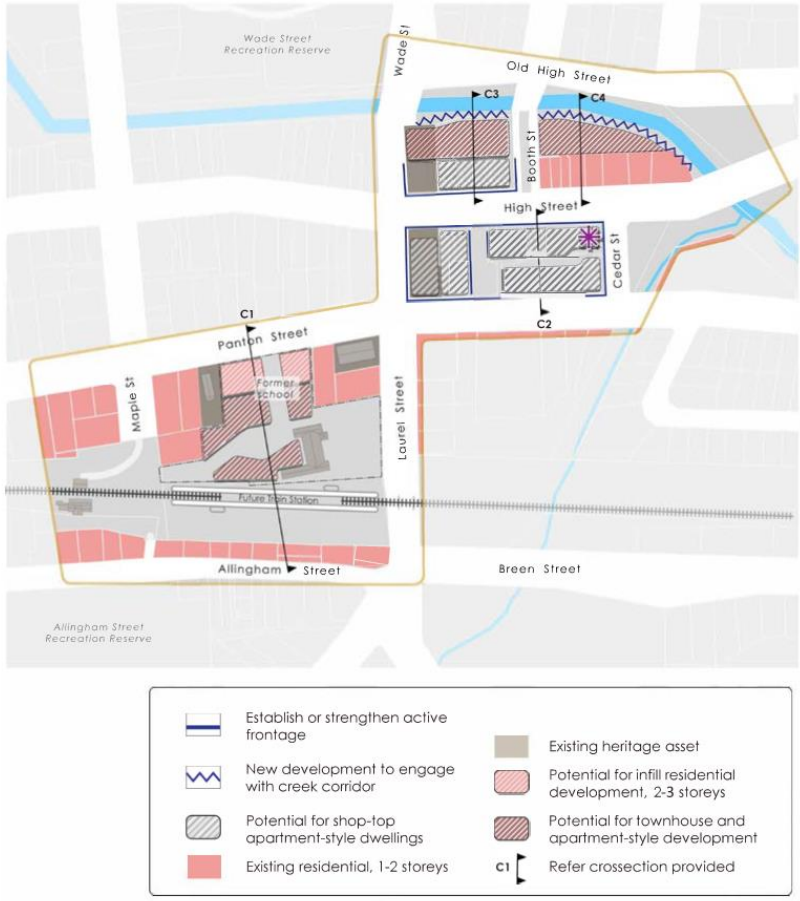
3. Future train station

- Work with rail authorities to reopen the Golden Square Train Station. It is suggested that the new station be located to the east of the former station, between Maple Street and Laurel Street. This is the optimal location due to its geographic and topographic context and provides opportunity for a direct visual and physical connection to the established town centre
- Support the implementation of a contemporary light-weight, open canopy structure to be utilised for station infrastructure and platform access, while being sensitive to the significance of the nearby heritage-listed school building
- Incorporate dedicated pedestrian access and a prominent, pedestrian-focused public plaza/meeting space in association with the station building
- Construct an at-grade car park within the vacant rail reserve land to the south of the rail line and a 'loop-road' for vehicle drop-off/pick up, maximising efficiency and pedestrian safety
- Integrate water harvesting and re-use technology in the design of the new public carpark
- Establish large canopy trees within the new public carpark to provide shade and visual amenity
- Establish boundary landscaping as part of the development of the future train station to protect the residential amenity of current and future surrounding properties
- Upgrade the public realm areas and carparking around the old train station buildings and support increased community use
- Improve the accessibility and legibility of the existing Golden Street pedestrian underpass, with consideration given to new paths, feature landscaping, murals and decorative lighting to enhance the user experience
- Investigate opportunities for new and upgraded pedestrian crossings in locations shown
- Provide bicycle storage in locations shown



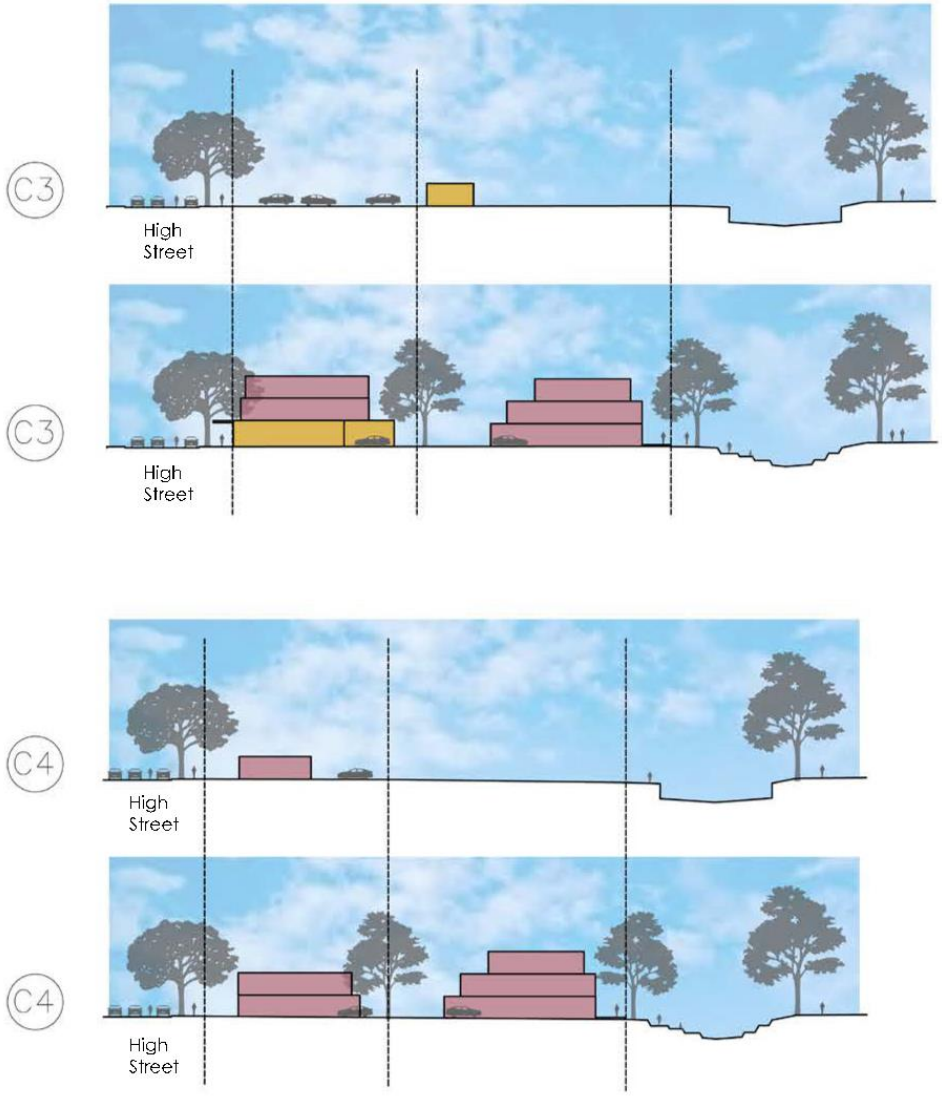
4. Development potential

- Protect existing heritage buildings
- Support the construction of contemporary shop-top housing of 3 to 4 storeys (ie 13.5m from natural ground) within the retail and commercial core
- Establish new or strengthen existing active street frontages in locations shown
- Support the construction of 2-3 storey (ie 11m from natural ground) dwellings on the underdeveloped land fronting Bendigo Creek, between Wade Street and Booth Street. Encourage these properties to have an address to and outlook onto the Bendigo Creek corridor
- Support the construction of 2-3 storey (ie Max.11m from natural ground) dwellings on the underdeveloped land fronting Bendigo Creek, to the east of Booth Street. Encourage these properties to have an address to and outlook onto the Bendigo Creek corridor
- Support the construction of 2-3 storey detached dwellings along the Panton Street frontage of 6 Laurel Street
- Support the construction of 3-4 storey dwellings in the heart of the 6 Laurel Street development site. These dwellings should be sensitive to the scale of residential adjacencies
- Support the construction of 4 storey apartments along the southern boundary of 6 Laurel Street. There is opportunity for this development to have a physical connection to the existing heritage-listed school building
- Support the re-use of the heritage-listed school building at 6 Laurel Street
- Protect key views from Laurel Street to the heritage-listed school building at 6 Laurel Street
- Consolidate the number of car parking spaces within the precinct to provide opportunities for improvements and redevelopment of underutilised land
- Ensure presentation of buildings on key corners to the north and south assist in marking the main entrance to the town centre and reinforce High Street as the main commercial spine





Church outline included for height reference


C3
High Street
C3
High Street
C4
High Street
C4
High Street

Attachment 4 - Golden Square Structure Plan Submission Summary

GOLDEN SQUARE STRUCTURE PLAN
PUBLIC SUBMISSIONS AND RESPONSE
20 August – 21 September 2020

Issue groups

BFD	Built Form and Design
SSR	Site Specific Rezoning
H	Heritage
I	Implementation
NE	Natural Environment
PR	Public Realm
S	Support for Draft Plan
T	Transport
V	Vision
WC	Walking and Cycling

Submission categories

A	Submissions by private organisations and businesses
B	Submissions by community organisations
C	Submissions by individuals
D	Submission by Government Agency as Property Owner

GOLDEN SQUARE STRUCTURE PLAN
PUBLIC SUBMISSIONS AND RESPONSE
20 August – 21 September 2020

Issue	Summary of submission	Name / Suburb	No.	Cat.	Planning Comment	Recommendation
S, WC	• Supports the overall Plan. • Would like to see a combination of walking and biking trails that are completely off road, safe and flexible for all ages.	Golden Square	1	C	The draft Plan identified the need for walking and bike riding opportunities in the suburb and is consistent with the adopted Walk Cycle Greater Bendigo Strategy 2019. The 2019 Strategy went through an extensive community engagement process and has an emphasis on health and wellbeing for all ages.	These matters are very important to the amenity and liveability of the suburb for both residents and visitors to the area. No changes are proposed to the draft Plan however, the City is committed to the implementation of the Actions within the 2019 Strategy.
WC, PR, NE	• Suggestion to create walking paths and plantings/shady areas along Creek and on the Chum Street site. Residents currently walking in streets for recreation. Both residents and St John of God patients would be grateful for some greenery and natural space to visit.	Golden Square	2	C	The draft Plan identified the need for walking and bike riding opportunities in the suburb and is consistent with the adopted Walk Cycle Greater Bendigo Strategy 2019 and Greening Greater Bendigo. The Chum Street site is identified in Precinct 6 as a key development site. The site has been identified by the State government as being surplus to needs, however, is highly constrained, requiring significant funding to remediate the former mine site. The site has also been identified in the Residential Strategy as a residential development site. Concept plans indicate the site could have a capacity of almost 400 dwellings. Large parts of the site will remain undevelopable leaving scope for revegetation and path connections through the site.	The potential of some level of community access to the Chum Street site is always an important part of the discussions for the future of this site. The size of the site provides excellent connection opportunities and advocacy for formalised access of paths or trails will continue as the State government continues to review the future of this site. No changes to the Plan, however, continue to work with the State government for the remediation and development of the site.
SSR	• 27 Ham Street – Objection to proposed rezoning and construction of road through property.	Golden Square	3	C	The proposed rezoning relates to a split zone across several sites with residential and industrial zones. This type of split zoning often impacts on land use conflicts and would not generally occur under current planning practices. The proposed zoning changes will not impact on the ability for the existing land uses to continue	No change recommended to the Structure Plan in regard to the recommendation for the change in zone from residential to industrial. Wording in regard to the identified road connection has been amended to emphasise that the location of the road on the Plan was indicative. The final location would only be

GOLDEN SQUARE STRUCTURE PLAN
PUBLIC SUBMISSIONS AND RESPONSE
20 August – 21 September 2020

Issue	Summary of submission	Name / Suburb	No.	Cat.	Planning Comment	Recommendation
					under an existing use right and are proposed to guide land use transition over time. If these recommended zone changes are not done by the Council as part of the broader planning scheme amendment for the Structure Plan, then future property owners will be required to undertake privately led rezonings at their own expense which have the potential to be ad-hoc, increases the potential land use conflict issues as parcels are sold and delays access to the limited industrial land available.	determined when the sites are developed.
SSR	• 25 Ham Street – Objection to the proposed rezoning. Built in Ham Street to be close to work and Kangaroo Flat. Concerned that an industrial zone would restrict any additions if they wanted to do that.	Golden Square	4	C	The proposed rezoning relates to a split zone across several sites with residential and industrial zones. This type of split zoning often impacts on land use conflicts and would not generally occur under current planning practices. The proposed zoning changes will not impact on the ability for the existing land uses to continue under an existing use right and are proposed to guide land use transition over time. If these recommended zone changes are not done by the Council as part of the broader planning scheme amendment for the Structure Plan, then future property owners will be required to undertake privately led rezonings at their own expense which have the potential to be ad-hoc, increases the potential land use conflict issues as parcels are sold and delays access to the limited industrial land available.	No change recommended to the Structure Plan in regard to the recommendation for the change in zone from residential to industrial.
SSR	• 29 Ham Street – Objection to proposed rezoning. Built in Ham Street due to proximity to Kangaroo Flat, surrounding bushland and	Golden Square	5	C	The proposed rezoning relates to a split zone across several sites with residential and industrial zones. This type of split zoning often impacts on land use conflicts and would not generally occur	No change recommended to the Structure Plan in regard to the recommendation for the change in zone from residential to industrial.

GOLDEN SQUARE STRUCTURE PLAN
PUBLIC SUBMISSIONS AND RESPONSE
20 August – 21 September 2020

Issue	Summary of submission	Name / Suburb	No.	Cat.	Planning Comment	Recommendation
	family business. Able to walk to work currently. Would expect Council would encourage more residential properties in built up areas like this as opposed to industrial lots.				under current planning practices. The proposed zoning changes will not impact on the ability for the existing land uses to continue under an existing use right and are proposed to guide land use transition over time. If these recommended zone changes are not done by the Council as part of the broader planning scheme amendment for the Structure Plan, then future property owners will be required to undertake privately led rezonings at their own expense which have the potential to be ad-hoc, increases the potential land use conflict issues as parcels are sold and delays access to the limited industrial land available.	
SSR	• 153-157 Allingham Street – Opposed to any linkage impacting on property. Coonooer Street should be investigated to link Ham to Gray Street.	Golden Square	6	C	The proposed rezoning relates to a split zone across several sites with residential and industrial zones. This type of split zoning often impacts on land use conflicts and would not generally occur under current planning practices. The proposed zoning changes will not impact on the ability for the existing land uses to continue under an existing use right and are proposed to guide land use transition over time. If these recommended zone changes are not done by the Council as part of the broader planning scheme amendment for the Structure Plan, then future property owners will be required to undertake privately led rezonings at their own expense which have the potential to be ad-hoc, increases the potential land use conflict issues as parcels are sold and delays access to the limited industrial land available.	No change recommended to the Structure Plan in regard to the recommendation for the change in zone from residential to industrial. Wording in regard to the identified road connection has been amended to emphasise that the location of the road on the draft Plan was indicative. The final location would only be determined when the sites are developed. Consideration of the Coonooer Street as an alternate option will be considered as part of the development process.

GOLDEN SQUARE STRUCTURE PLAN
PUBLIC SUBMISSIONS AND RESPONSE
20 August – 21 September 2020

Issue	Summary of submission	Name / Suburb	No.	Cat.	Planning Comment	Recommendation
SSR, V, S, T, PR, H, BFD	• Commends Council on the overall vision for Golden Square. • Background Report – Agree that the former primary school site is a "key urban renewal site". • Structure Plan – Supports main objectives of the plan to encourage rezoning of site. Suggests consideration that the Laurel Street frontage could have limited building forms and other uses such as car parking, amend pedestrian connection in Station Plan to be consistent with DDO30 and that route through site should be indicative. • Urban Design Framework – Supports principles of the plan. Requests changes to number of storeys, pedestrian connections, and the reference to a significant canopy trees when an arborists report has only identified one tree as significant.	Golden Square	7	D	This matter was considered in a Council Report on 18 October 2021 in regard to Council being formally advised that following a request from the Department of Treasury and Finance (on behalf of the Department of Education), the Minister for Planning has referred Amendment C241gben to the Government Land Standing Advisory Committee (GLSAC) to facilitate the planning scheme amendment for the former Golden Square Primary School. The draft Structure Plan took a conservative approach to increasing density on the site, particularly in regard to the height of buildings as the State government had not progressed to exhibition of proposed planning controls at the time the draft Plan was seeking input from the community. Having regard to the controls in the Development Plan Overlay it is considered that the heights as proposed in this amendment have merit and will assist in achieving optimum use of an important infill development site which are becoming increasingly limited across Greater Bendigo.	The Plan has been amended to reflect the adopted Council position from 18 October 2021.
V, S, SSR	• Commends Council on the overall vision for Golden Square. • Background Report - Agree that the Southern Cross Austereo site is a "key urban renewal site". Suggests site be identified as an employment hub as it's a relatively large employer in the context of the precinct. • Structure Plan –Suggests amending working to more clearly reflect that although the current zone is		8	A	The submission makes a good point regarding the interim uses for that site as the Structure Plan is more focused on the long-term outcomes. To address this a master plan of the site could be developed to consider transition staging to make the best use of existing infrastructure and eliminate rework as the site is progressively developed to its full potential.	The Structure Plan has been amended to identify the need to work with the property owner to support the development of a master plan for the site to explore development opportunities and potential timeframes for redevelopment to assist with determining a final zone. In the interim, the Structure Plan emphasises the need to optimise the redevelopment potential of the site for uses such as mixed use, short term stay accommodation or medical related services.

GOLDEN SQUARE STRUCTURE PLAN
PUBLIC SUBMISSIONS AND RESPONSE
20 August – 21 September 2020

Issue	Summary of submission	Name / Suburb	No.	Cat.	Planning Comment	Recommendation
	restrictive, there are some uses that are permissible. Explains the site may have interim uses over the years before a longer-term redevelopment of the site occurs.					
PR, WC, T	• Would like to see more walking paths and native plantings on the Chum Street site, Creek and surrounding block as there is a need for more green walking areas. • Requests the reduction of hoons and truck noise along Marong Road residential areas and along Honeysuckle street as it is not a highway it's a primary school zone.	Golden Square	9	C	The Chum Street site is identified in Precinct 6 as a key development site. The site has been identified by the State government as being surplus to needs, however, is highly constrained, requiring significant funding to remediate the former mine site. The site has also been identified in the Residential Strategy as a residential development site. Concept plans indicate the site could have a capacity of almost 400 dwellings. Large parts of the site will remain undevelopable leaving scope for revegetation and path connections through the site.	The potential of some level of community access to the Chum Street site is always an important part of the discussions for the future of this site. The size of the site provides excellent connection opportunities and advocacy for formalised access of paths or trails will continue as the State government continues to review the future of this site. No changes to the Plan, however, continue to work with the State government for the remediation and development of the site.
SSR	• Requests to be identified as a key site of redevelopment.	Advent Care	10	A	The Advent Care site is composed of several parcels of land with the main frontage to High Street. The site has various uses including a now decommissioned 50 bed residential aged care facility, independent living units, church, community centre and single dwellings. The submission proposes a Master Plan for redevelopment of the site that includes town houses, affordable housing, church, independent living units, commercial area and open space. It is agreed that the Advent Care site is very important to the area for the provision of facilities and services. Further the redevelopment is an excellent opportunity to maximise the sites development potential and provide much needed addition housing. However, there would need to be significant changes to the concept as far as	Advent Care provides an important service for the community. The general intent of a site redevelopment to deliver additional housing particularly affordable housing is supported. The Structure Plan will not inhibit the pursuit of a comprehensive site redevelopment resulting in no changes being made.

GOLDEN SQUARE STRUCTURE PLAN
PUBLIC SUBMISSIONS AND RESPONSE
20 August – 21 September 2020

Issue	Summary of submission	Name / Suburb	No.	Cat.	Planning Comment	Recommendation
					visual presentation to High street such as placement of the carpark area. Also, the proposal of a large commercial component isolated from the primary commercial area is not supported.	
WC, PR, T, I	• Bike Bendigo is broadly supportive of the Plan and welcomes objectives to "increase people walking, cycling and using public transport" and to establish an interconnected network of streets, paths and public open space to encourage walking and cycling as modes of transport". • Provides a series of suggestions to promote separated bike lanes and emphasis the need to discuss cycling separate from walking as they can have different requirements. • Disappointing that timing of some actions are long term rather than short term and recommends changing them. • Recommends editorial corrections.	Bike Bendigo	11	B	The draft Plan identified the need for walking and bike riding opportunities in the suburb and is consistent with the adopted Walk Cycle Greater Bendigo Strategy 2019. The 2019 Strategy went through an extensive community engagement process and Bike Bendigo were an important participant in this process. Action 1.1 of the 2019 Strategy states: ***Develop and implement a ten-year walking and cycling infrastructure plan***. This document is currently being developed and will refine, prioritise and determine timeframes for these projects. This Structure Plan should not pre-empt this more detailed work.	These matters are very important to the amenity and liveability of the suburb for both residents and visitors to the area. No changes are proposed to the Plan however, the City is committed to the implementation of the Actions within the 2019 Strategy.
PR	• Suggestion to pave over the Bendigo Creek near Wade Street Recreation area to establish multiple netball courts.	Golden Square	12	C	The Bendigo Creek is an important feature of our City and in many ways a degraded and under-utilised asset. The substantial sections of the Creek that were made into a concrete channel, most of which run through Golden Square, were designed for drainage and flood protection. Improving the Creek and its value to the community is now recognised as a major opportunity. The *Reimagining Bendigo Creek Plan 2020* provides a vision and strategy for restoring the Creek. The channelised sections of	No changes to the Plan.

GOLDEN SQUARE STRUCTURE PLAN
PUBLIC SUBMISSIONS AND RESPONSE
20 August – 21 September 2020

Issue	Summary of submission	Name / Suburb	No.	Cat.	Planning Comment	Recommendation
					Creek pose a significant challenge and whilst the plan does not provide a specific recommendation for this particular section, covering the Creek to provide additional recreation space is not consistent with the plan's guiding principles. Instead, the plan highlights the potential to integrate the Creek corridor with the Golden Square Recreation Reserve. Sporting facilities in Golden Square are the subject of a separate project.	

16.7. Draft Healthy Facilities Policy

Author	**Chanel Relf and Rebecca Dalrymple, Food Systems Officers**
Responsible Director	**Vicky Mason, Director Health and Wellbeing**

Purpose

The purpose of this report is to provide Councillors with an update on the results of initial community engagement for the draft Healthy Facilities Policy and to seek approval to place the draft Policy on Public Exhibition for the month of February 2022.

Summary

The food and drink environment has significantly changed over the years, with many Greater Bendigo residents not consuming enough of the foods and drinks needed for good health and wellbeing (such as fruit and vegetables) and overconsuming 'discretionary foods' (such as confectionary, soft drinks, and processed meats).

Council is committed to creating a much healthier Greater Bendigo, including reducing diet related illness by increasing the availability of healthy food and drinks and providing healthy and sustainable environments across Greater Bendigo. Development of this policy is an action of the Council Plan 2021-2025 Mir Wimbul and is also supported by the Greater Bendigo Health and Wellbeing Plan 2021-2025, Greater Bendigo Climate Change and Environment Strategy 2021-2026 and Greater Bendigo's Food System Strategy 2020-2030.

A key requirement of the Victorian Government's sport and recreation fund and loan schemes is to provide implementation evidence of the Victorian Government's Healthy Choices Guidelines. Additionally, the recent release of the Victorian Government's Healthy Kids, Healthy Futures: five-year action plan to support children and young people to be healthy, active and well further supports the development of this policy; particularly priority action area 1 'creating healthier food environments in schools, early years services, sport and recreation facilities and clubs, community settings and government agencies'. Locally, the 'Vic Kids Eat Well' initiative and the new Healthy Eating Advisor role provide further support for the development and implementation of this policy.

As part of the previously funded VicHealth Water in Sport project, the City has been working to improve the availability and promotion of healthy food and drink choices within 10 of our major sports and recreation facilities. The Healthy Facilities Policy will continue to embed this work into business as usual for these facilities and broaden the range of Council facilities that provide healthy options to the Greater Bendigo community, including volunteer ran facilities for the first time.

The draft Healthy Facilities Policy underwent an initial external engagement period in November 2020 with 53 key stakeholder groups responsible for or working in food and drink within a City facility in scope of the draft Policy. Stakeholders were invited to participate in the engagement process however only 7 stakeholder groups responded. The proposed next step is to progress to a public exhibition period with further targeted engagement to occur during this period.

The risk of not implementing this policy is that the City will not deliver on its actions under the Council Plan 2021-2025 Mir Wimbul and unhealthy food environments will continue to dominate community spaces.

Recommended Motion

That Council:

Note the report and agree to place the draft Healthy Facilities Policy on public exhibition for the month of February 2022

Policy Context

This policy is supported by the following strategic documents, plans and actions developed by the City:

Council Plan 2021-2025 Mir Wimbul

The Policy is consistent with the outcomes, goals and actions identified below:

Outcome 2: Healthy, liveable spaces and places

Goal 1: Strengthened community health and wellbeing

2021-2022 action: Finalise the healthy facilities policy

Outcome 5: A climate resilient and healthy landscape

Goal 1: Zero carbon

2021-2022 action: commence transitioning away from fossil gas in Council facilities

Healthy Greater Bendigo 2021-2025

This policy is consistent with the goals below identified in the Healthy Greater Bendigo:

Outcome 1: Health and wellbeing '*The Greater Bendigo community has good physical and mental health'*

Healthy eating, food insecurity and sustainable food systems

Outcome 5: Liveable '*The Greater Bendigo community is resilient to a changing climate and has access to the natural environment and quality public space for enhanced health and wellbeing'*

Greater Bendigo Food System Strategy 2020-2030

The Policy is consistent with the vision that 'Greater Bendigo's food system is healthy, equitable and sustainable and supports the local economy, culture and health and wellbeing of our communities' and supports the following objectives and actions identified in the strategy.

Objective 1: Enable communities to access safe, affordable, nutritious and culturally appropriate food and drinks

Action 1.12: Develop and implement City of Greater Bendigo's Healthy Facilities Policy which sets expectations for users of Council facilities and future facility design with regards to the Healthy Choices Guidelines i.e. catering, sponsorship, advertising and signage, vending machines, food retail

Objective 4: Reduce and divert food waste from landfill

Background Information

The food and drink environment has significantly changed over the years, with many Greater Bendigo residents not consuming enough of the foods and drinks needed for good health and wellbeing (such as fruit and vegetables). Additionally, Greater Bendigo residents are also consuming too many 'discretionary foods' that are high in added sugar,

salt, saturated fat and energy, such as Sugary Sweetened Beverages (SSB's), processed meats and confectionary. This change, along with low levels of physical activity has contributed to an increase in obesity and other preventable chronic diseases. According to the Victorian Population Health Survey 2017, 60.3% of Greater Bendigo residents are classified as either pre-obese or obese; which has increased by 7% since the Victorian Population Health Survey 2014.

A key requirement of the Victorian Government's 2021-2022 Community Sports Infrastructure Loans Scheme ($500,000 – 10 million) is for indoor stadiums and aquatic facilities to provide implementation evidence of the Victorian Government's Healthy Choices Guidelines, as does the 2021-2022 Local Sports and Infrastructure Fund. Additionally, the recent release of the Victorian Government's Healthy Kids, Healthy Futures: five-year action plan to support children and young people to be healthy, active and well further supports the development of this policy; particularly priority action area 1 (creating healthier food environments in schools, early years services, sport and recreation facilities and clubs, community settings and government agencies). Locally, the 'Vic Kids Eat Well' initiative and the new Healthy Eating Advisor role provide further support for the development and implementation of this policy.

Council is committed to creating a much healthier Greater Bendigo, including reducing diet related illness by increasing the availability of healthy food and drinks and providing healthy and sustainable environments across Greater Bendigo. To support this commitment the action to "Implement policy for Council facilities to offer healthy food and drink options" was included as part of the Greater Bendigo Community Plan Annual Actions 2018/2019 and to 'finalise the Healthy Facilities Policy' in the Council Plan 2021-2025. Other pieces of work that support this include Council's endorsement of the Healthy Food and Catering Policy and Council's endorsement of the Greater Bendigo Food System Strategy 2020-2030.

As part of the VicHealth funded Water in Sport project, the City has been working to improve the availability and promotion of healthy food and drinks choices within 10 of our major sports and recreation facilities. Targeted focus within this space has seen all 10 facilities make changes within their retail food outlets to improve the availability of water and reduce the availability of Sugary Sweetened Beverages (SSB's). Additionally, facilities across Victoria have been joining the movement with many sporting clubs now offering healthy salads in their Canteens and oranges at half-time rather than lollies. Unfortunately funding for the Water in Sport project was not continued in 2020/2021, which delayed progress on the Policy. The Healthy Facilities Policy will continue to embed this work into business as usual for these facilities, broaden the range of Council facilities that provide healthy options to the Greater Bendigo community and ensure the creation of healthy and sustainable environments into the City's work.

Report

The draft Healthy Facilities Policy underwent an initial external engagement period in November 2020 with 53 key stakeholder groups responsible for or working in food and drink within a City facility in scope of the draft Policy. Stakeholders were invited to participate in the engagement process however only seven stakeholder groups responded. The proposed next step is to progress to public exhibition with further targeted engagement to occur.

The Policy applies to all City facilities and venues with a permit to sell and provide food and drinks, and who pay a reduced rental figure as part of their agreement with the City of Greater Bendigo. This is recognition of the broader community benefit provided at the facility. This policy applies to all areas and situations where food and drinks are provided

or promoted to staff, volunteers, members and the general public. However, there are a number of exclusions to the scope of the Policy, including facilities where a commercial market rental is paid (including the Board Walk, Art Gallery Café and Ulumbarrra Theatre Café).

The Policy splits the relevant facilities into two distinct categories with differing expectations for each. This reflects the differing staffing and conditions of the premises. Generally speaking, this means that facilities with paid staff will be expected to comply with the State Government's Healthy Choices guidelines and facilities that are ran and staffed by volunteers will need to demonstrate a commitment to increasing the healthy options provided at the facility through a formal policy, procedure or plan.

The Policy also includes a number of other considerations related to health and food, including Water Provision, Alcohol, Waste, Food Safety and Renewals, Upgrades and design and construction of New facilities.

Priority/Importance:

A 2021/2022 action of Mir Wimbul (Council Plan 2021-2025) is to finalise the Healthy Facilities Policy.

Options/Alternatives:

- Council has the option of doing nothing, which would mean that City will not deliver on its actions under Mir Wimbul (Council Plan 2021-2025) and will result in poorer health outcomes for the community.
- Council may choose to focus on just one of the two proposed setting Categories, however this would miss an opportunity to influence the broadest possible range of public spaces that Council has the ability to influence.

Timelines:

Milestone	**Date**
Cr Briefing (policy proposal)	16 December 2019
Key stakeholder engagement period	November 2020
Cr Briefing (public exhibition)	December 2021
Council Meeting	January 2022
Public exhibition period	February 2022
Finalise policy and implementation resources	March – August 2022
Cr Briefing (policy endorsement)	October 2022
Council Meeting (policy endorsement)	November 2022
Policy implementation	January 2023-2025

Progress:

The draft Healthy Facilities Policy has been developed and an initial internal and external consultation period undertaken.

Risk Analysis:

Risk description	Likelihood to occur	Consequence	Actions to be taken to mitigate risk
Inadequate human resourcing for implementation	Likely	Moderate	Adequate human resourcing is available to support facilities to transition to and maintain compliance
Facilities don't work towards compliance	Possible	Moderate	Work closely with relevant groups and committees to build commitment, knowledge and skills for implementation Provide incentives for compliance and penalties for non-compliance
Profits of food outlets negatively effected	Possible	Moderate	Adequate human resourcing is available to support facilities to transition to and maintain compliance Build capacity of food outlets to appropriately market changes
Changes not well received by customers	Possible	Moderate	Adequate human resourcing is available to support facilities to transition to and maintain compliance Build capacity of food outlets to appropriately market changes

Consultation/Communication

Internal Consultation

The Draft Healthy Facilities Policy has been developed in partnership with Governance and informed by engagement with the Project Control Group with representation from:

- Active and Healthy Communities

- Community Partnerships
- Community Wellbeing
- Business Services
- Property Services
- Safe and Healthy Environments
- Resource Recovery and Education

Additionally, the structure, scope and content of the policy proposal has been guided by feedback from eight other Councils who are also establishing Healthy Food and Drink Policies as part of the VicHealth Water in Sport project.

External Consultation:

With support from the Project Control Group engagement was completed with a range of external stakeholders in November 2020. Stakeholder groups were contacted via direct email and through the Active and Healthy Newsletter and invited to review the draft Policy and provide feedback by:

- Completing an online survey
- Writing a written submission
- Attending one of three E-feedback sessions

A total of 53 stakeholder groups responsible for or working in food and drink within a City facility in scope of the draft Policy including but not limited to sports and recreation facilities, sporting clubs, libraries and neighbourhood houses, the Bendigo Airport and Live Stock exchange, community halls and venues were invited to participate in the engagement process via direct email and newsletter. A total of seven stakeholders representing Greater Bendigo sports and recreation facilities, sporting clubs and community facilities completed the online survey; with no stakeholder groups participating in other alternative engagement methods offered. It should be noted that all feedback methods were online due to COVID-19 restrictions being in place at the time.

Due to the small response number not all target settings were represented in the engagement process. As a result, further targeted engagement is planned to occur during the public exhibition period in February 2022.

Outlined below are the findings from the initial consultation:

The majority of respondents reported that their organisation will be able to follow the guidelines of the draft Policy:

- With one reporting to have already made/achieved all draft Policy standards
- The majority reporting ability to easily make change in their café's/canteens such as increasing supply of "fresh fruit" and promoting availability of "water"
- Four reporting capacity to implement all standards within the first two years of endorsement

Several barriers were reported in relation to policy implementation and are themed and summarised below:

Alternatives:

- Suitable alternatives to lollies and icy poles that don't require food handling
- Cost of healthy products not at the same profit margin as unhealthy products

- Further clarity needed on how to implement the policy
- Whether requirements change for varied situations (e.g. when venues are hired out for functions and if only holding temporary liquor licence)
- Need to develop/re-engage customer base before reaching targets
- Increase water supply in drink fridges as well as install free drinking water
- Perception that customers would not purchase/visit setting if choice is limited
- Standards for functions pose a challenge to retail outlets who rely on funds from events/ function

Resource Implications

Any ongoing recurrent expenditure required:

Implementation of the Healthy Facilities Policy will require appropriate resourcing to enable the policy to be properly implemented. This will be explored through current budgets and in collaboration with key partners.

Attachments

1. Draft City of Greater Bendigo Healthy Facilities Policy

Attachment 1 - Draft Healthy Facilities Policy

HEALTHY FACILITIES POLICY

Approval Level:	Council
Policy Type:	Council
Approval Date:	TBC
Review cycle:	This policy will be reviewed and evaluated after the first year, then every 4 years aligning with the Council election period.
Review Date:	TBC
Responsible Officer:	Matthew Kerlin, Coordinator, Strategy and Policy
Owner:	Active and Healthy Lifestyles
Responsible Director:	Health and Wellbeing
Relevant Legislation/Authority:	- Food Act 1984 - Victoria's Public Health and Wellbeing Act 2008 - Liquor Control Reform Act 1998
DOCSETID:	4413980

DRAFT

1. PURPOSE

The purpose of this policy is to provide healthy, safe and sustainable food and drink options in all City of Greater Bendigo owned, managed or funded facilities and venues as part of the City's commitment to promoting and protecting the health and wellbeing of all Greater Bendigo residents.

This policy also aims to ensure waste minimisation and other sustainable practices are fostered when promoting or selling food and drink items within City owned, managed or funded facilities and venues.

2. BACKGROUND

A recommended action of the 2018/2019 Greater Bendigo Community Plan was to implement a policy for City facilities to offer healthy food and drink options (Greater Bendigo Community Plan 2017-21). Finalising the Healthy Facilities Policy is also a key action in the Council Plan 2021-2025 Mir Wimbul.

The City of Greater Bendigo is committed to reducing diet related illness and improving our environment by promoting healthy lifestyles for all Greater Bendigo residents - aligning with the below outcomes of Healthy Greater Bendigo 2021-2025:

Outcome 1: *Healthy and Well: The Greater Bendigo community has good physical and mental health*

- *(healthy eating, food insecurity and sustainable food systems)*

Outcome 5: *Liveable: The Greater Bendigo community is resilient to a changing climate and has access to the natural environment and quality public space for enhanced health and wellbeing.*

This policy aims to meet the above goals and outcomes by supporting all City owned, managed or funded facilities to promote and provide healthy, safe and sustainable food and drink options; guided by the nutritional criteria and food standards of the *Victorian Governments Healthy Choices Guidelines.*

3. SCOPE

This policy applies to all City facilities and venues (as defined below) with a permit to sell and provide food and drinks, and who receive a rental subsidy as part of their agreement with the City of Greater Bendigo. This policy applies to all areas and situations where food and drinks are provided or promoted to staff, volunteers, members and the general public, including:

- Cafeterias, cafés, canteens, kiosks and coffee shops
- Catering
- Vending machines
- Prizes, gifts, give-aways and vouchers
- Fundraising and sponsorship
- Marketing, advertising and promotion

This policy does not apply to:

- any setting not under an agreement with the City of Greater Bendigo
- any City facility or venue with a permit to sell and provide food and drinks who pay a commercial rental fee (i.e. The Board Walk, Art Gallery Café and Ulumbarrra Cafe etc.)
- food and drinks provided to City staff and visitors (this is covered under the *City's Healthy Food and Catering Policy)*
- food and drinks paid for by facility staff, volunteers, members or community visitors and purchased outside City facility premises for personal use or consumption (e.g. lunches, snacks, birthdays, morning teas, school events or personal fundraising)
- food prepared and distributed to the community by volunteer agencies for food relief purposes (i.e. Bendigo Foodshare)
- food prepared and distributed to client homes such as Meals on Wheels recipients or clients attending day activity centres (i.e. Planned Activity Group).
- shops, temporary and mobile food vendors
- Early Childhood Services (these services are required to comply with the National Quality Standards and Victorian Menu Planning Guidelines for Long Day Care- for further information visit: heas.health.vic.gov.au/early-childhood-services/national-quality-standard.

While the above falls out of scope of this Policy currently; offering healthy, safe and sustainable food and drinks on these occasions and/or in these facilities/ venues is strongly encouraged.

4. DEFINITIONS

Australian Dietary Guidelines	National Guidelines developed by the Australian Government providing advice on eating for health and wellbeing.

City	Means the Greater Bendigo City Council, being a body corporate constituted as a municipal Council under the Local Government Act 2020 (Vic).
City agreement	The City has a range of agreements with its facilities which include contract, lease, licence, service, management, licence and funding agreement.
City facilities	Include any facility or venue either owned, managed or funded by the City of Greater Bendigo
Contractor	A person, association or group who undertakes/oversees an agreement (as defined above) with the City of Greater Bendigo
Healthy Choices Guidelines	State Government Guidelines developed by the Department of Health and Human Services to support a variety of settings provide and promote healthy food and drinks.
Healthy food and drinks	Are those that provide important nutrients needed for good health and wellbeing (i.e. whole fruits and vegetables; whole grains and cereals; lean meats and poultry; milks, yogurt and cheeses and tap water).
Marketing, advertising and promotion	Includes situations where food and drinks are advertised, marketed or promoted such as through point of sale and visual merchandising, placement, price, meal deals, signage and promotional material.
Provision of food and drinks	Refers to food handing and preparation, management and oversight of food and drinks, cashier/sales of food and drinks, procurement, supply and ordering of food and drinks, barista/coffee maker etc.)
Retail food outlets	Includes retail and community buildings and structures such as cafeterias, cafes, kiosks, coffee shops and canteens.
Safe food	Is the process assurance that food will not cause harm to the consumer when it is prepared and/or eaten according to its intended use.
Sustainable food and drinks	Is the process of how food and drinks are grown or produced with consideration on health, environmental and social impact. This includes where the food was made, the materials it was made from, how it is packaged and any energy efficiency or environmental ratings.

5. PRINCIPLES

The adoption and implementation of this Policy, should be guided by the following principles:

5.1. ***Leadership:*** The Council has a responsibility to role model and lead by example in creating environments that foster healthy eating, responsible service of alcohol and environmental sustainability.

5.2. ***Governance:*** policy management roles and responsibilities are clearly defined and resourced to ensure appropriate processes are in place for policy management and execution.

5.3. ***Best Practice:*** up to date national and state government guidelines, standards and legislation for the provision of healthy and safe food and drinks underpin this policy and should be applied at all times (i.e. Victorian Governments Healthy Choices Guidelines, Food Act 1984).

5.4. ***Partnerships:*** All stakeholders, including Council, City Officers, facility Contractors, facility staff, volunteers and members are required to work together to implement this Policy.
5.5. ***Equity:*** ensuring nutritious and culturally appropriate food and drinks is accessible and affordable to everyone across our community
5.6. ***Health and Wellbeing:*** The health and wellbeing of staff, members, volunteers and the general public should come before profit.
5.7. ***Sustainability:*** Waste minimisation and the minimisation of environmental footprint of the food we eat and other practices that contribute to environmental sustainability should be adopted.
5.8. ***Evaluation:*** appropriate evaluation will be undertaken to monitor, review and improve policy processes and outcomes.

6. POLICY

This policy aims to work toward increasing the availability and promotion of healthy food and drinks while reducing less healthy options. It will also ensure food safety and waste minimisation and management practices are placed at the forefront of its delivery.

6.1. Healthy Choices

Over a period of five years, contractors
of City facilities will work to improve the healthiness of food and drink offerings within their organisation guided by Victorian Governments Healthy Choices Guidelines. The Healthy Choices Guidelines use the traffic light system to classify food and drinks into three categories according to their nutritional value:

- GREEN- best choices
- AMBER- choose carefully
- RED- limit

6.2. Facility categories

The implementation requirements for this policy acknowledge the difference in facility standards, structures and capacities to successfully implement healthy, safe and sustainable food and drinks and therefore will be grouped into two categories, as per below:

6.2.1 Category A:

Category A settings include City facilities under an agreement with the City of Greater Bendigo who meet the below requirements:

- have paid food service staff whose work relates to the provision of food and drinks equating to 1.0 FTE or over

Settings include but not limited to:

- Sports and recreation facilities (i.e. Gurri Wanyarra Wellbeing Centre, Faith Leech Swimming Pool, Peter Krenz Leisure Centre, Bendigo Stadium, Bendigo Tennis Centre etc.)
- The Bendigo Airport

6.2.2 Category B:

Category B settings will include City facilities under an agreement with the City of Greater Bendigo who meet the below requirements:

- have less than 1.0 FTE paid food service staff whose work relates to the provision of food and drinks.

DRAFT

Settings include but not limited to:

- Sports and recreation facilities (e.g. Bendigo Athletics Complex)
- Community sporting clubs
- Bendigo Livestock Exchange
- Community facilities (i.e. halls, libraries, recreation reserves, neighbourhood houses)

6.3. Policy Procedure

6.3.1. Greater Bendigo Healthy Facilities Policy Implementation Guide

The *Greater Bendigo Healthy Facilities Policy Implementation Guide* will provide further detail and information on this Policy, its implementation criteria, tools, resources and information to support Category A and Category B settings to successfully implement the requirements below.

6.3.2. Category A Settings

- Must demonstrate commitment to this policy and implementation of the Healthy Choices guidelines through a formal policy, procedure or plan.
- Are required to implement the Healthy Choices guidelines by providing a minimum of 50% GREEN category food and drink items and no more than 20% RED category food and drink items within retail food outlets, vending machines and catering for external user groups.
- RED category items are not to be supplied or promoted in the following situations:
    - Staff/member-related meetings, events and functions paid for by the organisation
    - fundraising and sponsorship activities
    - prizes, awards, give-aways and vouchers
    - Marketing, advertising and promotion

6.3.3. Category B Settings

- Must demonstrate commitment to the Healthy Choices guidelines by increasing the availability and promotion of GREEN category food and drink items and reducing the availability and promotion of RED category food and drink items through a formal policy, procedure or plan within the below food service areas and situations:
    - cafeterias, cafés, canteens, kiosks or coffee shops
    - catering for meetings, events and functions paid for by the organisation
    - fundraising and sponsorship activities
    - prizes, awards, give-aways and vouchers
    - Marketing, advertising and promotion

6.3.4. Water Provision

- Water should always be available to staff and community visitors free of charge, for example from water dispensers, food outlets and when providing catering.
- Where appropriate the City of Greater Bendigo will ensure facilities and venues are adequality equipped to supply safe and easily accessible free drinking water.

6.3.5. Alcohol

Alcohol is not to be used for fundraising, gifts, give-aways or vouchers. Otherwise, sensible and cautious use for relevant functions and events is permitted and should be in line with the *Liquor Control Reform Act 1998* and organisational policies. For such occasions, non-alcohol options and water should also be offered.

DRAFT

CITY OF GREATER BENDIGO

6.3.6. **Waste**

- Every effort is to be made to avoid waste (both food and packaging) and to limit food miles. Contractors are to consider the way food and drinks are packaged when ordering from food manufacturers, suppliers and distributers and for catering and take-away purposes. Contractors are to discuss with food manufacturers, suppliers and distributers options for reducing packaging AND/OR opportunities for the manufacturers, suppliers and distributers to take the packaging back for recycling or reuse.
- The use of non-recyclable products such as plastic drinking straws, cups, plates and bowls, polystyrene food trays, boxes, cups and containers, plastic bags and plastic single-use cutlery are prohibited.
- Reusable products such as washable cutlery and crockery are highly preferred, but if they are able to be justified as not a reasonable option, recyclable products such as aluminium foil, cardboard, or aluminium trays that are recyclable and reusable products are required.
- Maximising diversion of waste from landfill is essential. Recycling and general waste bin collections are in place.
- Organics bin collections must be in place for the disposal of food waste at sites serving food and/or drink. All systems are to be used appropriately to minimise contamination.

6.3.7. **Food Safety**

- All City facilities who have a permit to sell food and drinks must be registered as a food business with the City of Greater Bendigo and hold a current Certificate of Registration under the Food Act 1984.

6.3.8. **Facility Agreements**

- The City of Greater Bendigo will ensure that tenders related to the management of contracts of City facilities must outline how they will comply with this Policy. The extent to which the tenderer can demonstrate how the policy practices will be implemented should be defined in the Key Selection Criteria.
- New City agreements will reflect the requirements of this policy.
- Existing City agreement holders will be informed about this policy and encouraged to implement the changes prior to the expiry of existing agreements.

6.3.9. **New renewal and upgrades**

The City of Greater Bendigo's Property Team will use the *Healthy Facilities Design Checklist* when planning for new renewals and upgrades to ensure facilities are adequately equipped for healthy, safe and sustainable food and drink provision (i.e. installation of free drinking water units, air fryers installed rather than deep fryers, adequate bench, storage and display space to prepare, store and display healthy food).

6.3.10. **Existing space and equipment**

City facilities should aim to implement this policy within existing space and using existing equipment. However, if there is a need to purchase new equipment to support this policy, Contract holders must contact a City representative for detail on preferred equipment purchases.

Document Set ID: 4413980
Version: 22, Version Date: 09/11/2021

6.3.11. **Funding opportunities**

- The City of Greater Bendigo will ensure this policy directive is reflected in the application criteria of the City's Community Grants Program and capital works funding allocations.
- Contractors of City facilities must demonstrate a commitment to implementing Healthy Choices to be eligible for funding through the City's Community Grants Program or state government funding programs submitted by the City (i.e. Sports and Recreation Victoria, Living Libraries)

7. ROLES AND RESPONSIBILITIES

- The Active and Healthy Communities Unit will be responsible for working with City facilities to support them to adhere to this policy including implementation support, monitoring, evaluation and review.
- The Active and Healthy Communities Unit will be responsible for reviewing this policy after the first year and then align policy review with the Council election period.
- The Manager (Active and Healthy Communities) will be responsible for leading policy implementation, collecting feedback and undertaking a review.
- City of Greater Bendigo Officers are responsible for ensuring facilities are complying with this policy and overseeing its implementation.
- Contractors of City facilities are responsible for abiding by this policy and including updates of their progress when reporting to the City of Greater Bendigo.
- City of Greater Bendigo Councillors are responsible for endorsing this policy and responding to any queries from the general public.

8. RELATED DOCUMENTS

Readers are encouraged to access relevant documents and/or resources which are available as per the below.

These include:

- Greater Bendigo Healthy Facilities Policy Implementation Guide (to be developed)
- Greater Bendigo Healthy Facilities Design Checklist (to be developed)
- Greater Bendigo Itinerant Traders Policy
- Greater Bendigo Community Buildings Policy (under development)
- Greater Bendigo Single-Use Plastic Policy
- Greater Bendigo Climate Change and Environment Strategy 2021-2026
- Healthy Greater Bendigo 2021-2025
- Council Plan 2021-2025 Mir Wimbul
- Greater Bendigo Food Systems Strategy 2020-30
- Greater Bendigo All Aged and Abilities Action Plan 2019
- The Australian Governments Australian Dietary Guidelines
- Department of Health and Human Service, Healthy Choices: policy guidelines for sports and recreation centres
- Department of Health and Human Service, Healthy Choices: healthy eating policy and catering guide
- Department of Health and Human Service, Healthy Choices: food and drink classification guide (currently under-review)
- Healthy Eating Advisory Services (HEAS), online FoodChecker Tool

Further information or advice on this policy should be directed to Active and Healthy Lifestyles

9. HUMAN RIGHTS COMPATIBILITY

DRAFT

The implications of this policy have been assessed in accordance with the requirements of the Victorian Charter of Human Rights and Responsibilities.

10. ADMINISTRATIVE UPDATES

It is recognised that, from time to time, circumstances may change leading to the need for minor administrative changes to this document. Where an update does not materially alter this, such a change may be made administratively. Examples include a change to the name of a City unit, a change to the name of a Federal or State Government department, and a minor update to legislation which does not have a material impact. However, any change or update which materially alters this document must be made through consultation with the staff Consultative Committee and with the approval of EMT or where required, resolution of Council.

11. DOCUMENT HISTORY

Date Approved	Responsible Officer	Unit	Change Type	Version	Next Review Date
TBC	*Food Systems Officer*	*Active and Healthy Communities Unit*	*Develop*	*1*	*TBC*
TBC	*Coordinator Policy and Strategy*	*Active and Healthy Lifestyles Unit*	*Review and evaluate*	*2*	*TBC*

DRAFT

Document Set ID: 4413980
Version: 22, Version Date: 09/11/2021

16.8. Local Roads and Community Infrastructure Program (Phase 3) Grant Agreement

Author	Michelle Stedman, Coordinator Strategic Capital Management
Responsible Director	Andrew Cooney, Director Corporate Performance

Purpose

To request Council to delegate to the Chief Executive Officer, the ability to enter into a grant agreement for the purpose of accepting funding under the Local Roads and Community Infrastructure Program (Phase 3).

Summary

The City has been requested to enter into a Grant Agreement with the Department of Infrastructure, Transport, Regional Development and Communications (the Department) for the purpose of accepting $4.49M funding under the Federal Local Roads and Community Infrastructure Program.

Recommended Motion

That Council:

1. Approve to accept $4,491,832 of funding from the Federal Government under the Local Roads and Community Infrastructure Program
2. Authorise the Chief Executive Officer to
    a. Enter into a funding agreement with the Department of Infrastructure, Transport, Regional Development and Communications
    b. Define the program of work to be funded through the grant

Policy Context

Primary Council Plan Reference:

City of Greater Bendigo Council Plan *Mir wimbul* 2021-2025: *Lead and Govern for All*

Background Information

In May 2020 the Australian Government announced a new $500M Local Roads and Community Infrastructure Program (LRCI Program). Through the 2020/2021 Budget, the Australian Government announced a $1 billion extension of the LRCI Program, following strong community and local government support. A further $1 billion was announced in the 2021/2022 Federal Budget with a view to continue to boost Australia's economic recovery.

Previous Council Decision(s) Date(s):

June 2020 – Acceptance of Phase 1 LRCI funding

August 2021 – Acceptance of Phase 2 LRCI funding

Report

The Local Roads and Community Infrastructure Program

LRCI Program supports Councils to deliver priority local road and community infrastructure projects across Australia. These projects support infrastructure delivery as well as local employment and economic recovery.

The City of Greater Bendigo received $2,245,916 under the first round of funding and $4,601,569 under the second round of this Program. The offer from Phase 3 of this funding program is $4,491,832.

To accept receipt of this funding, the City needs to enter into a grant agreement with the Federal Government's Department of Infrastructure, Transport, Regional Development and Communications.

Due to the amount being above the CEO's delegation, it is requested that Council provide the CEO and Director Corporate Performance the authority to accept and administer the funding, including the reporting and acquittal requirements.

It is proposed to allocate funding from this program to eligible capital projects identified through the 2022/2023 Council Budget process.

Timelines:

The City is required to enter into a funding agreement and identify a compliant work schedule before 30 June 2022.

Consultation/Communication

As part of the process to develop the 2022/2023 Council Budget, consultation will be undertaken undertaken with the community, Councillors and within the organisation. Priorities that meet conditions of the grant agreement will be considered for this funding.

Resource Implications

The revenue associated with receipt of this grant will be recognised in the planning, preparation and consultation of the 2022/2023 Council Budget. Deliberations on inclusions within the capital works program for 2022/2023 will consider LRCI as an income stream that can support investment in assets.

Attachments

Nil

16.9. Integrated Transport and Land Use Strategy Update

Author	Brendan Aikman, Strategic Planner
Responsible Director	Steve Hamilton, Director Strategy and Growth

Purpose

This report is to provide the Councillors and the community with an update on the implementation of the *Connecting Greater Bendigo Integrated Transport and Land Use Strategy 2015* (ITLUS). It also provides an overview of the proposed changes to the governance framework.

Summary

ITLUS was adopted by Council on 26 August 2015, after significant community consultation. There has now been progress on several actions and a governance structure was established to update the priorities within the Strategy, which focuses our advocacy and investment.

ITLUS was initially adopted with 153 actions, of which 21 were identified as priorities. Some of these actions have been completed, others are in progress and some have not been started as yet for various reasons.

Recommended Motion

That Council:

1. Note the progress being made to implement *Integrated Transport and Land Use Strategy 2015*; and
2. Continue to support the implementation efforts through effective advocacy and decision making.

Policy Context

Primary Council Plan Reference:

City of Greater Bendigo Council Plan *Mir wimbul* 2021-2025:

- Goal 1 - Strengthened community health and wellbeing

Secondary Council Plan Reference(s):

City of Greater Bendigo Council Plan *Mir wimbul* 2021-2025:

- Goal 3 - Everyday walking and cycling is easier for all ages and abilities

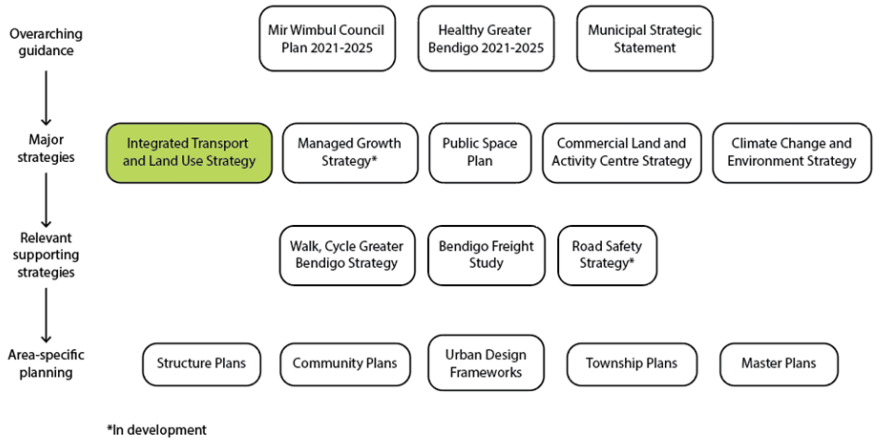
Other Reference(s):

Strategy Reference:

The implementation of ITLUS has been reinforced as a priority by the Mir Wimbul Council Plan 2021-2025. Further strategic work that has been prepared since 2015 that supports the implementation of ITLUS includes, but is not limited to:

- Walk, Cycle Greater Bendigo Strategy 2019
- Bendigo Freight Study 2017
- Greater Bendigo Public Space Plan 2019
- Bendigo City Centre Plan 2020

- Reimagining Bendigo Creek Plan 2020
- Managed Growth Strategy (in preparation)



Regional Strategic Plan Reference:

The Loddon Mallee South Regional Growth Plan (2014) supported the preparation and implementation of ITLUS.

Rural Community Impact:

The Greater Bendigo Rural Communities Strategy is aligned with ITLUS and both strategies share a suite of complementary actions.

Background Information

ITLUS was prepared in response to the community's lack of support for the City's draft Road Transport Strategy 2011, which was effectively a plan to build more and bigger roads to solve the City's transport issues. The community sought an integrated approach that prioritised people, our sense of place, and the environment for our future of transport planning. The final plan reflects this aspiration from the community and was formally recognised by winning a Planning Institute Australia award in 2016.

ITLUS was adopted by Council on 26 August 2015, with 153 actions. Of the Priority Actions (Refer to Attachment 1), 12 are now completed, with others in progress and only one not commenced. Overall the adopted Strategy continues to shape positive outcomes for the functionality of the municipality and has remained robust. It is unlikely that the established policy positions will require any updating in the short to medium timeframe. However, the number of actions and the type or function of the actions (e.g. aspirational, advocacy, operational, generalised statements), provides a level of complication for reporting purposes.

To simplify and refocus the actions, an action summary relevant to the City of Greater Bendigo (Attachment 2) has been developed. This summary identifies 65 actions that are the specific responsibility of the City. They have been arranged into broader headings and grouped into *What we have done, What we're doing* and *What we haven't started*. A full list and progress of the 153 actions is provided in Attachment 3.

There is direction within the action plan to establish a comprehensive governance structure to oversee the Strategy's implementation. This was a sound recommendation and seeks to maintain the life of the Strategy after its adoption. A governance structure was approved by Council in March 2017 and consisted of a high-level Steering Committee, a Community Reference Group, a Technical Reference Group and Project Working Groups. As the Strategy progressed, the attention and interest from engaged community members shifted when it was time to get more involved in implementing

actions, such as preparing the Walk, Cycle Greater Bendigo Strategy and the Reimagining Bendigo Creek Plan. City of Greater Bendigo officers then assumed the role of monitoring the implementation of ITLUS, by reporting on progress to the Executive Management Team (EMT).

Given this continued community involvement, as well as the positive cultural shift within the City and partnering organisations, good progress continues to be made to implement the actions. There is still more work to do, resulting in the need for ITLUS to require ongoing monitoring to ensure the correct direction and momentum is maintained. As such, the governance approach has been modified to include a Project Control Group to review progress on actions prior to the summary being presented to EMT. Further details about this Project Control Group are provided below in the Report.

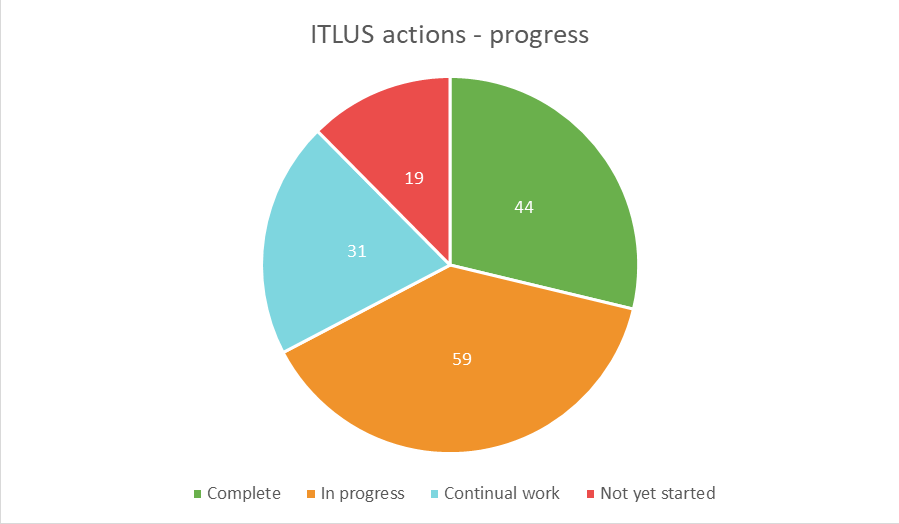
Previous Council Decision Dates:

26 August 2015 Council adopted ITLUS.

15 March 2017 Council approved the Governance Structure for implementation of ITLUS

Report

Of the 153 listed actions within ITLUS, 44 are complete, 59 are in progress, 19 have not yet started, and 31 relate to continual work. Attachment 3 provides a full list of the actions and their progress.



This demonstrates that a lot of work has been done to gradually implement ITLUS. However, it is important to consider the nature of some of the actions, as well as the nature of ITLUS as a high-level major strategy.

Many of the actions that have been listed as being 'in progress' relate to developing and implementing supporting strategies or local area planning projects. For example, action 127: *Implement the findings of the Bendigo specific freight study and the Regional Transport Strategy*. These often involve many smaller site-specific sub-actions and can often take years to fully implement.

The nature of a high-level major strategy like ITLUS is to establish the Council's position on broad issues relating to land use and strategy. While new issues constantly emerge over time, supporting strategies and the Project Control Group can monitor these and address them as needed. The strategic intent of ITLUS remains sound and if the Strategy was updated/replaced it would carry the same strategic high-level directions and recommendations. These being:

- Progress planning policy that supports a compact city and land use outcomes that reduce our reliance on cars as a mode of transport;
- Use transport planning principles that prioritises people, safety, place and the environment;
- Make the best possible use of the available infrastructure, including available road space, to meet our traffic demands;
- Prioritise investment in infrastructure that supports walking and cycling; and
- Continue to identify aspirational public transport outcomes.

Actions will continue to be added through the subsequent strategic work, but the high-level strategy will remain sound. It is therefore recommended that Council continues the implementation of ITLUS and its supporting strategies and plans to deliver on its objectives:

1. Preventing urban sprawl and strengthening connections between people and places;
2. Improving health and wellbeing through much better public transport and more active travel;
3. Using the capacity of our network to better move people and goods;
4. Changing individual travel behaviours through strengthening partnerships and building community support; and
5. Leading through innovation and good governance.

Governance and Reporting

Two of the 21 priority actions outlined in the Strategy's implementation plan were to establish a governance structure and a delivery, monitoring and reporting framework.

These were established in 2017 through a formal community reference group and project control group and was managed by the City's Active Transport Strategic Planner. However, this position was only a temporary appointment and upon the contract's conclusion in 2018 there has been limited input from these formalised governance bodies.

The absence of these groups has resulted in a more adaptive reporting and monitoring system. This includes:

- Ensuring subsequent ITLUS strategies include high levels of community engagement and involvement. As an example, the Reimagining Bendigo Creek Plan included a steering group, project control group and two community/agency working groups. Following Council adoption, the Plan is now being monitored as part of the Water Sensitive Bendigo Partnership.
- Regular (at minimum of one per month) Access and Movement Working Group meetings with the Department of Transport and City officers.
- Biennial reporting to the City's Executive Management Team (EMT) and Councillor Briefing.
- Quarterly reporting on all outstanding and ongoing actions through the City's Pulse software.
- Updates to associated committees, such as the Rural Communities Committee.

During the most recent EMT and Councillor briefings it was recommended that an internal Project Control Group be established to support the Strategy's implementation in a more formalised and structured manner. While the group's terms of reference are yet to be confirmed, it is likely that this group will meet quarterly, report to Council annually and have internal membership from across directorates with staff ranging from director through to officer level. This Project Control Group will also facilitate information sharing across directorates on relevant transport and land use projects.

Priority/Importance:

High – The continued implementation of ITLUS is a commitment of the *Mir Wimbul Council Plan 2021-2025*.

Options/Alternatives:

Options available to Council include:

1. Note the progress being made to implement ITLUS and continue to support the implementation efforts through effective advocacy and decision making.
2. Take no further action.

Consultation/Communication

The level of consultation and engagement that informed the preparation and development of ITLUS in the years leading to its adoption in 2015 set a new precedent for strategic work at this scale. These efforts not only benefitted the content within the Strategy but facilitated the growth of an emerging community movement, which is still very much alive and well in 2021.

Since the Strategy's adoption, different communication and engagement activities have taken place as part of completing actions, such as the *Walk, Cycle Greater Bendigo Strategy,Reimagining Bendigo Creek Plan* and various structure plans. However, in a broader sense, the City has improved its working relationship with the Department of Transport. Staff from Strategic Planning, Engineering and Active and Healthy Communities now meet at least once per month with staff at the Department. This ensures an ongoing discussion and information sharing that helps projects progress, identifies funding priorities and opportunities, as well as allows for additional actions to be identified.

Resource Implications

Budget Allocation in the Current Financial Year:

An ongoing operational budget of approximately $19,000 per annum is allocated to support the implementation of ITLUS.

Projected costs for future financial years:

Apart from the ongoing operational budget, future costs will be outlined as part of individual project proposals that implement actions within ITLUS.

Any ongoing recurrent expenditure required:

Operational budget of approximately $19,000 (already allocated).

Attachments

1. ITLUS Priority Actions Update September 2021
2. ITLUS City of Greater Bendigo Relevant Actions
3. Full list of ITLUS actions and progress report

Attachment 1 - ITLUS Attachment 1 - Priority actions - Sept 2021

INTEGRATED TRANSPORT AND LAND USE STRATEGY
PRIORITY ACTIONS UPDATE, SEPTEMBER 2021

#	PRIORITY ACTION	PROGRESS	WHAT'S BEEN HAPPENING?
1	Transport Hub & Urban Renewal Plans	Lots done	Upgrades have been made to Bendgo and Eaglehawk Stations; however, further work needs to inform sufficient urban renewal plans. The City is now working with VicTrack to establish a list of priorities for future work. A comprehensive Urban Design Framework and Structure Plan has been prepared for Golden Square in anticipation of its re-establishment as a train station. This project will be presented to Council for adoption in November 2021. A top priority in the future should be an urban renewal plan for the Epsom town centre. No timeframe can be provided for this action.
2	Marong Township Structure Plan	All done!	The Township Structure Plan was adopted in September 2020 and a planning scheme amendment process is currently underway to implement the plan. Its associated Development Contributions Plan is currently being prepared to align with the planning for industrial land development adjacent to the structure plan area.
3	Recognise & reinforce the Pall Mall boulevard	Nearly there...	This direction was a fundamental guiding principle in the refresh of the City Centre Plan, which was adopted in May 2020. Detailed work is currently underway which will inform a planning scheme amendment to officially reinforce the Pall Mall boulevard.
4	Road Safety Plan update	Getting there	The City has secured TAC funding to review our outdated Road Safety Plan (2007-2011) and to prepare a new Road Safety Strategy and Action Plan (2022-2027). This is expected to be finalised by September 2022.
5	Lifting the Hargreaves Mall bike ban	All done!	Cyclists may now legally ride through the Hargreaves Mall
	Bendigo Low Line	Getting there	A Low Line feasibility study concluded that the project is feasible in the concrete lined sections (no heritage), but not feasible in the bluestone lined sections of the Creek (heritage). The Reimagining Bendigo Creek plan reinforced the strategic need for the project, including through the heritage sections of the Creek. Funding for a detailed design is being sought and is included in the City's investment prospectus. Implementation timeframes will be determined once funded in secured.
6	University to City Centre separated path	Nearly there...	The Ellis Street separated cycling lanes have been constructed and opened to the community in early 2020. This connects cyclists from the University through to Mundy Street on the Back Creek Trail away from traffic. Planning is currently underway to connect the Back Creek with the City Centre via a separated cycling lane along Mundy Street.
7	Walking & Cycling Strategy	All done!	Walk, Cycle Greater Bendigo Strategy was adopted in 2019. One of the strategy's priority actions was to prepare a ten-year infrastructure plan; the preparation of which has recently commenced.
8	Develop Strategic Cycling Corridors	All done!	The Department of Transport published Bendigo's Strategic Cycling Corridors online in December 2020. These reflect existing corridors and priority corridors for construction. They include the Hargreaves and Mundy Street corridors through the City Centre.
9	Implement SmartRoads	All done!	Department of Transport have replaced their SmartRoads model with the Movement and Place Framework, which gives decision makers more logical guidance for planning and engineering. The framework weighs up the value of through movement versus the value of the place itself. It can provide a good starting point for local government to advocate for change, such as lower speed limits along Pall Mall.
10	Amend car parking requirements in the Planning Scheme	Getting there	The Parking Futures Action Plan provides the strategic justification for these changes, which will be included to the broader City Centre planning scheme amendment (currently underway). This is scheduled to be presented to Council in March 2022.
11	Bendigo City Centre Parking Futures Plan	All done!	The Parking Futures Action Plan was adopted with the Bendigo City Centre Plan in May 2020.
12	Bendigo Freight Study	All done!	This study was endorsed by Council in November 2017.
13	Active Travel Tool Kits	All done!	These kits have been distributed to schools in the area in 2015 and 2016.
14	My Local Neighbourhood mapping system	All done!	Transport mapping (walking, cycling and driving) is now included in Council's Community Compass app. Another important development since the adoption of ITLUS has been the introduction of public transport routes into Google Maps. Google has partnered with PTV to ensure that this information is kept up to date.
15	ITLUS governance structure	All done!	The new governance structure was approved by Council in March 2017 and is now in place. Since then, it has been modified to take a more collaborative approach through the Access and Movement Working Group, which is cross-organisational with the Department of Transport.
16	Delivery, monitoring and reporting framework	Ongoing	Priorities are monitored through the City's quarterly reporting process and progressively included in the Community Plan/ upcoming Mir Wimbul Council Plan. Updates are also provided to Councillors and the Executive Management Team.
17	Prioritisation of projects and funding	All done!	The City's investment prospectus has been prepared and outlines what projects are priorities.
18	ITLUS in the Planning Scheme	All done!	Planning Scheme Amendment Gazetted in March 2017.
19	Implementation Group	Nearly there...	As per 16 and 18 above.
20	Collaborative planning and delivery model	Not started	While collaborative planning and delivery has improved over recent years, there is still a need to apply a formalised model that focuses on the broader transport system, including local and state responsibilities. This could be achieved through the preparation of a Victorian Transport Strategy, with oversight from the Department of Transport.
21	Healthy by Design Guidelines in the Planning Scheme	Nearly there...	Victorian State Planning Policy has been improved to reflect the general healthy by design principles, namely healthy walkable neighbourhoods. The Greater Bendigo Planning Scheme Review also expanded on these by adding further guidance, including strategies within the Settlement, 10 minute Neighbourhoods, Structure Planning, Activity Centres, Environmentally Sustainable Development, Integrated Transport, Movement Network and Community Infrastructure Local Policies. Council have adopted the planning scheme amendment to implement these changes. Gazettal of the amendment is expected by the end of the year.

Attachment 2 - ITLUS Attachment 2 - Council actions summary

INTEGRATED TRANSPORT AND LAND USE STRATEGY ACTIONS UPDATE, SEPTEMBER 2021 CITY OF GREATER BENDIGO

This document is a simplified update for Integrated Transport and Land Use Strategy (ITLUS) actions where the City of Greater Bendigo has been listed as the lead responsibility.

This update does not include the following:

- Ongoing regulatory work/ responsibilities;
- Advocacy actions;
- Other organisations as a lead responsibility; and
- Actions that were listed as Council's responsibility, but another organisation has completed.

Duplicate actions have not been included. Many actions are considered duplicates because they fit within multiple themes within the strategy or because they have a slight variation, yet essentially require the same action.

This way we can narrow a list of 153 ITLUS actions to only 65 items.

The remaining 65 actions are divided into three groups:

1. What we've done;
2. What we're doing; and
3. What we haven't started yet

These are listed in order of their appearance in the ITLUS implementation plan.

It should be noted Council will continue to advocate for a range of actions that are essential to fully implement the Strategy.

1. WHAT WE'VE DONE

1. New pedestrian crossings in the City Centre
2. Lower speed limits in the City Centre
3. Installation of new CCTV cameras in the City Centre
4. Increased activation of City Centre places
5. Lifting the Hargreaves Mall bike ban
6. Improvements to bus stops across the entire municipality (DDA compliance)
7. Enabled working remotely and teleconferencing
8. New Energy Jobs Fund Bendigo Bike Share Business Case
9. Bendigo Freight Study
10. Loddon Campaspe Regional Freight Study
11. Active Travel Tool Kits
12. Community Compass update
13. Join the Ride projects
14. 1 Day in 5 Epsom project
15. Northern Corridor Transport Opportunities Study
16. Active travel maps for secondary colleges
17. ITLUS governance structure
18. Planning scheme amendment for ITLUS
19. Hargreaves Mall pop-up park
20. Council e-bike fleet
21. City Circle bus feasibility and options paper
22. Electric vehicles in the Council fleet
23. Plan Greater Bendigo
24. Process for prioritisation
25. Greater Bendigo Industrial Land Strategy
26. Greater Bendigo Housing Strategy
27. Strathfieldsaye Urban Design Framework
28. Airport runway upgrade
29. Assemble the Healthy Greater Bendigo team
30. City Centre Parking Futures Action Plan

1. WHAT WE'VE DONE

31. City Centre Plan refresh
32. Marong Township Structure Plan
33. Heathcote Township Plan
34. Walk,Cycle Greater Bendigo Strategy
35. Strategic cycling/walking corridors
36. #GetTruckWise campaign
37. Development Contributions Plan for Huntly
38. Reimagining Bendigo Creek and Low Line Feasibility Study
39. Electric bus study
40. EoI for 12-month E-Scooter Trial in Bendigo

2. WHAT WE'RE DOING

41. Golden Square Revitalisation Plan
42. Getting Govhub ready
43. Plans for alternative high speed internet
44. Greater Bendigo Settlement (Managed Growth) Strategy
45. Ewing Park Master Plan (regional trail head)
46. University to City Centre path
47. ITLUS delivery, monitoring and reporting framework
48. Implementation group
49. Trial a range of separated bike lanes
50. Attract funding for City Centre infrastructure upgrades
51. Development Contribution Plans for Marong and Maiden Gully
52. Elmore Township Plan
53. Greater Bendigo Road Safety Plan update
54. Implement Healthy by Design principles in the planning scheme
55. City Centre separated bike lanes planning

3. WHAT WE HAVEN'T STARTED YET

56. Extend the Bendigo Creek Trail to Huntly
57. Pedestrian upgrades to the 'big roundabout' (Sternberg, Somerville, Williamson Streets)
58. Attract and support car-sharing companies
59. Offer incentives to private companies who encourage alternative transport
60. Various freight study actions
61. Investigate congestion pricing
62. Implement Eaglehawk Structure Plan recommendations
63. Airport Business Park
64. Epsom Town Centre Urban Renewal Plan
65. Link the O'Keefe Trail to the Bendigo Bushland Trail

Attachment 3 - ITLUS Attachment 3 - ACTIONS IN TABLE - SEPTEMBER 2021

ACTIONS TO IMPLEMENT THE INTEGRATED TRANSPORT AND LAND USE STRATEGY

CONNECTING GREATER BENDIGO

	Actions	Lead	Partners	Period	Progress	September 2021 update
1	Consolidate existing services to improve public transport connections between Heathcote and urban Bendigo with services for Axedale and Junortoun.	PTV		S	Completed	A new Bendigo to Heathcote bus service has been introduced to the Victorian Public Transport network. Services operate 5 times daily on weekdays, and three times Saturdays and Sundays.
2	Work with the development industry to reinforce the sense of place through high quality urban design and place making initiatives of existing and planned neighbourhoods.	City of Greater Bendigo (City)	Development Sector	S	Continual Work	Ongoing, day-to-day work for the City of Greater Bendigo. For significant developments, pre-application meetings are encouraged to reach a more appropriate and higher quality design. Place making initiatives have increased in the City Centre, highlighted by the Hargreaves Mall pop-up park. The City has also established the Major Projects Panel which ensures that the high-level feedback can be provided as early as possible to developers to ensure better outcomes
3	Introduce, as a priority, a high frequency, longer span bus service and more train services along the main four transit corridors of urban Bendigo, namely: Kangaroo Flat to City Centre, Huntly to City Centre, Eaglehawk to City Centre and Strathfieldsaye to City Centre (bus only); as well as to the specialist centres of activity including the Bendigo Hospital, and La Trobe University to induce and support a growth in patronage by attracting car commuters onto public transport.	PTV		S	In Progress	Service frequency and span has increased, particularly along the Epsom/Huntly, Strathfieldsaye, and University to Hospital corridors. This is an area for continual improvement, in that a service frequency can always be higher. An extra 5 train services have been added to Epsom each day, with take-up being slow.
4	Conduct a study of the ease of use, efficiency and safety of the current pedestrian network in the City Centre by analysing desire lines, waiting times at signalised intersections, vehicle speed limits and locations of pedestrian crossings to inform the development of a Principal Pedestrian Network and the introduction of pedestrian priority measures.	City	VicRoads	S	Completed	VicRoads SmartRoads interactive mapping has identified pedestrian priority roads in the Bendigo City Centre. Several pedestrian crossings have been installed throughout the City Centre. Speed limits on Council managed City Centre streets have decreased to 40km/h. There will always be ways to make a place more walkable, but many specific actions have been completed. The City Centre Plan refresh also addressed walkability and included more strategies to gradually improve walking in the City Centre.
5	Work with VicRoads to apply the latest network planning and traffic management tools such as Smart Roads framework and Austroads Guide to Traffic Management: Part 7: Traffic Management in Activity Centres to plan the Bendigo urban road network and particularly to prioritise people, public transport and active travel in the City Centre and in the major activity centres.	VicRoads	City, PTV	S	Completed	Department of Transport have replaced their SmartRoads model with the Movement and Place Framework, which gives decision makers more logical guidance for planning and engineering. The framework weighs up the value of through movement such as traffic versus the value of the place itself. It can provide a good starting point for local government to advocate for change, such as lower speed limits along Pall Mall.
6	Coordinate local and regional timetables so that bus-to-bus and bus-to-train interchanges are efficient and convenient for public transport users, particularly at the four Bendigo railway stations.	PTV		S	Completed	Bus timetables have been reviewed and changed and most buses align with train services. It is a difficult task to implement as the Bendigo bus timetable somewhat relies on a 'memory timetable' where buses depart from the same time each hour or half hour, whereas the train timetable is more complex than that. Another complexity is having multiple buses departing/arriving at the one time. This creates congestion in the network, potentially resulting in inefficient route times and inefficient use of dynamic bus stops in Mitchell Street.
7	Rollout 'real time' bus arrival information in Hargreaves Mall bus waiting facility.	PTV	City	S	Completed	Real time bus information available at Bus Bays A & B in Mitchell Street. Although improvements do need to made to improve its accuracy.
8	Develop 'transport hub and urban renewal implementation plans' for Bendigo, Eaglehawk, Epsom and Kangaroo Flat railway stations and surrounding precincts with a focus on improved and safer pedestrian and cycling access and circulation, improved urban spaces and landscaping, bus network and interchange facilities, commercial development and medium density housing incorporating affordable housing options.	State Government	City	S	In Progress	Upgrades have been made to Bendgo and Eaglehawk Stations; however, further work needs to inform sufficient urban renewal plans. A comprehensive Urban Design Framework and Structure Plan has been prepared for Golden Square in anticipation of its re-establishment as a train station. A top priority in the future should be an urban renewal plan for the Epsom town centre.

9	Work closely with the Bendigo Taxi Directorate to identify opportunities to widen the scope and better integrate their services with public transport and community transport, particularly in addressing the needs of residents in isolated, rural communities who have limited access to public transport or private vehicles and those with special transport needs.	TfV	City, Bendigo Taxi Directorate, PTV	S	Completed	Other developments have been made in relation to community transport. The Royal Flying Doctors Service have been operating a volunteer based community transport program based in Heathcote, transporting those with special transport needs to nearby centres such as Bendigo, Castlemaine and Kyneton. The program has been very successful so far, with more volunteers to be recruited and another vehicle to be sourced to keep up with the demand. With findings from the detailed evaluation of the program that will be undertaken by Swinburne University, it is expected that the program can be replicated in other areas in the region, with the Elmore district as a priority. Taxis are also becomming more accessible, with another two taxi companies commencing business in Bendigo since ITLUS' adoption: 13 Cabs and Uber.
10	Investigate the potential of telecommuting, teleconferencing etc. as a means of reducing the need for some daily travel and for improving access to those with issues, such as a disability or living in an isolated location; and consider the means by which government and the private sector can assist individuals and businesses in making the most of 'on-line travel'.	City		S	Completed	The COVID-19 pandemic enabled the implementation of this action quickly and effectively
11	Develop Township Structure Plans for Elmore and Heathcote to provide a framework for their growth, improved public transport connections with Bendigo, improved walking and cycling options and development which will protect their towns' unique character.	City		M	In Progress	The Heathcote Township Plan was adopted by Council in July 2019. An equivalent plan for Elmore is currently being prepared by the City's Strategic Planning Unit.
12	Develop a detailed Precinct Structure Plan for Marong to support its development into a township supporting about 8,000 people, and serviced by high quality public connections to bendigo, including provision for a rail service.	City		S	Completed	The Marong Township Structure Plan was adopted by Council in September 2020. The plan is currently being implemented, including a planning scheme amendment. The structure plan included the intention of the re-establishment of passenger rail from Eaglehawk to Inglewood via Maiden Gully and Marong.
13	Capitalise on the National Broadband Network (NBN) rollout to improve township and rural communities' access to employment, education, shopping and services.		City, State Government	M	In Progress	NBN has been implemented for most rural and township areas. Speeds are typically better in more isolated areas, but data caps apply and the service is expensive for consumers. Spurred from the disappointment of the NBN rollout in urban areas, other options for better internet have been considered. We have learned that VicTrack have a network of underground fibre that is underutilised. Council is now working with VicTrack and Bendigo Community Telco on a project that could potentially deliver the highest internet speeds in the Country.
14	Investigate opportunities to improve connections between Greater Bendigo's townships with a view to increase interaction between the township communities and to generate mutual support of township businesses.	City		M	Completed	The Royal Flying Doctors Service have been operating a volunteer based community transport program based in Heathcote, transporting those with special transport needs to nearby centres such as Bendigo, Castlemaine and Kyneton. The program has been very successful so far, with more volunteers to be recruited and another vehicle to be sourced to keep up with the demand. With findings from the detailed evaluation of the program that will be undertaken by Swinburne University, it is expected that the program can be replicated in other areas in the region, with the Elmore district as a priority.
15	Encourage and support innovation, diversification of uses and generation of investment to strengthen the township centres of Heathcote, Axedale, Elmore, Goornong, Marong, Raywood and Redesdale as focal points of community interaction and business activity.	City		M	Continual Work	Investment is being targeted in the Raywood and Goornong town centres with the annoucement of new railway stations to be constructed by the next state election. The Heathcote, Redesdale and Axedale town centres continues to transform as the towns strengthen its destination tourism role in the region. Significant investment is being directing towards Marong in light of growth associated with the Bendigo Regional Employment Precinct and Township Structure Plan. Work on the Elmore town centre will be included as part of its planning into the near future.
16	Identify areas suitable for activation including night-time, particularly in the City Centre, and investigate a range of initiatives and options giving consideration to public safety and impact on residential population.	City		M	Completed	CCTV system has been installed and operational. City Centre activation continues with major events such as the Moonlight Market, Blues and Roots festival shows, Farmers Markets, 'Filmed by Bike', etc. Funded by savings made during 2020 (no events or activation) the City has committed to the installation of a big screen in the Hargreaves Mall. City Centre Plan refresh plans to facilitate more residential development in the City Centre to increase passive activation
17	Extend the prioritisation of people, public transport and active travel to other activity centres across Greater Bendigo to maximise levels of safety and economic vitality.	City, VicRoads	PTV	M	In Progress	The Department of Transport's Movement and Place Framework is a good starting point for implementing this action. It allows the City to prioritise people and public transport where appropriate. All future plans should incorporate this framework.

18	Recognise and reinforce Pall Mall as Australia's premier 19th century boulevard and ensure that urban design features and transport network planning measures balance its heritage architecture and contemporary uses, prioritise movement of people, create a sense of place and support business activity.	City, VicRoads	State Government	M	In Progress	This direction was a fundamental guiding principle in the refresh of the City Centre Plan, which was adopted in May 2020. Detailed work is currently underway which will inform a planning scheme amendment to officially reinforce the Pall Mall boulevard.
19	Advocate for a progressive rollout of 'real time' bus arrival information across the city's interchanges and at bus stops.	PTV	City	M	In Progress	Real time information is available at Mitchell Street and at railway stations. Further roll-outs for other bus stops and interchanges are yet to be determined. Communications with buses and information screens could be improved to establish more accurate and reliable data.
20	Progressively improve patron comfort and safety, as well as pedestrian, cyclist and bus access to and within public transport interchanges, particularly near Kangaroo Flat, Eaglehawk and Epsom railway stations.	PTV	City	M	In Progress	Gradual improvements will be made over time. Some items that have been delivered already have been the introduction of Protective Services Officers at the Bendigo Station by Victoria Police, a new accessible footbridge at the Bendigo Station, new parkiteer bicycle parking facility and additional car parking spaces at the Kangaroo Flat Station and a longer platform at the Eaglehawk Station, which was completed in 2020.
21	Investigate access and safety improvements, development and public realm activation opportunities on land designated for and near proposed new and reinstated railways stations.	City	PTV	M	Not Yet Started	The most significant undertaken to date has been around the proposed Golden Square Station. The Golden Square Structure Plan and Urban Design Framework will reflect this work and present an attractive case for a new station and forecourt at Laurel Street. The City Centre Plan refresh provided some direction for urban renewal around the Bendigo Station. A top priority in the future should be an urban renewal plan for the Epsom town centre, and planning for the areas surrounding the Huntly Station
22	Revise and improve public transport timetabling and the level of service as the network and demand for services expand.	PTV		M	Continual Work	Incremental improvements will be expected in the future. Recent timetable reviews resulted in additional services, both in the bus and train network, and with more forecast in the future as the urban area of Bendigo and Greater Bendigo townships expands. A major challenge that the City faces with the Department of Transport is the hesistancy to alter the bus network in Bendigo as other regional centres require network reviews, and the DoT fail to differentiate between major reviews and ongoing evaluation and improvement.
23	Explore opportunities to legitimise community transport as a mode of choice to be accessed by all members of the community, particularly those in isolated and rural areas.	TfV	City	M	In Progress	The Royal Flying Doctors Service have been operating a volunteer based community transport program based in Heathcote, transporting those with special transport needs to nearby centres such as Bendigo, Castlemaine and Kyneton. The program has been very successful so far, with more volunteers to be recruited and another vehicle to be sourced to keep up with the demand. With findings from the detailed evaluation of the program that will be undertaken by Swinburne University, it is expected that the program can be replicated in other areas in the region, with the Elmore district as a priority.
24	Construct public transport interchanges, including new railway stations, in line with population growth, future network planning strategy (such as the Regional Network Development Plan) and required increase in public transport services.	State Government		L	In Progress	The proposed Bendigo Metro Rail is gradually being delivered. Upgrades have recently been made at the Eaglehawk and Bendigo Stations, new stations at Goornong, Raywood, and Huntly are currently being constructed, and detailed planning for a Harcourt Station is expected to be released soon. Area plans for Marong and Golden Square both strongly advocate for the re-opening of stations as well.
25	Ensure that new railways stations and other public transport interchanges are accessible by safe and convenient walking and cycling infrastructure and provide patron facilities such as bicycle parking, seating, shelters and real time service arrival information etc. and are supported by mixed use developments that generate economic activity and contribute to public transport demand.	State Government	PTV, City, ATV	L	In Progress	Bendigo and Eaglehawk upgrades have provided some improved spaces and patron facilities. Planning for new stations shows an inconsistent approach to accessibility. Some include walking connections to nearby places (Huntly for example), and others do not (Raywood). The City is advocating for these issues to be addressed. A high priority should be walking and cycling infrastructure linking the Epsom Station to the surrounding neighbourhoods. This should be part of a holistic plan for Epsom's Town Centre.
26	Revisit the potential opportunities of Bendigo Tramways to assist public transport service when Bendigo's population exceeds 150,000 residents.	City	State Government, Bendigo Trust	L	Not Yet Started	Current population of Greater Bendigo is approximately 120,000 and widely agreed that trams are not a feasible method of public transport yet. Although tramways are providing a useful and unique transport experience at large-scale special events, such as the Easter Festival and White Night.
	HEALTHY GREATER BENDIGO					
	Actions		**Partners**	**Period**	**Progress**	**Comments**

27	Use strategic planning tools such as the Principal Pedestrian Network (PPN) Principal Bicycle Network (PBN), the Bicycle Priority Routes (BRTS) and Strategic Cycling Corridors (SCC) to identify the priority and the type of improvements required and to assist with funding applications to relevant state bodies.	VicRoads	City	S	Continual Work	The Department of Transport are improving their suite of strategic planning tools to attract funding more active and public transport infrastructure. These tools include the Movement and Place Framework and the Strategic Cycling Corridors.
28	Update the City of Greater Bendigo Road Safety Plan 2007-2011 in line with VicRoad's Towards Zero Strategy principles for minimising road fatalities and injuries, particularly among vulnerable road users, pedestrians, cyclists, the young and the elderly.	City		S	In progress	The City has secured TAC funding to review our outdated Road Safety Plan (2007-2011) and to prepare a new Road Safety Strategy and Action Plan (2022-2027).
29	Apply the latest road, intersection, footpath, pedestrian crossing and cycle path etc. design solutions to achieve the Towards Zero Strategy objectives of death and injury reduction in our neighbourhoods and activity centres.	City	VicRoads	S	Continual Work	Recent planning work from both the Department of Transport and the City are now reflecting more up to date design solutions to promote safe walking and cycling. Some examples of this include separated lanes in the Calder Highway (Ironbark to Maiden Gully) and Redesdale Road (Kennington to Strathfieldsaye) planning projects.
30	Investigate the relative merits, costs, impediments and approvals required of both: (1) Removing the ban on bicycles in Hargreaves Mall and linking the southern and northern sections of the Bendigo Creek Trail through the City Centre including using the Hargreaves Mall by safely integrating cycling with pedestrians and crossing Pall Mall to link the Trail back to the Creek and (2) continuing the Trail within the Bendigo Creek channel and providing for cycle access points at key locations for access to the city centre, Rosalind Park and schools.	City		S	In Progress	Cyclists may now legally ride through the Hargreaves Mall. A Low Line feasibility study concluded that the project is feasible in the concrete lined sections (no heritage), but not feasible in the bluestone lined sections of the Creek (heritage). The Reimagining Bendigo Creek plan reinforced the strategic need for the project, including through the heritage sections of the Creek. Funding for a detailed design is being sought and is included in the City's investment prospectus.
31	Mandate the provision of end-of-trip facilities such as bicycle parking, lockers, change rooms in new developments where the scale is relevant to these facilities.	State Government	City	S	Completed	This is now a requirement in all planning schemes in the state. This action will be gradually implemented as appropriate developments trigger this requirement
32	Link the O'Keefe Rail Trail to the Bendigo Bushland Trail to improve connections between off-road shared paths to encourage use for transport and recreation.	City		S	Not Yet Started	This is recommended in the Public Space Strategy. This has not started, but there is a lot of interest from the community, particularly from the Friends of the Bendigo-Kilmore Rail Trail group.
33	Explore the introduction of a specialised, high frequency (10 minutes) and longer span 'shuttle' service between La Trobe University, the City Centre and to the Bendigo Hospital.	PTV	City	S	In Progress	There are now several routes that operate between the University and the City Centre; however they are not spaced out to depart every ten minutes, they are grouped to meet train services and some of them are not direct services to the City Centre as they wind through surrounding neighbourhoods to increase their service catchment. The best way to achieve a high frequency specialised service would be to focus on Route 63 (La Trobe University to Bendigo Hospital).
34	Identify bus stops and bus stop access (footpaths and shared paths) that need improvement and are not Disability Discrimination Act (DDA 1992) compliant	City	PTV	S	Completed	Upgrades to bus stops have been rolling out. The specific infrastructre that upgrades these bus stops varies. Some include path and ramps from existing footpaths, tactile tiles, fences, new shelters and bench seating. Upgrading bus stops to meet these standards will essentially be ongoing work based on prioritising areas on a case-by-case basis.
35	Provide a 'shuttle service' between Eaglehawk and Bendigo at a 20 minute peak and 40 minute off peak frequency – so as to provide a transfer service at Bendigo railway station.	PTV	City	S	In Progress	There are only 5 trains per day between Eaglehawk and Bendigo, but 5 buses per hour. Buses will typically take 3-4 times longer and will wind through neighbourhoods en-route to Bendigo to increase service catchment.
36	Investigate bus priority measures on the primary bus network (e.g. traffic signal priority, high occupancy vehicle/transit lanes).	VicRoads	City, Local Bus Operators	S	Not Yet Started	The City are currently advocating for a review of buses along Mitchell Street, as the current passenger congestion along footpaths is creating an issue for amenity and the walking network. If the routes through the City Centre cannot be split to avoid this congestion, then the City needs to investigate priority bus lanes in Mitchell Street as this is the only corridor in Bendigo that would currently support this type of road treatment due to its service frequency (20-30 services per hour in each direction).
37	Increase the number of regional rail services to existing stations in Kangaroo Flat, Bendigo, Epsom and Eaglehawk to establish a local commuter train service for Bendigo, including having all Melbourne services commencing and terminating at Epsom.	PTV		S	In Progress	Minor improvements have been made from 2015-2019, but only 5 trains operate between Eaglehawk and Bendigo and 7 between Epsom and Bendigo (both weekdays). There are still 13 weekday services that terminate in Bendigo, and 9 that originate at Bendigo. Clearly big improvements to come, none of which were made since the last update in 2019.

38	Partner with Bike Bendigo to capitalise on Ewing Park's strategic location by establishing it as a 'regional trail head' that raises the profile of key destinations and cycling and walking trails that are accessible from this point.	City	Bike Bendigo	S	In Progress	Regional Trail Head included in the draft Ewing Park Master Plan. Stage 2 of implementing the plan has received State Government funding, which will include the delivery of the trail head.
39	Consolidate existing services to improve bus frequency and span of operating hours between Heathcote and urban Bendigo via Axedale and Junortoun and include this route as part of the Bendigo Bus Network.	PTV		S	Completed	A new Bendigo to Heathcote bus service has been introduced to the Victorian Public Transport network. Services operate 5 times daily on weekdays, and three times Saturdays and Sundays.
40	Investigate opportunities for funding signalling and track improvements as well as for increasing regional coach services to improve level of service for regional commuters to Bendigo.	PTV	State Government	S	In Progress	$91M was announced in the Victorian Budget (17-18) for track and signalling works from Bendigo to Epsom and Bendigo to Eaglehawk. These projects are nearing completion and are expected to provide three return services per day to Echuca.
41	Provide additional train service on the Echuca to Bendigo line and an additional early morning service on the Melbourne to Bendigo line to facilitate additional demand at Castlemaine.	PTV		S	In Progress	The additional Echuca services will be added to the network soon. An additional Melbourne to Bendigo AM service has been difficult to advocate for. The Department of Transport is reluctant to commit to this due to limited capacity at Southern Cross at this time. Advocacy should continue with a refocused message of providing a Kyneton to Bendigo service (stabling capacity at Kyneton makes this possible).
42	Ensure that bus access requirements are met for new residential subdivisions.	City	VicRoads, Development Sector, Local Bus Operators	S	Continual Work	The City's Strategic Planners frequently engage with the Department of Transport and are open and transparent with the growth planning process; however, this rarely results in timely services for these growth areas. The planning for Marong, for example, officially started in 2016, and despite consistent growth since then, there has been no commitment made to provide a bus service for the community.
43	Develop and progressively implement a high quality, fully separated from other vehicles, cycling and walking link between La Trobe University, Bendigo Railway Station and the City Centre.	City	La Trobe University, VicTrack	M	In Progress	The Ellis Street separated bidirectional lane was completed in 2020 and provides a safe, direct and attractive route for cyclists along the corridor from the University to the Back Creek. The final component of this action (separated lanes along Mundy Street) is currently being designed and the construction costs are included in the City's investment prospectus. It is expected that this project will attract funding to leverage from the big build projects (Law Courts, Tafe and GovHub) in the City Centre.
44	Develop and implement a walking and cycling way finding strategy for the activity centres identifying key public transport, walking, cycling and link connections.	City		M	Completed	Walk, Cycle Greater Bendigo Strategy was adopted in 2019. One of the strategy's priority actions was to prepare a ten-year infrastructure plan; the preparation of which has recently commenced.
45	Undertake and progressively implement a strategy identifying the type and location of bicycle parking and end-of-trip facilities to be provided near public transport stops, in activity centres and other major trip generators.	City	State Government	M	In Progress	It was anticipated that the Walk, Cycle Greater Bendigo Strategy would include this; however there was only a focus on large workplaces, which is already required by planning scheme requirements. Additional secure parking and end of trip facilities at public transport will require further advocacy.
46	Ensure that new residential developments are linked to the bicycle and pedestrian network and provide appropriate walking and cycling infrastructure inside the development.	City	Development Sector	M	Continual Work	There has been a large amount of work undertaken with developers in the northern growth corrdior of Bendigo through Epsom and Ascot with many kms of shared path put in place by developers that the City can connect to the broader trail network and provide these new developments with good active transport connections to their neighbourhoods and the centre of Bendigo. Similar work has been done in recent developments in Jackass Flat, and planned for in other growth areas such as Maiden Gully and Marong.
47	Develop the City of Greater Bendigo north-south and east- west Strategic Cycling Corridors by removing conflict points at intersections, improving lighting, surface quality and by providing separation between cyclist and vehicle traffic.	City	VicRoads, State Government	M	In Progress	The Department of Transport published Bendigo's Strategic Cycling Corridors online in December 2020. These reflect existing corridors and priority corridors for construction. They include the Hargreaves and Mundy Street corridors through the City Centre.
48	Provide new services to induce local travel as new train stations are incorporated into the network.	PTV		M	Not Yet Started	No new stations have been opened yet. It is unclear if PTV are planning on connecting bus services to new stations at Goornong, Huntly and Raywood.
49	PTV in partnership with the City of Greater Bendigo and the community to periodically review bus services in order to progressively increase frequencies, extend hours of operation and weekend coverage on all routes, while providing a high level of coverage on the distributer routes.	PTV	City, Greater Bendigo Community	M	Continual Work	The service is progressively improving in terms of coverage, frequency, and span; however, smaller and more timely reviews of the network are difficult to advocate for as the Department of Transport have communicated that Bendigo will need to wait several years for this to happen again.

50	Implement bus priority measures on the primary bus network and elsewhere as required.	VicRoads	City, Local Bus Operators	M	Not Yet Started	Similar to Action 36 above, The City are currently advocating for a review of buses along Mitchell Street, as the current passenger congestion along footpaths is creating an issue for amenity and the walking network. If the routes through the City Centre cannot be split to avoid this congestion, then the City needs to investigate priority bus lanes in Mitchell Street as this is the only corridor in Bendigo that would currently support this type of road treatment due to its service frequency (20-30 services per hour in each direction).
51	Develop a complete, high quality, DDA compliant network of bus stops and bus stop access routes.	City		L	In Progress	Upgrades to bus stops have been rolling out. The specific infrastructre that upgrades these bus stops varies. Some include path and ramps from existing footpaths, tactile tiles, fences, new shelters and bench seating.
52	Advocate for the provision of a new railway station at Huntly with the capacity for grade separation, a new station at the rear of Lansell Square and a new station at Harcourt in Mount Alexander Shire.	City	PTV, State Government	M	In Progress	A railway station in Huntly will be constructed in 2022. Detailed planning for Harcourt will be undertaken - there are space constraints in Harcourt making it more difficult for delivery. There have been no more updates for a new station at Kangaroo Flat South.
53	Advocate for the reopening of the Golden Square railway station; the construction of a new railway station at the Bendigo Showgrounds; in conjunction with urban development for new stations at Maiden Gully with the capacity for grade separation; a new station at Marong and a planned station at the Marong Business Park.	City	PTV, State Government	M	In Progress	Golden Square - the Golden Square Structure Plan includes an attractive proposal for a new station at Laurel Street. Showgrounds - no updates on this station. Maiden Gully - there are some uncertainties with growth planning in this area, as such advocacy work has not progressed until the future growth area is confirmed. Marong - the Marong Township Structure Plan includes the intent for a new station in Marong's town centre. Marong Business Park - it is unlikely that this station will be delivered.
54	Investigate opportunities for establishing a 'stand alone' urban rail system with its own operator, rolling stock, maintenance and stabling facilities to services a network of 'infill' stations spaced at 2km intervals to maximise coverage and access.	PTV		M	Not Yet Started	Once the next stages of Bendigo Metro Rail have been completed and new stations have been opened, this action can be more seriously entertained by the state government
55	Continue advocating for an increase in the level of service to Bendigo for regional commuters along the Swan Hill and Echuca lines.	City	PTV	M	Continual Work	Similar to Action 40 above, $91M was announced in the Victorian Budget (17-18) for track and signalling works from Bendigo to Epsom and Bendigo to Eaglehawk. These projects are nearing completion and are expected to provide three return services per day to Echuca.
56	Develop a 'stand alone' urban rail system to provide for high-speed and high-capacity movement of people to and from the City Centre and to activity centres located along the railway network.	PTV		L	Not Yet Started	Once the next stages of Bendigo Metro Rail have been completed and new stations have been opened, this action can be more seriously entertained by the state government
	MOVING GREATER BENDIGO					
	Actions		**Partners**	**Period**	**Progress**	**Comments**
57	Implement SmartRoads framework and principles for urban Bendigo to help identify and prioritise improvements to make the best use of existing road space, maximise safety, and provide broader transportation benefits to the community which address traffic growth by facilitating the use of sustainable transport modes such as public transport, cycling and walking.	VicRoads	City, PTV	S	Completed	Department of Transport have replaced their SmartRoads model with the Movement and Place Framework, which gives decision makers more logical guidance for planning and engineering. The framework weighs up the value of through movement versus the value of the place itself. It can provide a good starting point for local government to advocate for change, such as lower speed limits along Pall Mall.
58	Introduce vehicle access restrictions to Williamson Street from its intersection at the five ways roundabout at Somerville Street to address safety issues and to test its potential to become part of a high quality bicycle walking corridor between Flora Hill, La Trobe University, Bendigo Railway Station and the City Centre.	City		S	In Progress	The Department of Transport and GTA Consultants are currently investigating safety measures, including road closures to improve several 5-way roundabouts, including Somerville Street. Although, it is unlikely that the roundabout will form part of any primary walking and cycling corridor due to Ellis Street, Back Creek and Neale Street nearby offering more attractive alternatives.
59	Review the relevant Greater Bendigo Planning Scheme Clauses relating to car parking provisions so as to align them with the ITLUS strategic directions.	City		S	In Progress	Broader parking reform in the planning scheme needs to start with the City Centre as a test case before the City can start targeting other areas. The Parking Futures Action Plan provides the strategic justification for these changes, which will be included to the broader City Centre planning scheme amendment (currently underway).
60	Implement a process to ensure that the car parking requirements for new land uses and developments in the City Centre so as to support sustainable transport alternatives to the motor car, limit the growth in car parking provision and demand and promote more efficient use of car parking spaces through the consolidation of car parking facilities.	City		S	In Progress	The Parking Futures Action Plan provides the strategic justification for these changes, which will be included to the broader City Centre planning scheme amendment (currently underway).

61	Update the Bendigo CBD Parking Strategy to align the provision of car parking with ITLUS and recently completed strategies such as the Residential Strategy, Commercial Land and Activity Centre Strategy and the Bendigo Hospital Structure Plan.	City		S	Completed	The Parking Futures Action Plan was adopted with the Bendigo City Centre Plan in May 2020.
62	Improve designated freight route signage to ensure its legibility for heavy vehicle operators.	VicRoads	City	S	In Progress	Bendigo Freight Study has been completed. Signage and wayfinding for freight routes is a key action heard in consultation and identified in the plan.
63	Update the Schedule to the Parking Overlay in the Greater Bendigo Planning Scheme to align with ITLUS and to remove the trigger for a Planning Permit resulting from a change of use when there is no increase to the floor area of an existing building.	City		S	In Progress	The Parking Futures Action Plan provides the strategic justification for these changes, which will be included to the broader City Centre planning scheme amendment (currently underway).
64	Consider refining the City of Greater Bendigo Home Based Work Policy to include telecommuting and teleconferencing opportunities that could be available to staff who are eligible and wish to reduce their daily car travel to work.	City		S	Completed	The COVID-19 pandemic in part prompted the City to revise its Flexibility at Work Policy, which was approved in April 2021. This essentially requires staff to work in the office at least half of their time.
65	Undertake a detailed, Bendigo specific freight study to identify inhibitors that impact on the efficiency of road and rail freight as well as to explore opportunities for enhancing the productivity of the freight sector and for minimising its impacts on residential amenity and the city's liveability, such as through identification of preferred freight hub locations and utilisation of state of the art information technology based logistics.	City	Freight Operators and Generators, VicRoads	S	Completed	Bendigo Freight Study has been completed and represents one of the most comprehensive understandings of the local freight task in the country. A wider Loddon Campaspe freight study has also been completed since the City's study has been adopted. The regional study investigates appropriate locations for freight hubs
66	Investigate intersection improvements at the Specimen Hill Road and Chum Street, to increase safety and manoeuvrability.	VicRoads	City	S	Not Yet Started	This is an intersection managed by the Department of Transport that requires their action. Not started
67	Test the effectiveness of existing arrangements and the need for the introduction into the Greater Bendigo Planning Scheme of any new land use and development planning tools to protect designated freight routes from encroaching development, particularly in areas designated for residential growth.	City	VicRoads, Freight and Industry Sector	S	In Progress	The Bendigo Freight Study did identify that a major concern in the future will be the protection of freight routes and recommends that a city wide freight corridor and precinct plan be developed to take Bendigo and its freight task into the future. Current planning and working with the Department of Transport factors in the protection of freight routes. Although this is not in the planning scheme
68	Pilot and implement, where appropriate, Intelligent Transport System technologies for smarter traffic management, including network monitoring and real time information dispersal devices.	VicRoads	City	M	Not Yet Started	Bendigo Integrated Transport Modelling (BITM) has been prepared and is used for modelling in new planning; however, it is not in real time. Technology is available to do this (currently used in Melbourne's SmartBus network), and Google currently share limited real time congestion data from their Google Maps application.
69	Upgrade the Howard Street and Midland Highway intersection to improve safety and manoeuvrability.	VicRoads		S	Not Yet Started	This is an intersection managed by the Department of Transport that requires their action. Not started
70	Build on the knowledge gained through ongoing consultation with the freight and industry sector and apply the SmartRoads framework to refine the designated freight route network, where appropriate and to prioritise improvements designed to increase manoeuvrability, safety and access of freight vehicles, including examining the potential designation of Strickland Road as part of the City's arterial road network to support freight movements; and reconstruction of the roundabout at the intersection of Strickland Road and Murphy Street to accommodate freight truck movements.	City	VicRoads	S	In Progress	The newly formed Movement and Place Framework has the capacity to prioritise freight traffic in some areas and provide a context for balancing priorities in other areas (such as suburban neighbourhoods). Over the past 12 months the City has provided feedback into the State Government's Principal Freight Network; however, this differs from the broader freight network (B-Double routes for example).
71	Consider waiving or reducing the statutory car parking requirements for businesses which establish arrangements to enable employees to work from home and can demonstrate the implementation of other measures (such as through a Green Travel Plan) to reduce staff travel as single occupant drivers.	City		M	In Progress	The City's Statutory Planning Unit currently consider parking requirement waivers in a variety of contexts. Where waivers are most frequently granted is in the City Centre, which will be subject to the City Centre Plan planning scheme amendment, which includes removing parking requirements in the City Centre to allow developers to provide what they consider is an appropriate amount.
72	Pilot a staggered hours arrangement for City of Greater Bendigo employees who choose to opt in with a view to test the potential for reducing impact on the city roads at peak times and collaborate to seek an extension of such arrangements to other major employers, if successful.	City		M	Completed	Since the last update in 2019, staffing arrangements are now more flexible. Most office based staff already had the option to stagger start and finish times to suit personal preference, and now eligible staff can request a flexible working arrangement where they can nominate up to 50 per cent of their time working from home.

73	Commence discussions with commercial car sharing companies and provide incentives to encourage them to set up schemes in Bendigo, including the provision of on-street parking spaces ('car share pods') in prime locations inside the City Centre for the exclusive use of shared cars.	City		M	Not Yet Started	The City's Strategic Planning Unit, in colloboration with the Fleet team and Goverance Unit will begin investigating a policy to allow sharing fleet cars and other equipment when these assets are not in use. Commercially, it is expected that car share companies will approach Council when they are satisfied that the operation is viable in Bendigo, at which point Council can assist in designating car parking spaces for this use.
74	Manage a safe and efficient road network that reinforces ITLUS public transport and freight objectives by managing the capacity at 2015 levels through strategic investments and programs aimed at shifting away from single occupant vehicles travel for daily needs.	City	VicRoads	L	Continual Work	Gradual ongoing work is being made, but the proportion of budget being allocated to this is minimal. A lot more is required to ensure that this action is implemented.
75	As car parking demand reduces over time, progressively reduce the level of car parking in the City Centre, supplemented by facilities in satellite locations.	City		L	Continual Work	Because of political sensitivities, it will be Council's policy to gradually remove parking over a longer period of time. This can essentially begin now with several parking facilities consistently under capacity (Edwards Street/Hargreaves Street for example). Recent expert evidence from MR Cagney shows that the Bendigo City Centre has a 300% oversupply of car parking. Consolidation of level car parks in the GovHub precinct is currently being investigated with the proposal of a multi-deck car park in Market Street
76	Provide parking dispensations to residential developments which incorporate one or more shared cars for use by residents and bicycle facilities.	City		L	Not Yet Started	Types of residential developments that will lend themselves to innovative solutions like this are likely to occur in the City Centre in the short term. They will subject to parking dispensations pending the outcome of the current planning scheme amendment to remove parking minimums. In the longer term, residential developments in other activity centres and adjacent to well-serviced train stations should consider waivers on a case-by-case basis.
77	Investigate options for improved north-western freight connections between Epsom and Marong including potential enhancements along over - dimensional Route 18.	VicRoads	City, Freight and Industry Sector	M	In Progress	This piece of infrastructure is considered by the Department of Transport as important. Preliminary investigations have been made; however more substantial planning and funding is required.
78	Assess the type and priority of works required to progress the improvement of an east-west connection in the northern parts of Greater Bendigo, with particular focus on key roads between Elmore, Raywood and Bridgewater.	VicRoads	City, Freight and Industry Sector	M	Completed	Maintenance works on this road were completed in 2018 for the entire road length between Elmore and Raywood. More substantial works may be carried out in the future
79	Explore the establishment of freight hubs on the periphery of urban Bendigo, as part of the Bendigo Freight Study, to support the freight industry and to minimise the impact of freight operations on the city's liveability with initial consideration being given to sites at Big Hill and Marong Business Park.	City	Freight and Industry Sector, State Government, VicRoads	L	In Progress	The Loddon Campaspe Regional Freight Study investigates potential locations for road and rail freight hubs in the region. Given the annoucement to progress planning and delivery of the Bendigo Regional Employment Precinct (BREP) in Marong South, this is a likely location.
	ENGAGING GREATER BENDIGO					
	Actions		**Partners**	**Period**	**Progress**	**Comments**
80	Provide every Greater Bendigo Primary School with an Active Travel Tool Kit, which has been developed as an ITLUS active travel initiative and progressively implement the key elements so as to increase the level of walking, cycling and public transport use among school communities.	City	Bendigo Schools	S	Completed	Toolkit prepared and distributed to schools in the area. This was first done in 2015 and again in 2016 with Walk to School Resources This toolkit has also been distributed to 4 Jenny's Early Learning Centre's which have expressed interest.
81	Continue the existing collaboration between the City and Bendigo TAFE to maintain and progressively expand the 'My Local Neighbourhood' mapping system as part of the Community Compass platform.	City	Bendigo TAFE, Bendigo Community	S	Completed	Transport mapping (walking, cycling and driving) is now included in Council's Community Compass app. Another important development since the adoption of ITLUS has been the introduction of public transport routes into Google Maps. Google has partnered with PTV to ensure that this information is kept up to date.
82	Collaborate to tap into existing road safety training programs for traffic engineers, transport planners, police, city officials, drivers, cyclists and pedestrians, particularly children and the elderly, to share knowledge and ideas about how to make our roads, neighbourhoods and activity centres safer.	City	VicRoads, Bendigo Police, Bendigo Schools, Roadsafe Central Victoria	S	In Progress	Council has obtained grant funding to prepare the #GetTruckWise project, an initiative to use virtual reality technology to teach young drivers how to drive safely around heavy vehicles. This project has the potential to be rolled out across Victoria and form part of licensing education/testing. Various bike education programs have also been run in the City, partners include VicRoads, Road Safe Central Vic, La Trobe University, Bike Bendigo and schools.

83	Collaborate to develop a Greater Bendigo focused marketing campaign to promote public transport use focusing on new improvements, health benefits and economic savings to individual people, households and businesses.	City	PTV, Bus Operators	S	In Progress	1 Day in 5 program has been rolled out in Epsom with good results. This initative should continue to be rolled out across Bendigo for individuals and organisations. It is worthwhile considering a more broad approach using user friendly apps like Google Maps to assist
84	Work closely with educational institutions and other places of knowledge on identifying, testing and resourcing innovative infrastructure, land use planning and design solutions and behaviour change programs.	City	La Trobe University, TAFE, Engineering Australia, Planning Institute of Australia, Private Sector	S	In Progress	Bike Bendigo completed an extensive program with La Trobe University on building a cycling culture at the university. This included a survey, cycling classes and community rides. The Walk to School/Join the Ride programs have ran successfully over the past few years. Epsom, Huntly, Eaglehawk, St Josephs, Kangaroo Flat, White Hills, Marong and Maiden Gully Primary Schools all being included in the program. Secondary Colleges in the City (and others in the region) have been provided with active transport maps for publication on their webpages
85	Explore opportunities to develop a Bendigo branded public transport app for mobile devices which makes it easy to navigate the public transport system.	City	PTV	S	Completed	Google Maps now includes easy to inperpret up to date public transport information. Google has partnered with PTV to ensure the data is reliable.
86	Collaborate with secondary schools to develop an Active Travel Tool Kit that responds to their specific needs and accounts for older children's abilities.	City	Bendigo Schools	M	In Progress	Part of the Northern Corridor Transport Opportunities Study included the distribution of active transport maps for each secondary college in Bendigo. These maps included bike parking, bus stop locaations, and direction of bike paths (if any). It was intended that these maps were to be published on the schools' websites and newsletters. It is uncertain if schools have done this after the maps were sent. Formal Active Travel Tool Kits have not been prepared for these schools
87	Develop an educational campaign to dispel the danger myths surrounding children's independent travel to school, particularly focusing on stranger danger and road safety compared with the issues associated with car travel.	City		M	In Progress	Join the Ride projects have been rolling out across primary schools in the City. Council staff work the students, parents and teachers to address these issues, then schools are provided with an engaging active transport map.
88	Consider offering incentives to private companies who develop their own green travel plans and can demonstrate that they have had a measured impact.	City		M	Not Yet Started	The Department of Transport have developed and promoted 'Transport champions', which have been made into flyers that can be sent to local businesses. However, no progress has been made for this action in terms of incentives
89	Provide incentives to developers who wish to build shared, communal or short-term office space in designated areas such as Local Neighbourhood Activity Centres to bring employment closer to where people reside.	City		L	In progress	The biggest incentive the City can provide is less hurdles at planning application stage. Things like removing minimal parking requirements may result in a huge incentive. This is currently being implemented in the City Centre as a highest priority. This could extend to other activity areas in due course.
	INSPIRING GREATER BENDIGO					
	Actions		**Partners**	**Period**	**Progress**	**Comments**
90	Establish an ITLUS governance structure by formalising the membership of the current ITLUS Steering Committee and the Implementation Group and defining their terms of reference.	City	ITLUS Steering Committee and Reference Group Members	S	Completed	The new governance structure was approved by Council in March 2017 and is now in place.
91	Formalise an ITLUS delivery, monitoring and reporting framework for cross-organisational integration, coordinated decision-making and measurable performance against refined targets and indicators.	City	ITLUS Steering Committee and Reference Group Members	S	In Progress	Priorities have previously been discussed by the ITLUS Steering Committee and Community Reference Group. A governance framework was adopted by Council in March 2019; however, this is not being widely used and referenced. Implementation of ITLUS from the City of Greater Bendigo's standpoint is tracking on schedule without any formal delivery, monitoring and reporting frameworks. This is largely sue to the legacy that the strategy's community movement had left, not only in the organisation, but in the broader community. Even in 2021, six years later, relevant Council Units are progressively implementing actions and the strategy in general without prompt from the Strategic Planning Unit. Biennial monitoring reporting to EMT and Council show good progress on the actions.
92	Apply refined processes for the prioritisation of projects and budgeting so as to implement ITLUS.	City	ITLUS Steering Committee and Reference Group Members	S	Completed	The City's investment prospectus has been prepared and outlines what projects are priorities. A shift of more funding towards footpaths and shared paths is currently being proposed by the Environment Strategy, flagging the yearly allocation to increase by $4M by 2026.
93	Incorporate the relevant aspects of ITLUS into the Greater Bendigo Planning Scheme.	City		S	Completed	Planning Scheme Amendment Gazetted in March 2017.

94	Coordinate an integrated delivery, monitoring and reporting process through an 'Implementation Group' and ensure that this process is transparent and well communicated to key stakeholders, project partners and the broader community.	City	ITLUS Steering Committee and Reference Group Members	S	In Progress	Priorities were discussed by the ITLUS Steering Committee and Community Reference Group. Part of the Community Reference Group's role was to provide advice on how best to ensure the process is communicated to all stakeholders effectively
95	Trial a fully integrated and collaborative planning and delivery model comprising PTV and V/Line for buses, trains (including the roll out of Bendigo Metro Rail) and taxis working in partnership with the City. This would include a coordinated approach to community consultation, high level network planning, timetabling and marketing.	PTV	VicRoads, PTV, State Government, ITLUS Steering Committee and Reference Group Members, Bendigo Taxi Operators, City	S	Not Yet Started	Collaborative planning and delivery has improved over recent years, but no trials of a formal model have commenced. With the approved governance structure, there is capacity for this.
96	Trial a range of on-road separated bicycle lane treatments, cyclist and pedestrian priority and safety improvements, including a separated bicycle lane solution through the City Centre to connect the southern and northern sections of the Bendigo Creek Linear Trail.	City	VicRoads	S	Completed	Upgrades to bike paths along Ellis Street (University to City Centre) implemented a full range of separated bike lanes, with the exception of single direction bike lanes. This was constructed and opened in 2020 and the bidirectional layout proved to be a successful design in this context. Planning and design for City Centre separated lanes are also adopting the bidirectional design approach; this is looking likely to become the 'Bendigo standard' for separated lanes.
97	Conduct a trial of carrying bicycles on buses to make it easier for people to combine these two modes of transport into their daily trips.	PTV	City, Bus Association Victoria, Whitmores Bus Service	S	Completed	The bikes on buses trial has been completed. The Bus Association of Victoria have obtained funding to roll this out on all bus routes in Bendigo
98	Test new place making and public realm improvements through the use of temporary installations and prototyping to make activity centres more people friendly and to improve retail and other business activity.	City	Local Retailers and other Commercial Businesses	S	Completed	The Hargreaves Mall pop-up park has been installed and is running successfully. Feedback has been positive and the space is visibly more active. More 'pop-up' events are also being held in the Mall and the space is now attracting organisations to hold events in the Mall. Other developments since the last update in 2019 include repurposing the old public toilets in the Mall and Lyttle Eat Street in Lyttleton Terrace. Future projects such as the Mall shade structure and events screen will support further activiation.
99	Maintain and progressively expand as required the City corporate bicycle fleet.	City		S	Completed	The Council bike fleet has grown to approximately 20 bikes, including 8 e-bikes. Regular bikes have declined in use since ebikes have been introduced. Selling or donating these bikes should be considered. CyclePort installation was abandoned as the company went out of business. Bike Fleet Policy being updated and the management of the fleet is currently being streamlined.
100	Continue using telecommunication devices and web-based applications, such as the City's Community Compass, to promote walking and cycling to daily destinations and community networking at a local level thus promoting the '10 minute neighbourhood' concept.	City		S	Completed	Transport mapping (walking, cycling and driving) is now included in Council's Community Compass app. Another important development since the adoption of ITLUS has been the introduction of public transport routes into Google Maps. Google has partnered with PTV to ensure that this information is kept up to date.
101	Explore opportunities, through future transport network planning (including the Regional Network Development Plan), to trial a system of alternative transport services such as the use of taxi vouchers during down times, particularly in rural areas and townships not well serviced by public transport.	TfV	City, PTV, Bendigo Taxi Directorate	S	In Progress	Similar to Action 23 above, the Royal Flying Doctors Service have been operating a volunteer based community transport program based in Heathcote, transporting those with special transport needs to nearby centres such as Bendigo, Castlemaine and Kyneton. The program has been very successful so far, with more volunteers to be recruited and another vehicle to be sourced to keep up with the demand. With findings from the detailed evaluation of the program that will be undertaken by Swinburne University, it is expected that the program can be replicated in other areas in the region, with the Elmore district as a priority.
102	Continue discussions with PTV on the possibility to trial a 'free transit zone' for bus travel covering the CBD and Bendigo Hospital precinct.	PTV	City	S	In progress	An investigation was undertaken by the City to implement a 'city circle' style free tourist bus around this precinct. It was found that because of relatively short distances and low potential for high frequency service, likely patronage would be too low to be deemed feasible. Instead, a recommendation was made to encourage more walking in this precinct, with the continued use of way-finding material, high quality footpaths, and better crossing points. It is still considered by many that Bendigo should trial free buses for the entire city. This comes from very low pencentage of cost recovery from fares and the high levels of fare evasion.
103	Align future local and regional strategies/plans with the ITLUS objectives through on-going monitoring and refinement.	City	Regional Partnerships, State Government	M	Continual Work	ITLUS being promoted to many external agencies and is well-known within the region and State Government. Continual work to be done on ensuring its implementation in these broader plans, as well as local strategies. Strategic land use and transport planning has gradually evolved since ITLUS' adoption in 2015, and the concept of integrated transport planning is now much more respected and widely utilised, both from local and state governments.

104	Periodically evaluate and refine the effectiveness of the established governance structure and delivery framework.	City	ITLUS Steering Committee and Reference Group Members	L	Continual Work	New governance structure to be continually reviewed and improved as needed. It would be worthwhile considering if the current informal and passive approach to the strategy's implementation is effective.
105	Seek ways to tap into existing successful rural and township businesses to spread innovation locally and through sub- regional networks to strengthen town centres.	City		M	Not Yet Started	As our community are realising the attractiveness in investing our City's townships like Heathcote, Axedale, etc, innovative and successful businesses are opening and operating well. Council should support this by providing essential services well (footpaths, crossings, bike parking, etc). Council's business help desk and better approvals have also been successful programs
106	Plan for the 'e-future' by investigating the issues and opportunities associated with e-commerce, online education and telecommuting, with the view to support local businesses and rural communities.	City		M	Continual Work	This responsibility is everyone's, as long as they are interested in productivity. Benefits are being made apparent more often and naturally a transition will take place over time. Things like better internet and leadership from Council will help. The COVID-19 pandemic demonstrated the business sectors' ability to adapt to circumstances when needed.
107	Lobby State Government and work with the service providers to initiate a demonstration project for an alternative fuel bus fleet.	City		M	Completed	The City have partnered with Monash University to take part in a study as to how electric buses might work in a regional setting. The City is also working with State Government departments on potential for trials of alternative fuel buses in Bendigo. This work is ongoing. The State Government annouced that $20M will be allocated in the 2020/2021 budget to investigate solutions to achieve a zero-emission bus fleet. There are now several fully electric buses operating in Melbourne.
108	Invest in latest technologies for the City's corporate vehicle fleet that minimise emissions and reduce energy consumption.	City		M	Completed	The City has demonstrated a commitment to invest in the latest technologies of electric vehicles. Several plug-in hybrid electric and hybrid vehicles are now in the fleet.
109	Investigate the feasibility of employing new information technologies, including web-based systems, to increase freight sector efficiencies and minimise impact on residential amenity.	City	Freight and Industry Sector	L	In Progress	The City's freight study includes a variety of recommendations that should be implemented to achieve this.
110	Plan for the likely uptake of new technologies in private/ shared vehicle markets, for example smart cars; their potential to service the needs of more isolated, rural communities and their likely impact on the city's infrastructure and service provision.	City	VicRoads, PTV	L	In progress	There is a lack of smart cars; however, trip sharing initiatives have increased, such as the Rural Flying Doctors Service Heathcote operation. Another emerging technology since ITLUS' adoption has been the increasing demand for e-scooter legalisation in Victoria. The City officially applied for a 12-month trial period and if successful will partner with an e-scooter provider.
111	Support new pricing and market-based approaches designed to instigate a shift towards cleaner, more active transport.	City		L	Not Yet Started	Over time when there is a lower supply of parking (proportionally) and a higher density of population, this can be investigated.

ITLUS ACTIONS WHICH SUPPORT OTHER POLICIES AND STRATEGIES

CONNECTING GREATER BENDIGO

	Actions		Partners	Period	Progress	Comments
112	Increase access options to key destinations by focusing growth and encouraging residential development in: • targeted infill sites, precincts that are supported by public transport and offer employment opportunities. • land in close proximity to current and proposed train stations and along the main transit corridors connecting the City Centre and the principal activity centres. • neighbourhoods which have a high level of walkability, strengthen the public transport network and cycling connections.	City	State Government, Development Sector	S	Continual work	This is ongoing planning work; however, with decades of cheap greenfield development sites on the outskirts of town, developing in key in-fill sites is less feasible as consumers are choosing cheaper 'price-tag' housing. The Managed Growth Strategy, which is currently underway will take a detailed look at how the City can overcome these planning challenges
113	Continue to support development in the designated growth areas of Jackass Flat, Huntly, Strathfieldsaye and Maiden Gully and small towns, principally Heathcote, Marong, Elmore and Axedale to minimise encroachment on the city's forests and agriculturally productive land, to maximise access to existing infrastructure and to optimise the efficient provision of public transport.	City	State Government, Development Sector	S	Continual Work	Ongoing through many strategies and statutory planning applications
114	Continue the progressive implementation of community-based township plans, including their recommendations for detailed structure planning with emphasis on improving walking, cycling and public transport connections and access to services and facilities.	City		S	Continual Work	Ongoing through many strategies and statutory planning applications, including the Public Space Plan, which was adopted in 2019 and further supports integration of land uses and sustainable modes of transport

115	Require new housing developments and structure plans to incorporate minimum residential density requirements that support public transport services.	City		S	In Progress	While planning for growth areas nominate minimum density requirements for residential development areas, there is a fine balance that needs to be achieved. This considers marketability of smaller residential lots, market trends, advice from Melbourne-centric State Government guideliens, and research around public transport population catchments and viable frequencies.
116	Develop Urban Design Frameworks for the activity centres identified by the Commercial Land and Activity Centres Strategy, namely, Epsom, Strathfieldsaye, Maiden Gully, Marong, Golden Square and Ironbark to guide development in and around these centres and train station precincts, to accommodate a growing population and to induce and support public transport use and active travel by people living in and accessing the activity centres.	City		S	In Progress	Epsom - not started, but needs to be treated as a priority. Strathfieldsaye - UDF completed and implemented in the planning scheme. Maiden Gully - modest strategic work completed. This should be included in a planning scheme amendment to implement the Maiden Gully Precinct Structure Plan. Marong - Design guidance for the Town Centre provided in the Marong Township Structure Plan, planning scheme amendment currently underway. Further design work needs to consider main street treatments and improvements. Golden Square - UDF completed and awaiting structure plan adoption to begin planning scheme amendment process.
117	Implement the Eaglehawk Structure Plan town centre recommendations to maximise development opportunities in and around the Eaglehawk Railway Station and increase the residential and commercial development opportunities.	City	State Government, Development Sector	S	In Progress	The largest piece of vacant land is still owned by the State Government. Other parts of the plan are being implemented gradually. Eaglehawk Railway Station upgrade was finalised in 2020; however, still operates a limited service.
118	Develop a 'Postcode 3550' Strategy to encourage high quality, well designed, mixed use residential development of two to four stories that respect existing heritage settings and neighbourhood character in and around the City Centre, including Bridge Street leading to the Bendigo Hospital Precinct, to accommodate 3,000 people living in and around the City Centre by 2030, consistent with the Greater Bendigo Residential Strategy.	City		S	Not Yet Started	The City Centre Plan refresh, adopted by Council in May 2020 supports an increase in inner city living. More detailed work is currently underway that investigates where exactly this growth should be directed. This action is also supported by Plan Greater Bendigo, which includes a theme: '*A Stronger and More Vibrant City Centre*' - this group of projects includes boosting the level of residential premises in the City Centre. A perceived barrier to achieving this vision was infrastructure constraints on the potable water network. A study conducted by Coliban Water which was released in 2021 found that the network could support normal domestic demand for medium density housing in the City Centre; however boosters for fire regulations were creating the barrier that added costs for developers.
119	Implement the Bendigo Railway Station Masterplan facilitating improved access to the northern platform, providing for DDA compliant access between the two platforms and the safe circulation of pedestrians, cyclists and vehicles outside the station area to respond to the station's expanding role as a regional public transport hub.	State Government	City, PTV, VicTrack	S	Completed	The DDA compliant footbridge is now open, pedestrian movement is relatively easy with help of several pedestrian priority crossings on the City Centre side of the Station. Further work could be considered to make the environment more attractive (it is a sea of car parking), and better crossing points on the Quarry Hill side of the station.
120	Support the Bendigo Trust in implementing the findings of the Bendigo Tramways Strategic Plan (April 2015) for enhancing Bendigo Tramways as a tourist attraction, thus ensuring the Tramways on-going operations.	City	State Government, VicRoads, Bendigo Trust	S	In Progress	Implementation underway. The Bendigo Tramways now act as public transport for major events (marketed as park and ride). The first instance of this was White Night 2018 where the trams were in very high demand, and was used again for the 2019 Easter Festival. An additional tram stop at Mundy Street is also being supported by the City. This featured in the City Centre Plan refresh and is being considered as future work as part of the Mundy Street corridor improvements and crossing upgrades at McCrae Street.
121	Complete Stage 2 of the Bendigo Airport Redevelopment Project involving construction of a new runway and airside infrastructure required to support the long-term viability of the airport as a regional passenger hub and improve access for emergency service providers such as medical, police and fire aircraft.	City	State Government, Federal Government	S	Completed	Stage 2 was completed and opened in mid-2017. Daily flights to Sydney commenced in early 2019 and has been met with high demand. An additional daily flight was added in 2021 and apart from COVID impacts have been met with good patronage. The State Government is currently lobbying the Federal Government to share the cost of a terminal upgrade.
122	Plan for the expansion of the UGB as part of a systematic process in accordance with the Greater Bendigo Residential Strategy and Greater Bendigo Housing Strategy in locations that are well supported by a range of transport options and where such development will further strengthen the public transport, walking and cycling networks.	City	State Government, Development Sector	M	In Progress	The Managed Growth Strategy will consider logical expansion of the urban growth boundary, albeit avoiding this wherever possible. Marong Township is an example of a large urban growth boundary inclusion, but only reflecting existing decision making. Since ITLUS has been adopted, the CFA has been playing a more active role in strategic planning. They help determine which areas are of concern to them, which is very relevant Bendigo as a heavily vegetated city.

123	Assist the Bendigo Hospital Precinct to be regional Victoria's premier health centre by progressively implementing the Bendigo Hospital Precinct Plan initiatives relating to transport and mobility, land use and development and open space improvements.	City	State Government, VicRoads, PTV, Development Sector	L	Completed	The new Bendigo Hospital is now open, including a multi-deck car parking facility and grade separated crossing point of Arnold Street. More buses now serve the hospital, surrounding open space is attractive and provides clear paths for pedestrians and cyclists though and around the site. Surrounding neighbourhoods are progressivly being developed at higher standards and at a higher density, and the progressive implementation of the Hospital Precinct Structure Plan is creating an attractive link from the Hospital to the City Centre.
	MOVING GREATER BENDIGO					
	Actions		**Partners**	**Period**	**Progress**	**Comments**
124	Review the strategic role and design of Arnold, Barnard and Bridge Streets as part of the SmartRoads process with consideration of the Bendigo Hospital Precinct Structure Plan recommendations for improved walkability, safety, universal access, parking, connectivity with the City Centre and accessibility by public transport and emergency services.	VicRoads	City, PTV, Bendigo Health	S	Completed	Another benefit from the Movement and Place Framework was reviewing the strategic role of Bridge Street to have more of emphasis on place (exchange street), rather than being designated as an arterial road for traffic movement. This more accurately reflects the Hospital Precinct Structure Plan and future vision for the corridor. Arnold and Barnard are still designated as having higher movement priorities (connect streets); however, the framework can still support elements such as public transport and walkability improvements.
125	Complete the Loddon Campaspe Integrated Transport Strategy and commence its progressive implementation.	TfV	State Government, VicRoads, Southern Loddon Mallee Region Councils	S	Completed	The Strategy has been completed and is now being implemented.
126	Progressively implement the recommendations of the Strathfieldsaye Township Traffic Management Plan (2015) prioritising safety and addressing traffic flow issues along Wellington Street (Strathfieldsaye Road) from Tannery Lane in the west to Emu Creek Road in the east.	VicRoads	City	M	Completed	The Department of Transport have recently developed the Bendigo-Redesdale Road study, which investigated future traffic and safety improvements along the corridor between Kennington and Strathfieldsaye. A key focus was safety improvements in the Strathfieldsaye Town Centre, including proposals for a new roundabout at the corner of Uxbridge Street, and traffic signals at the Blucher Street intersection. The plan also features a separated shared path along the entire length of the corridor as well as avoiding adding traffic lanes and road duplication (apart from managing queue lengths at signals). Traffic signals were also delivered at the Club Court intersection in 2019.
127	Implement the findings of the Bendigo specific freight study and the Regional Transport Strategy relating to both the metropolitan and regional road and rail network.	City	State Government, VicRoads, Loddon Mallee Region Councils	L	In Progress	Bendigo Freight Study completed and set to be implemented gradually over the coming years.
	HEALTHY GREATER BENDIGO					
	Actions		**Partners**	**Period**	**Progress**	**Comments**
128	Ensure all new footpaths and shared paths meet the DDA requirements and are compliant with the Bendigo Community Access and Inclusion Plan.	City		S	Continual Work	Continual work carried out by Presentation and Assets Directorate.
129	Complete the Bendigo Bus Network Review to improve the level of service by increasing the span of hours and bus frequency and to induce a growth in patronage, particularly along the four main priority routes namely: Kangaroo Flat to City Centre, Huntly to City Centre, Eaglehawk to City Centre and Strathfieldsaye to City Centre.	PTV		S	In Progress	Incremental improvements will be expected in the future. Recent timetable reviews resulted in additional services, both in the bus and train network, and with more forecast in the future as the urban area of Bendigo and Greater Bendigo townships expands. More regular reviews to fine-tune the network are difficult to arrange due to Department of Transport hesitancy
130	Construct the La Trobe University Bus Transport Hub with a new access road and bus stop within a central location of the La Trobe University campus and realign the existing bus route to service it.	La Trobe University	PTV	S	In Progress	This is included in the campus masterplan. Recent campus construction projects did not include this action
131	Investigate critical success factors including land use and urban development opportunities as well as productivity, liveability and health dividends associated with providing additional railway stations at Huntly, Maiden Gully, Golden Square and Marong, as identified by the Residential Strategy.	City	State Government, PTV	S	In Progress	Council has obtained scholars work investigating Bendigo specific advice on how to make future rail stations feasible. This work should be considered when advocating for future stations and planning development around them. Huntly station has been committed. Area planning for Marong and Golden Square continue to advocate for reopening of stations. Further work will consider the appropriateness of exanding Maiden Gully to surround a potential railway station. Work is soon to begin on the planning of urban land uses surrounding the new Huntly Station, which will look at a small activity centre and higher density housing around the station.

132	Complete a Regional Network Development Plan to set out the long term direction and priorities for regional public transport over the next 20 to 30 years, including better coordinated and improved bus and rail services, network extensions, infrastructure upgrades and new rolling stock.	State Government		S	Completed	Plan complete and announced in mid 2016.
133	Advocate for the inclusion of townships identified by the Residential Strategy for future growth namely Marong, Elmore, Axedale and Heathcote and those located along the Swan Hill and Echuca railway lines, particularly Raywood and Goornong, in planning for public transport improvements including the Regional Network Development Plan.	City		S	Continual Work	Plans now completed for Marong and Heathcote which consider potential for growth. Elmore and Goornong currently underway. The Managed Growth Strategy can investigate other townships' potential for growth.

CONNECTING GREATER BENDIGO

	Actions		Partners	Period	Progress	Comments
134	Continue working with service providers and the development industry to ensure that greenfield and infill development sites maximise walking, cycling and public transport use to daily destinations.	City	State Government, PTV, Development Sector, Local Bus Operators	S	Continual Work	Continual work carried out by units within the organisation.
135	Use relevant planning tools and policies to continue protecting the character of urban Bendigo and rural townships	City		S	Continual Work	Continual work carried out by Statutory Planning and Strategic Planning Units
136	Continue to bid for potential State, Federal and private sector funding to fund projects and programs that assist in implementing ITLUS.	City		S	Continual Work	Funding opportunities are being explored from multiple agencies and levels of Government. Funding being actively investigated through VicRoads, New Energy Jobs Fund and Building Better Regions Fund. The City now uses a consistent prospectus document to assist in advocacy efforts, these include an agreed list of transport infrastructure projects
137	Continue to plan for the development of Bendigo as a City of 200,000 people based on about 85 per cent of the population being provided for within the Bendigo Urban Growth Boundary – including Marong Township and 15 per cent in the City's small townships, principally Heathcote, Elmore and Axedale and those rural areas zoned to support residential development.	City	State Government	L	In Progress	All Council strategies work towards this assumption, or similar assumptions relating to rapid growth. This includes the Managed Growth Strategy that has begun this year. Other high level strategies such as Plan Greater Bendigo and the Industrial Land Strategy are getting Bendigo ready for this increase in population.
138	Complete Stage 3 of the Bendigo Airport Redevelopment Project involving a contemporary business park to accommodate potential expansion of existing businesses and new business establishments.	City	State Government	M	Not Yet Started	Stage 3 of this project is ready to begin s the runway is operational; federal funding is being sought to upgrade the airport.
139	Leverage the infrastructure investment associated with the completion of the Airport Redevelopment Project by supporting the airport becoming Bendigo's major gateway for business, leisure and freight transport and a key economic driver for the Loddon Mallee Region.	City	State Government, Federal Government, Loddon Mallee Councils	L	Completed	Twice daily flights are now operating to Syndey met with high demand (with exception during COVID lockdowns). There is strong potential for larger aircraft to be introduced for this flight, and introduction of additional service to Adelaide.
140	Assist the Bendigo Hospital Precinct to be regional Victoria's premier health centre by progressively implementing the Bendigo Hospital Precinct Plan initiatives relating to transport and mobility, land use and development and open space improvements.	City	State Government, VicRoads, PTV, Development Sector	L	In Progress	The new Bendigo Hospital is now open, including a multi-deck car parking facility and grade separated crossing point of Arnold Street. More buses now serve the hospital, surrounding open space is attractive and provides clear paths for pedestrians and cyclists though and around the site. Surrounding neighbourhoods are progressivly being developed at higher standards and at a higher density

HEALTHY GREATER BENDIGO

	Actions		Partners	Period	Progress	Comments
141	Accelerate the progressive roll out of, footpaths, shared paths, bicycle paths and trails and bicycle parking in Bendigo and key townships, with a focus on improving safety, access and connections to key destinations such as schools, public transport, sport and recreation facilities and activity centres.	City	VicRoads	S	Continual Work	Gradual ongoing work is being made, but the proportion of budget being allocated to this is minimal. A lot more is required to ensure that this action is implemented. The draft Environment Strategy includes an action to progressively increase the proportion of the City's budget for footpaths and shared paths.
142	Maintain a comprehensive network of footpaths, bicycle lanes and shared paths throughout the city so that a significant portion of journeys can be made by walking or cycling.	City	VicRoads	L	Continual Work	Work continuing across multiple departments in the City to maintain these assetts

143	Continue to identify infrastructure, service and network improvements to ensure a growing share of travel is undertaken by public transport.	PTV		L	Continual Work	Plan Greater Bendigo acts as a coordinated approach to identifying improvement needs, but smaller planning projects can also indentify more specific improvements. The Regional Rail Revival plans are an example of good planning, but the scope is too limited, and only acknowledges Melbourne-centric idealogoly. The Department still has not recognised the need to provide a shuttle service for the Goldfields and an additional morning service towards Bendigo.
144	Implement a Design and Development Overlay as part of the Greater Bendigo Planning Scheme based on the Heart Foundation's Healthy by Design Guidelines and apply the healthy, walkable neighbourhood design principles when undertaking structure and master planning for Urban Design Frameworks for activity centres, planning for development near public transport interchanges, particularly railway stations and along main bus transit corridors.	City		S	In Progress	Upon review, the Design and Development Overlay was not considered to be the appropriate tool to implement these changes in the planning scheme. Since ITLUS' adoption in 2015, Victorian State Planning Policy has been improved to reflect the general healthy by design principles, namely healthy walkable neighbourhoods. The Greater Bendigo Planning Scheme Review also expanded on these by adding further guidance, including strategies within the Settlement, 10 minute Neighbourhoods, Structure Planning, Activity Centres, Environmentally Sustainable Development, Integrated Transport, Movement Network and Community Infrastructure Local Policies. Council have adopted the planning scheme amendment to implement these changes. Gazettal of the amendment is expected by the end of the year.
	MOVING GREATER BENDIGO					
	Actions		**Partners**	**Period**	**Progress**	**Comments**
145	Complete investigations, concept design and community consultation for an upgrade to the Napier Street section of the Midland Highway, in the north of Bendigo (Weeroona Avenue to Scott Street), to inform a full business case for improvements addressing traffic growth and which supports and promotes the use of alternative transport modes such as public transport, cycling and walking.	VicRoads	City, PTV	S	Completed	Napier Street upgrade facilitates the growth of car based transport above all. However, relocating services underground, removing on-street car parking, providing higher quality bike lanes, better footpaths, and more signalised crossing points can promote the use of alternative transport modes
146	Maintain existing access restrictions for B-Doubles and other higher mass limit vehicles through the City Centre to ensure a high level of residential and public realm amenity that contributes to commercial business activity and the city's economic prosperity and to minimise road fatalities and injuries, particularly among vulnerable road users, namely pedestrians, cyclists, the young and the elderly.	City	VicRoads	S	Continual Work	Continual work. The City provided feedback to the Principal Freight Network review in 2020 which recommended the removal of Pall Mall as a principal freight route. Elsewhere, a northern outer bypass route is in long term planning from the Department of Transport and the Department of Transport. With this open, it will be reduce the need for heavy freight to travel through the City Centre. However, delivery of this is factored in for the long term and will be very expensive to implement
147	Complete the upgrade of the Ravenswood interchange involving a large circulating road as well as two bridges to safely carry vehicles over two new Calder Freeway carriageways thus improving safety and heavy vehicle access and manoeuvrability.	VicRoads		S	Completed	Project is completed
	ENGAGING GREATER BENDIGO					
	Actions		**Partners**	**Period**	**Progress**	**Comments**
148	Continue supporting community groups seeking funding grants under the TAC Active Travel Program and other State and Federal funding sources	City		S	Continual Work	Council has successfully obtained grant funding to pilot innovative ways to deliver the #GetTruckWise project, teaching young drivers about heavy vehicles on the road and how to drive safely around them. This project has the potential to be rolled out across Victoria and form part of licensing education/testing. Smaller active travel projects are being carried out gradually, particularly with schools. Bike Bendigo frequently secures grant funding for projects, some of them are more obscure in nature, such as community art projects to make cycling and pedestrian priority routes more attractive and interesting
149	Continue encouraging healthy, living, eating and physical activity in the community via the State Government's Healthy Together program.	Bendigo Health	Bendigo Community Health Services, Victorian Government	S	Continual Work	Healthy Greater Bendigo have continued the essence of this action and have been working for the last few years in varying capacities. However, the initiative's funding for 2022 onwards is uncertain.

150	Continue working with leading institutions, businesses, community groups and organisations to promote travel behaviour change and increase understanding of the benefits of urban consolidation and living a more active lifestyle, by co-funding innovative programs and co- hosting public events and information sessions.	City	Engineering Australia, Outside the Square, Urban Development Institute of Australia, BE. Bendigo, Bendigo Sustainability Group	S	Continual Work	Continuing work by Active and Healthy Lifestyles and Strategic Planning Units. Some examples include the Local Transport Forum, join the Ride programs, ride 2 work day, etc
151	Continue working with large employers and trip generators to share knowledge regarding travel patterns and to identify new ways of encouraging telecommuting, commuting by public and active transport.	City	La Trobe University, Bendigo Health, Bendigo & Adelaide Bank	S	Continual Work	The New Energy Jobs Fund project is looking at how a shared ebike fleet might be rolled out among large employers within Bendigo. This includes gaining an understanding of the transport task for organisations and how we can improve the efficiency of trips for employers and employees. Telecommuting has now been proven to be an effective working opportunity for a substantial proportion of commuters
152	Continue working with local businesses and community enterprises to co-fund new infrastructure and other improvements on a district and neighbourhood level.	City	Strathfieldsaye Community Enterprise, Northern District Community Enterprise, Kangaroo Flat Community Enterprise	S	Continual Work	Development Contributions Plans are being prepared/have been prepared for Marong, Maiden Gully and Huntly. These fund essential infrastructure like roads and drainage, but can also fund shared paths, underpasses and signalised intersections. DCPs are fair to all developers and provide certainty for future communities about infrastructure provision.
	INSPIRING GREATER BENDIGO					
	Actions		**Partners**	**Period**	**Progress**	**Comments**
153	Continue lobbying the State Government for a rollout of free public wi-fi onto Bendigo's public transport and to activity centres.	City		S	Completed	Free public wi-fi is now available in Bendigo's City Centre as part of the State Government's VicFreeWiFi initiative. Wi-fi is still not available on public transport; however boosters have been installed on all V/Line trains, improving Optus and Telstra network coverage. Most people have adequate data allowance in phone plans, so this measure has seen to be a more cheaper way to implement a similar outcome

17. STRONG, INCLUSIVE AND SUSTAINABLE ECONOMY

Nil

18. ABORIGINAL RECONCILIATION

Nil

19. A CLIMATE-RESILIENT BUILT AND NATURAL ENVIRONMENT

Nil

20. A VIBRANT, CREATIVE COMMUNITY

20.1. Bendigo Historical Society

Author	Andie West, Manager Community Partnerships
Responsible Director	Vicky Mason, Director Health and Wellbeing

Purpose

To update Council on recent changes to Council endorsed plans to relocate the Bendigo Historical Society, and to seek approval for an amendment to the location.

Summary

At the October Ordinary Council meeting, Council resolved to approve the proposed Bendigo Historical Society (BHS) relocation support package, conditional on:

- BHS being the party that signs the lease with Bendigo TAFE; and
- BHS committing to developing a strategic plan in 2022 and to the plan's subsequent implementation.
- The City of Greater Bendigo guaranteeing the lease costs for the first three years of the lease.

The relocation package consisted of:

- Relocation and building fit out costs $27,500 (year 1 total)
- Lease support for 3 years $34,500 (annual lease for 3 years)
- Funding was conditional on the items identified in the resolution (above).

More detail is included in the October 2021 Bendigo Historical Society Relocation, Ordinary Meeting Report (Attachment 1)

Since this resolution, the TAFE building has become unavailable due to circumstances outside the control of both the City and BHS.

However, the opportunity has arisen for BHS to lease a property in central Bendigo. The property has been inspected by BHS representatives and deemed appropriate for their needs. While this option will be suitable to move BHS from the inside of the Bendigo Regional Archive Centre (BRAC), transitioning the collection from the container storage at BRAC will take some planning and time.

BHS would like to confirm that they are able to access the support package previously approved by Council - for them to move to this new location.

Recommended Motion

That Council approve the updated Bendigo Historical Society (BHS) relocation support package conditional on:

- BHS being the party that signs the lease; and
- BHS committing to developing a strategic plan in 2022 and to the plan's subsequent implementation.
- The City of Greater Bendigo guaranteeing the lease costs of up to $34,500 per year for three years and provision of a one-off payment of $27,500 to support relocation and building fit out costs.

Policy Context

Public Records Act 1973

City of Greater Bendigo Council Plan, Mir wimbul. 2021-2025:

Outcome 6: A vibrant, creative community

Goal: Recognise and celebrate our significant national and international heritage

Background Information

BHS was first formed in 1938 and became incorporated in 1990. BHS seeks to *'encourage and facilitate the study of the history of Bendigo and district. BHS shall acquire, research, preserve, conserve, interpret and exhibit material which illustrates this history.'*

BHS requires both an operations centre and a collection repository to be able to function effectively. These are currently located at the Bendigo Regional Archives Centre, in Nolan Street. BHS's ideal is to also have a 'shop front' and community museum space however this is a lesser priority. BHS was occupying Bendigo TAFE's Specimen Cottage as its shop front until July 2020, when it was required to vacate due to the site forming part of the Bendigo Law Courts Redevelopment project scope.

Public Records Office Victoria (PROV) has identified a range of risks relating to BHS's ongoing use of BRAC and also made a series of recommendations. PROV has advised that failure to implement its recommendations will result in health and safety risks and also place at risk BRAC's accreditation as a Class A Place of Deposit (POD) for the storage of public records.

The City of Greater Bendigo (City) has been consulting with BHS about potential alternative accommodation options since mid-2020 and have found it challenging to find suitable premises.

A solution was discovered in September 2021 and Council was asked to support a relocation package for BHS to move to Bendigo TAFE – building A. This was supported at the October 2021 Council meeting, and since the resolution, the TAFE building has become unavailable.

Report

The option of another location in central Bendigo for use by BHS was realised toward the end of 2021.

The Mayor, CEO and the Manager Community Partnerships met with the landlord and a BHS representative on 6 January 2022 to discuss the proposal. The suitability of the

property for BHS purposes was discussed and whether BHS could access the Council approved support package, which related to the TAFE building.

All parties believe it to be a great outcome for BHS, and given the change means no additional cost to Council, showed in principle support.

Consultation/Communication

As mentioned, ongoing consultation has occurred with BHS over a number of years, and this has been a collaborative approach internally with a PCG established to support the process.

The PCG has included Officers from the following areas:

- Community Partnerships
- Property
- Information Technology
- Bendigo Art Gallery

More recent discussions have involved the prospective landlords of a property in central Bendigo.

Resource Implications

If Council approve the proposed amendment (the location to which BHS moves to), there would be no further resource implications.

Attachments

Attachment 1 – October 2021 Bendigo Historical Society Relocation, Ordinary Meeting Report

Attachment 1 - October 2021 Bendigo Historical Society Relocation, Ordinary Meeting Report

Bendigo Historical Society Relocation

1.

Author	Deb Simpson, Coordinator Strong Communities
Responsible Director	Vicky Mason, Director Health and Wellbeing

2. Purpose

To outline the challenges and risks associated with Bendigo Historical Society's (BHS) operations centre and collection repository remaining at the Bendigo Regional Archive Centre (BRAC).

To seek Council approval of a proposed BHS relocation support package.

3. Summary

BHS requires both an operations centre and a collection repository to be able to function effectively. These are currently located at BRAC. BHS's ideal is to also have a 'shop front' and community museum space however this is a lesser priority. BHS was occupying Bendigo TAFE's Specimen Cottage as its shop front until July 2020, when it was required to vacate due to the site forming part of the Bendigo Law Courts Redevelopment project scope.

BHS's collection includes items that are paper-based (e.g. documents) and non paper-based (e.g. clothing, framed pictures). The volume of BHS's collection now far exceeds BRAC's capacity.

Public Records Office Victoria (PROV) has identified a range of risks relating to BHS's ongoing use of BRAC and also made a series of recommendations. PROV has advised that failure to implement its recommendations will result in health and safety risks and also place at risk BRAC's accreditation as a Class A Place of Deposit (POD) for the storage of public records.

The City of Greater Bendigo (City) has been consulting with BHS about potential alternative accommodation options since mid-2020. Detailed analysis of five options has been undertaken. The City's recommended option is Option 1: Relocate BHS's operations centre and collection repository to Bendigo TAFE's Building A North under a long-term lease arrangement. (The proposed lease terms are Commercial in Confidence and were detailed in the 11 October 2021 Councillor briefing). Under this option, BHS would no longer require access to BRAC.

BHS has conditionally agreed to Option 1 subject to Council approving the proposed relocation support package and there being nothing untoward in Bendigo TAFE's lease. The proposed relocation support package includes assistance with:

- Lease fees;
- Relocation costs;
- Building fit out;
- Development of a strategic plan in 2022;
- Assessment of floor loading capacity;
- Investigation of rising damp causes;
- Development of existing floor plan design and elevations to support future floor plan design and building fit out requirements; and
- Project / logistics management, including technology transition advice.

The proposed relocation support package would require an unbudgeted 2021-22 allocation of approximately $65,450, inclusive of one-off relocation and building fit out costs. This figure does not reflect City staff time that would be entailed in project / logistics management.

4. RECOMMENDATION

That Council approve the proposed Bendigo Historical Society (BHS) relocation support package, conditional upon:

a. BHS being the party that enters into the lease with Bendigo TAFE; and
b. BHS committing to developing a strategic plan in 2022 and to the plan's subsequent implementation.

5. Policy Context

- Public Records Act 1973

Primary Community Plan Reference:

City of Greater Bendigo Community Plan 2017-2021:

- Goal 6 Embracing our culture and heritage

Secondary Community Plan Reference(s):

City of Greater Bendigo Community Plan 2017-2021:

- Goal 1 Lead and govern for all

6. Background Information

BHS was first formed in 1938 and became incorporated in 1990. BHS seeks to *'encourage and facilitate the study of the history of Bendigo and district. BHS shall acquire, research, preserve, conserve, interpret and exhibit material which illustrates this history.'*

Specimen Cottage

Specimen Cottage is situated within Bendigo TAFE's Central Business District (CBD) campus. It was used as BHS's shop front' between July 2013 and July 2020.

BRAC

BRAC is an accredited Class A POD under the Public Records Act 1973. To attain and maintain this accreditation, the facility must comply with strict storage standards.

7. Report

In 2011 the City and BHS entered into a Memorandum of Understanding (MOU) providing BHS with access to a BRAC repository area (for the storage of paper-based collection items only) and a BRAC work room. This MOU does not require BHS to pay any BRAC hire fees or contribute to BRAC's operating costs. The pre-cursor to this MOU was a 2009 MOU between the City, Bendigo Senior Secondary College and BHS which reflects that BHS was required to relocate to enable Ulumbarra Theatre's development.

Since 2011 four shipping containers have also been installed at the BRAC site to assist with the storage of BHS's non paper-based collection items and the sheer volume of BHS's collection. It is anticipated 18 months to 2 years of concerted sorting effort would be required to progressively decant and remove the shipping containers.

BHS has outlined its accommodation needs as being a space or spaces that could support:

- Storage of its voluminous collection (paper and non paper-based items);
- Workspaces for collection management and documentation;
- A shop front;

- A public research space; and
- A community museum.

A Project Control Group (PCG) identified that responding to BHS's accommodation needs would likely entail:

- A sizeable space or spaces;
- Some initial fit-out costs;
- Significant rent and operational cost increases; and
- Removalist fees.

BHS considers Bendigo TAFE's Building A North can support all of its accommodation needs with the exception of a shop front and community museum.

Priority/Importance:

In November 2020 PROV advised the City that BHS's ongoing use of BRAC was placing BRAC's Class A POD accreditation at risk.

Options/Alternatives:

The four other potential accommodation options the City has undertaken detailed analysis of are:

- Option 2: Relocate BHS's operations centre and collection repository to Bendigo TAFE's Building A South under a long-term lease arrangement. Under this option, BHS would no longer require access to BRAC.
- Option 3: Purchase and install four additional non-refrigerated shipping containers (fitted with reverse city air conditioning) at the BRAC site to accommodate more of BHS's collection. This option would not be appropriate for the long-term storage of BHS's collection as temperature and humidity cannot be guaranteed, however it would offer the same conditions as the four other shipping containers BHS is already using at the BRAC site. Under this option, BHS would still require access to BRAC's work room as its operations centre.
- Option 4: Contract Grace Information Management (GIM) to relocate and store BHS's non-paper based collection only at GIM's Eaglehawk-based building. Under this option, BHS would still require access to BRAC's work room as its operations centre.
- Option 5: Contract GIM to relocate and store all BHS's collection at GIM's Eaglehawk-based building. Under this option, BHS would still require access to BRAC's work room as its operations centre.

The other options initially identified but then excluded from detailed analysis due to being incompatible with BHS's accommodation needs were:

- The Mews (former Maternal and Child Health Centre): 1 Sidney Myer Place, Bendigo;
- Bendigo Heritage Attractions: various localities;
- The BeeHive (Bendigo Mining Exchange): 18 – 26 Pall Mall, Bendigo; and
- Office space / house: 18 Forest Street, Bendigo.

Timelines:

PROV initially indicated it would withdraw BRAC's Class A POD accreditation if the risks it had identified were not remediated prior to October 2021. PROV is now offering some timeline flexibility provided the City can demonstrate it is continuing to make progress towards BHS's relocation.

Progress:

BHS has conditionally agreed to Option 1 subject to Council approving a proposed relocation support package and there being nothing untoward in the Bendigo TAFE lease.

Risk Analysis:

PROV has identified a range of risks relating to BHS's ongoing use of BRAC and also made a series of recommendations. PROV has advised that failure to implement its recommendations will result in health and safety risks and also place at risk BRAC's accreditation as a Class A Place of Deposit (POD) for the storage of public records.

8. Consultation/Communication

Internal Consultation:

In 2020 the City established a Project Control Group (PCG) with multi-directorate representation.

In August 2021 the City's Executive Management Team provided in-principle approval for staff to negotiate with BHS regarding Option 1.

External Consultation:

The City has been consulting with BHS about potential alternative accommodation options since mid-2020. City staff have also been working with BHS to establish collection retention and disposal principles and procedures, and to sort through the voluminous collection. For example, it was identified that BHS was in breach of the Firearms Act due to not securely storing vintage firearms in its possession. The subject firearms have now been sold.

9. Resource Implications

Previous Council Support:

In 2011 the City and BHS entered into a Memorandum of Understanding (MOU) providing BHS with access to a BRAC repository area (for the storage of paper-based collection items only) and a BRAC work room. This MOU does not require BHS to pay any BRAC hire fees or contribute to BRAC's operating costs. The pre-cursor to this MOU was a 2009 MOU between the City, Bendigo Senior Secondary College and BHS which reflects that BHS was required to relocate to enable Ulumbarra Theatre's development.

The City was leasing Specimen Cottage from Bendigo TAFE for $7,000 per annum then sub-leasing it to BHS for $2,500 per annum, resulting in total annual lease costs to the City of $4,500.

Any known or anticipated variance to budget:

The proposed relocation support package would require an unbudgeted 2021-22 allocation of approximately $65,450, inclusive of one-off relocation and building fit out costs. This figure does not reflect City staff time that would be entailed in project / logistics management.

Projected costs for future financial years:

The proposed lease terms are Commercial in Confidence and were detailed in the 11 October 2021 Councillor briefing. Lease fee assistance constitutes the projected costs for future financial years.

10. Attachments

20.2. Planning Scheme Amendment C261gben – Heritage Corrections, for Adoption

Author	Alison Kiefel, Amendments Planner
Responsible Director	Steve Hamilton, Director Strategy and Growth

Purpose

Amendment Details:	**The Amendment corrects anomalies to 57 properties, introduces a Heritage Overlay to one additional property at 147 Kangaroo Gully Road, Kangaroo Flat, makes changes to the Heritage policy and the Signage policy, inserts 49 Statements of Significance and updates two incorporated documents – Heritage Design Guidelines and Permit Exemptions.**
Proponent:	City of Greater Bendigo
No. of Submissions:	Two - supporting

Recommended Motion

That Council:

1. Adopts Greater Bendigo Planning Scheme Amendment C261gben without changes.
2. Authorises the Director Strategy and Growth to make minor changes to Amendment C261gben, including but not limited to changes resulting from Amendment C256gben to ensure that policy clause numbers align.
3. Forwards the adopted Amendment to the Minister for Planning for approval.

Policy Context

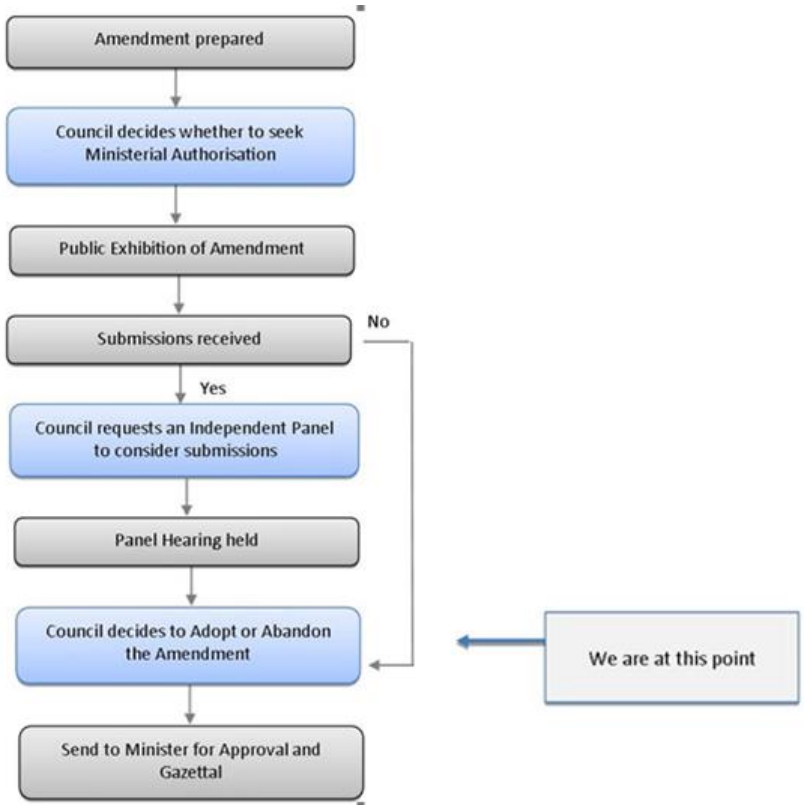
Primary Council Plan Reference:

City of Greater Bendigo Council Plan *Mir wimbul* 2021-2025:

- Outcome 6 - A vibrant, creative community
    - Recognise and celebrate our significant national and international heritage.

Background Information

The key steps in the Amendment process are summarised below:



This amendment proposes to correct a number of Heritage Overlay mapping errors and address label corrections. The corrections of the errors and anomalies generally fall into the following categories:

- A place of identified heritage significance that has not been protected by a correctly mapped Heritage Overlay;
- A site-specific individual Heritage Overlay that has been applied to the incorrect site and should be deleted; and
- Incorrect address labels for sites within the Heritage Overlay, as listed in the Schedule to the Heritage Overlay (Clause 43.01).

The amendment also makes a series of administrative changes to meet the requirements of Amendment VC142 and Amendment VC148 including:

- Creating 49 Statements of Significance out of recent heritage studies: *White Hills and East Bendigo Heritage Study, Stage 1 August 2014;White Hills & East Bendigo Heritage Study*, Stage 2, *Volume 2,* 2016; *Bendigo Hospital Campus - Lucan Street Site*, Nov, 2010, *'Nanga Gnulle': 40 Harley Street, Strathdale, and 16 Crook Street Kennington,* and including them in the Schedule to the Heritage Overlay as incorporated documents.
- Consequentially updating Clause 22.06 Heritage Policy to delete heritage studies (*White Hills and East Bendigo Heritage Study* August 2014 and the citation (*Bendigo Hospital Campus - Lucan Street Site*, Nov, 2010) as background documents.
- Removing signage placement figures from Clause 22.29 (Advertising and Signage Policy) and putting them into the *BendigoHeritage Design Guidelines* along with further design advice for new signage in Heritage Overlay areas, as well as a revised 'Glossary' section.

- Updating the *City of Greater Bendigo Heritage Incorporated Plan – Permit Exemptions* to remove a Heritage Overlay permit exemption for roadworks that has become redundant as a result of Amendment VC142.

The amendment will also change the heritage provisions of the Scheme to give statutory effect to two new heritage citations. One of the new citations will be for *147 Kangaroo Gully Road, Kangaroo Flat (Former Wait til I'm Ready Hotel)* to be introduced into the Heritage Overlay. The second updated citation is for an existing Heritage Overlay at *66 Taylor Street, Ascot (Ascot House)*.

Previous Council Decisions

16 September 2020 – Council resolved to request the Minister for Planning to authorise Council to prepare and give notice of Amendment C261gben.

Report

An Explanatory Report is attached and details the purpose and effect of the Amendment and provides the strategic justification for the amendment as required.

Land Affected by the Amendment

Various properties across the Municipality are affected by this Amendment. Since Council resolved to seek authorisation from the Minister for Planning to prepare and exhibit Amendment C261gben at its meeting of 16 September 2020, a number of minor changes were required prior to exhibition.

Listed properties in the Council report on 16 September 2020	**Changes contained within this report**	**Comments**
Ascot house, 58-70 Taylor Street, Ascot	66 Taylor Street, Ascot	Modified to reflect correct address.
88 Short Street, Bendigo	Part 88 Short Street, Bendigo	HO248 incorrectly affects part of the property, and it is proposed to be removed.
194 Wattle Street, Bendigo	Part 194 Wattle Street, Bendigo	HO254 incorrectly affects part of the property, and it is proposed to be removed.
57 Green Street, California Gully	Property removed from Amendment.	A vegetation assessment was not able to be prepared due to COVID lockdowns, and as such, a revised citation was not able to be finalised. This will be updated in a future Amendment. Existing HO will remain.
24 Panton Street, Eaglehawk	Part 24 Panton Street, Eaglehawk	HO377 incorrectly affects part of the property, and it is proposed to be removed.
26 Panton Street, Eaglehawk	Property address does not exist, hence removed from affected properties (but is	Given this address does not exist, HO377 is also proposed to be removed

Listed properties in the Council report on 16 September 2020	Changes contained within this report	Comments
	still part of the Amendment).	(noting that HO376 continues to apply to 24 Panton Street).
2B Peg Leg Road, Eaglehawk	1/2B Peg Leg Road, Eaglehawk	Modified to reflect correct address.
102 Sailors Gully Road, Eaglehawk	100-102 Sailors Gully Road, Eaglehawk	Modified to reflect correct address.
77 Victoria Street, Eaglehawk	Part 77 Victoria Street, Eaglehawk	HO408 incorrectly affects part of the property, and it is proposed to be removed.
10 Jennings Street, East Bendigo	Part 10 Jennings Street, East Bendigo	HO415 incorrectly affects part of the property, and it is proposed to be removed.
-	2 Keck Street, Flora Hill	HO422 incorrectly affects the property, and it is proposed to be removed. This change was added after the Council resolution on 16 September 2020.
84 Eaglehawk Road, Ironbark	84-86 Eaglehawk Road, Ironbark	Modified to reflect correct address.
98 Eaglehawk Road, Ironbark	Part 98 Eaglehawk Road, Ironbark	HO490 incorrectly affects part of the property, and it is proposed to be removed.
155 Eaglehawk Road, Ironbark	Property address does not exist, hence removed from affected properties (but is still part of the Amendment).	Given this address does not exist, HO538 is also proposed to be removed (noting that both the Church and School will both be covered under HO537).
59 Palmerston Street, Quarry Hill	Part 59 Palmerston Street, Quarry Hill	HO611 incorrectly affects part of the property, and it is proposed to be removed.
63 Palmerston Street, Quarry Hill	Part 63 Palmerston Street, Quarry Hill	HO611 currently applies to part of the site, and is proposed to be applied to the entire site.
-	33 Inglewood Road, Raywood	HO641 incorrectly affects the property, needs to apply to all of the house. This change was added after the Council resolution on 16 September 2020.
45 Palm Avenue, Spring Gully	Property removed from the Amendment.	A vegetation assessment was not able to be prepared

Listed properties in the Council report on 16 September 2020	Changes contained within this report	Comments
		due to COVID lockdowns, and as such, a revised citation was not able to be finalised. This will be updated in a future Amendment.

The properties that are affected by this Amendment therefore include:

- 66 Taylor Street, ASCOT.
- 106, 108, 146, 150, 152, and 154 Barnard Street; 96 Moore Street; 23 and 25 Niemann Street; 17 Park Road; 3 Reef Street; Part 88 and 92 Short Street; Part 194 Wattle Street; 39 Wright Street, BENDIGO.
- 2 Esler Street, CALIFORNIA GULLY.
- 3, 5, 6, 7 and 8 Clarke Street; Brassey square in High Street; 5-7 High Street; 20 McCormacks Road; Part 24, 28 and 28A Panton Street; 2 and 1/2B Peg Leg Road; 3 Reef Street; 85, 90, 91 and 100-102 Sailors Gully Road; 75A and Part 77 Victoria Street, EAGLEHAWK.
- 141 Charleston Road; and Part 10 Jennings Street, EAST BENDIGO.
- 2 Keck Street; and 65 Somerville Street, FLORA HILL.
- 84-86 and Part 98 Eaglehawk Road, IRONBARK.
- 147 Kangaroo Gully Road, KANGAROO FLAT.
- 153 Eaglehawk Road; 1A and 1B Stone Street; 89 Upper California Gully Road, LONG GULLY.
- 16 and 19 Hamlet Street; 31 Horace Street; 8 Howard Street; Part 59 and Part 63 Palmerston Street, QUARRY HILL.
- 33 Inglewood Road, RAYWOOD.

What the Amendment Does

The amendment proposes to:

- Correct Heritage Overlay mapping errors in the Heritage Overlay Schedule to various properties in Bendigo, California Gully, Eaglehawk, East Bendigo, Flora Hill, Ironbark, Long Gully, Quarry Hill and Raywood.
- Apply the Heritage Overlay to one new heritage place at 147 Kangaroo Gully Road, Kangaroo Flat.
- Amend Clause 21.08-6 Implementation of the Municipal Strategic Statement to update the date in the reference to the Greater Bendigo Heritage Design Guidelines.
- Amend Clause 22.06 Heritage Policy of the Local Planning Polices to insert new policy for ‘signs’ and to delete four reference documents.

- Amend Clause 22.29 Advertising Signage Policy of the Local Planning Policies to delete a heading, text and images and to insert a new application requirement.
- Amend the Schedule to Clause 43.01 Heritage Overlay to update the date of the incorporated plan, correct addresses and place names and insert 49 Statements of significance.
- Amend the Schedule to Clause 72.04 Incorporated Documents to add 49 Statements of significance for new and existing heritage places and updated versions of the *Heritage Design Guidelines, September 2020*; and *Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020*.
- Amend the Schedule to Clause 72.08 Background Documents to remove heritage studies and citations that now have Statements of significance.

Authorisation with conditions was received on 6 May 2021 and resulted in the removal of the following Statements of Significance from the amendment:

- Four precincts (Bannerman, Carlisle United, Lazarus, Ironbark Hill) associated with the Ironbark Heritage Study;
- One miners' cottages serial listing;
- 57 Green Street, California Gully (existing HO will remain, we were unable to get vegetation assessment undertaken during lockdown); and
- 69 Chum Street, Golden Square.

Other changes from Authorisation included:

- 17 Park Rd, Bendigo is being deleted from the HO given the building is no longer on the site;
- 33 Inglewood Road, Raywood is being included as a correction to mapping;
- 65 Somerville Street and 2 Keck Street, Flora Hill are being included as corrections to mapping and deletions from schedule (trees in HO were removed via permit);
- Minor address changes (e.g. 4 Weeroona Avenue (delete 4A), Bendigo; add 15 Ross Street to 14 Heinz Street, White Hills as it has been subdivided); and
- Maps in the Clarke Street, Eaglehawk area have been updated.

Other updates as required to the Statements of Significance and documentation have been undertaken.

<u>Potential Implications Resulting from Amendment C256gben</u>

At the time of preparing this report, the City had been advised that Amendment C256gben had been approved by the Minister for Planning but had not come into effect. Amendment C256gben updates the Greater Bendigo Planning Scheme into a new State format and Planning Policy Framework, and revises policy clause numbers.

As a result of the changes to policy clause numbers that will soon come into effect, the clause numbers referenced in this report and throughout the amendment documentation will change. Subject to Council support for this Amendment, it is recommended that the Director Strategy and Growth be authorised to make minor changes to the amendment documentation to ensure it complies with the new State format and Planning Policy Framework.

Consultation/Communication

Exhibition Procedures

The Amendment was exhibited for one month from 16 September 2021to 19 October 2021.

Notice was provided in the following manner:

- Individual notices to owners and occupiers of land affected by the Amendment.
- Notices to prescribed Ministers under Section 19(1)(c) of the *Planning and Environment* Act.
- Notices to all authorities materially affected under Section 19(1)(a) of the Act.
- Public notice of the Amendment in the Bendigo Advertiser on 15 September 2021and 18 September 2021.
- Publication of the notice of the Amendment in the Government Gazette on 16 September 2021.
- Access on-line.

Individual notice to the 49 places and precincts being transferred to individual Statements of significance (as an incorporated document) are already included in the *Greater Bendigo Heritage Incorporated Plan – permit exemptions,* was not considered necessary. This is because no changes were made to the heritage significance or the heritage schedule number, and no other material changes would result from this Amendment. The citations/statement of significance documents were already part of an incorporated plan, and are being changed to individual incorporated documents, so the requirements and implications under the Planning Scheme have not altered.

Similarly, it was considered unnecessary to give individual notice to all properties affected by the changes to the Heritage Policy, Signage Policy, Heritage Overlay, and Incorporated documents (*Greater Bendigo Heritage Incorporated Plan – Permit exemptions, September 2020;* and *Heritage Design Guidelines, September 2020*) as the changes are minor, and affect the majority of the municipality.

Submissions

Two submissions were received during the exhibition period.

Submitter 1: DELWP & Minister of Energy Environment and Climate Change	
Supports/Objects	**Officer Response & Recommendation**
Supports Amendment - no changes.	Note submission.
Submitter 2: CFA	
Supports/Objects	**Officer Response & Recommendation**
Supports Amendment - no changes.	Note submission.

The City received a number of phone enquiries from landholders regarding what the corrections changes meant for their property. This included the owner of the new Heritage Overlay for 147 Kangaroo Gully Road, Kangaroo Flat, who was supportive of a

Heritage Overlay. All enquirers were satisfied with the responses and there were therefore no public submissions.

Conclusion

With no unresolved submissions, it is recommended that Council adopt Amendment C261gben as exhibited without changes and request the Minister for Planning to approve and gazette the Amendment.

Options

Section 29(1) & (2) of the *Planning and Environment Act* 1987 states that a planning authority may adopt an Amendment or part of an Amendment with or without changes. If a planning authority adopts part of an Amendment the Amendment is then split into two parts.

Resource Implications

The City is responsible for payment of statutory fees ($488.50 to the Minister for Planning) and staff time incurred in the processing of the Amendment.

Attachments

1. Submissions
2. Explanatory Report

Attachment 1 - C261gben Submissions

Department of Environment,
Land, Water and Planning

7 Taylor Street, Epsom
Box 3100, Bendigo DC, VIC 3554
Telephone: 035430 4444
DX 214506
loddonmallee.planning@delwp.vic.gov.au

Ref:SP477526
20211019 ac

Mr Ross Douglas
Manager Statutory Planning
City of Greater Bendigo
PO Box 733
BENDIGO VIC 3552

Attention: Alison Kiefel

Dear Mr Douglas

PLANNING SCHEME AMENDMENT C261GBEN
CITY OF GREATER BENDIGO: AMENDMENT TO MAKE CORRECTIONS TO 53 PLACES IN THE HERITAGE OVERLAY, INTRODUCE A NEW HERITAGE OVERLAY AT 147 KANGAROO GULLY RD, KANGAROO FLAT AND UPDATE VARIOUS OTHER CLAUSES RELATING TO HERITAGE IN THE PLANNING SCHEME
147 KANGAROO GULLY ROAD, KANGAROO FLAT AND OTHER VARIOUS LOCATIONS

Thank you for your letter to the Minister of Energy Environment and Climate Change dated and received on 16 September 2021 regarding the above amendment.

I provide this response under delegation from the Minister of Energy Environment and Climate Change.

Response

The Department of Environment, Land, Water and Planning wishes to advise that it supports the proposed amendment.

If you have any questions regarding this matter, please contact myself via email anya.x.cardilini@delwp.vic.gov.au.

Yours sincerely

ACardilini

Anya Cardilini
Planning and Approvals Program Officer
Planning and Approvals

19 October 2021

Any personal information about you or a third party in your correspondence will be protected under the provisions of the *Privacy and Data Protection Act 2014*. It will only be used or disclosed to appropriate Ministerial, Statutory Authority, or departmental staff in regard to the purpose for which it was provided, unless required or authorized by law. Enquiries about access to information about you held by the Department should be directed to foi.unit@delwp.vic.gov.au or FOI Unit, Department of Environment, Land, Water and Planning, PO Box 500, East Melbourne, Victoria 8002.

VICTORIA State Government

OFFICIAL

cfa.vic.gov.au

Our patron, Her Excellency the Honourable Linda Dessau AC, Governor of Victoria

CFA Fire Prevention and Preparedness
8 Lakeside Drive Burwood East Vic 3151
Email: firesafetyreferrals@cfa.vic.gov.au

CFA Ref: **2000-204764-113180**
Telephone: **03 8746 1412**
Council Ref: **C261GBEN**

29/10/2021

Alison Kiefel
City Of Greater Bendigo
P OBox 733
BENDIGO VIC 3552

Dear Alison,

SUBMISSION TO PLANNING SCHEME AMENDMENT

Proposal: C261gben
Location: 53 Properties Through Out Municipality Bendigo

Thank you for providing CFA notice of Planning Scheme Amendment C261gben in accordance with Section 19 of the *Planning and Environment Act, 1987.*

CFA has reviewed the proposed planning scheme amendment and given the amendment is amending Heritage Overlay provisions, it does not appear to have implications relating to bushfire and/or service delivery for CFA.

If you wish to discuss this matter in more detail, please do not hesitate to contact David Allen Manager Community Safety on 03 8746 1412.

Yours faithfully,



David Allen AFSM
Manager Community Safety
Country Fire Authority

OUR COMMUNITY • OUR CFA

Attachment 2 - C261gben Explanatory Report

Planning and Environment Act 1987

GREATER BENDIGO PLANNING SCHEME

AMENDMENT C261gben

EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the Greater Bendigo City Council, which is the planning authority for this amendment.

Land affected by the amendment

The amendment affects 53 places associated with the Heritage Overlay within the City of Greater Bendigo (refer to Attachment 1 and Table 3 for details of the affected properties):

1. Part of 106 Barnard Street, Bendigo
2. 108 Barnard Street, Bendigo
3. 146 Barnard Street, Bendigo
4. 150 Barnard Street, Bendigo
5. 152 Barnard Street, Bendigo
6. 154 Barnard Street, Bendigo
7. Part of 96 Moore Street, Bendigo
8. 23 Niemann Street, Bendigo
9. 25 Niemann Street, Bendigo
10. 17 Park Road, Bendigo
11. 3 Reef Street, Bendigo
12. Part of 88 Short Street, Bendigo
13. 92 Short Street, Bendigo
14. Part of 194 Wattle Street, Bendigo
15. 39 Wright Street, Bendigo
16. 2 Esler Street, California Gully
17. 3 Clarke Street, Eaglehawk
18. 5 Clarke Street, Eaglehawk
19. 6 Clarke Street, Eaglehawk
20. 7 Clarke Street, Eaglehawk
21. 8 Clarke Street, Eaglehawk
22. Brassey Square, High Street, Eaglehawk
23. 5-7 High Street, Eaglehawk
24. 20 Mc Cormacks Road, Eaglehawk
25. Part of 24 Panton Street, Eaglehawk
26. 28 Panton Street, Eaglehawk
27. 28A Panton Street, Eaglehawk
28. 2 Peg Leg Road, Eaglehawk
29. 1/2B Peg Leg Road, Eaglehawk

30. 3 Reef Street, Eaglehawk
31. 85 Sailors Gully Road, Eaglehawk
32. 90 Sailors Gully Road, Eaglehawk
33. 91 Sailors Gully Road, Eaglehawk
34. 100-102 Sailors Gully Road, Eaglehawk
35. 75A Victoria Street, Eaglehawk
36. Part of 77 Victoria Street, Eaglehawk
37. 141 Charleston Road, East Bendigo
38. Part of 10 Jennings Street, East Bendigo
39. 2 Keck Street, Flora Hill
40. 65 Somerville Street, Flora Hill
41. 84-86 Eaglehawk Road, Ironbark
42. Part of 98 Eaglehawk Road, Ironbark
43. 153 Eaglehawk Road, Long Gully
44. 1A Stone Street, Long Gully
45. 1B Stone Street, Long Gully
46. 89 Upper California Gully Road, Long Gully
47. 16 Hamlet Street, Quarry Hill
48. 19 Hamlet Street, Quarry Hill
49. 31 Horace Street, Quarry Hill
50. 8 Howard Street, Quarry Hill
51. Part of 59 Palmerston Street, Quarry Hill
52. Part of 63 Palmerston Street, Quarry Hill
53. 33 Inglewood Road, Raywood

A mapping reference table is attached at Attachment 1.

The amendment will also introduce one new place into a Heritage Overlay:

- **147 Kangaroo Gully Road, Kangaroo Flat (HO935)**

  The site of the former 'Wait Til I'm Ready Hotel', located on the north-east side of Kangaroo Gully Road. The site contains the hotel building, as well as numerous outbuildings, ruins and a centralised driveway. The site is surrounded by bushland.

One existing place in the Heritage Overlay will be updated with new citations:

- **Ascot house: 66 Taylor Street, Ascot (HO51)**

  The 1862 residence, including an outbuilding and cellar, is located on the north side of Taylor Street.

This amendment also affects all land within the Heritage Overlay as it amends the local Heritage Policy at Clause 22.06, as well as the *Heritage Design Guidelines*, the *City of Greater Bendigo Heritage Incorporated Plan – Permit Exemptions* and Statements of Significance contained at Clause 72.04 (Incorporated Documents) and Clause 72.08 Background Documents.

What the amendment does

The amendment makes changes to the Greater Bendigo Planning Scheme to correct Heritage Overlay mapping errors and corrections to addresses in the schedule name. The amendment also makes a series of administrative changes to meet the requirements of Amendment VC142 and Amendment VC148, as well as inserting one new heritage place and updating an existing Heritage Overlay citation.

The amendment makes changes to the Heritage Policy (Clause 22.06), Advertising and Signage Policy (Clause 22.29), the Schedule to the Heritage Overlay (Clause 43.01) and the Schedule to Incorporated Documents (Clause 72.04).

Specifically, the amendment proposes to:

1. Amend Planning Scheme Map Nos. 7HO, 14HO, 16HO, 18HO, 19HO, 23HO and 26HO to:
   - Apply a new individual Heritage Overlay (HO935).
   - Amend mapping anomalies and/or correct addresses or names in the schedule list 53 individual properties in the Heritage Overlay Schedule (refer Table 3 for full details).
2. Amend Clause 21.08-6 (Implementation) of the Municipal Strategic Statement to amend the date in the reference to the Greater Bendigo Heritage Design Guidelines from 'August 2015' to 'September 2020'.
3. Amend Clause 22.06 Heritage Policy of the Local Planning Policies to:
   - Insert a new 'Signs' policy section.
   - Amend references to *Heritage Design Guidelines* to new date.
   - Delete the following reference documents where the Statements of Significance will become Incorporated Documents in the Schedule at Clause 72.04:
     - *Bendigo Hospital Campus (Lucan Street Site) Citation*, Nov 2010
     - *White Hills & East Bendigo Heritage Study*, August 2014 (revised November 2015)
4. Amend Clause 22.29 Advertising Signage Policy to delete 'Placement of signage on buildings and sites' and associated text and the images (Figures 1-8). These images will be moved to the *Heritage Design Guidelines* and replace the existing incorporated document.
5. Amend the Schedule to Clause 43.01 Heritage Overlay to:
   - Insert a new new heritage place (HO935).
   - Insert a Statement of Significance for 49 heritage places, including the two places that have a new or updated heritage citations (HO51and HO935), as well as those places already in the Heritage Overlay as part of the White Hills and East Bendigo heritage study the and the citations for the Bendigo Hospital Campus Lucan Street site, 'Nanga Gnulle': 40 Harley Street, Strathdale, and 16 Crook Street, Kennington.
   - Apply a new reference date to the *Greater Bendigo Heritage Incorporated Plan – Permit Exemptions* to September 2020.
6. Amend the Schedule to Clause 72.04 Incorporated Documents to:
   - Insert 49 new Statements of significance as incorporated documents, which include:
     - One new Statement of significance for the new individually significant place:
       1. Statement of significance: 147 Kangaroo Gully Road, Kangaroo Flat (Former 'Wait Til I'm Ready Hotel), September 2020
     - 22 existing Statements of Significance for heritage places from the *White Hills and East Bendigo Heritage Study*, *Stage 2 – Methodology, Findings and Recommendations*, 2014:
       1. Statement of significance: 37-45 Bridge Street, Bendigo (former Cohn Brothers ice works and brewery), September 2020
       2. Statement of significance: 49 Bridge Street, Bendigo (Bridge Hotel), September 2020
       3. Statement of significance: 67-69 Bridge Street, Bendigo (pair of shops), September 2020
       4. Statement of significance: 249 Napier Street, Bendigo, September 2020

5. Statement of significance: 251-253 Napier Street, Bendigo, September 2020
6. Statement of significance: 354 Napier Street, Bendigo, September 2020
7. Statement of significance: 19 Park Road, Bendigo (Drill Hall), September 2020
8. Statement of significance: 27 Park Road, Bendigo (Grandstand at the Tom Flood Sports Centre), September 2020
9. Statement of significance: 213 Arnold Street, North Bendigo (Arnold Street Uniting Church – former Wesleyan Church), September 2020
10. Statement of significance: 225 Arnold Street, North Bendigo, September 2020
11. Statement of significance: 238 Arnold Street, North Bendigo, September 2020
12. Statement of significance: 31 Bayne Street, North Bendigo, September 2020
13. Statement of significance: 5 Finn Street and 25 & 31 Bushmaster Court, North Bendigo (Thales - former Commonwealth Ordnance Factory, Bendigo), September 2020
14. Statement of significance: 3 Grattan Street, North Bendigo, September 2020
15. Statement of significance: 14-16 Lobb Street, North Bendigo (former North Bendigo Sunday School) September 2020
16. Statement of significance: 6 Norfolk Street, North Bendigo, September 2020
17. Statement of significance: 24 Smith Street, North Bendigo, September 2020
18. Statement of significance: 3 Stewart Street, North Bendigo (St Paul's Coptic Church and Church Hall - former St John's Church of England), September 2020
19. Statement of significance: 25 Stewart Street, North Bendigo, September 2020
20. Statement of significance: 1-75 Racecourse Road, Ascot, (Bendigo Racecourse) September 2020
21. Statement of significance: 10 McDowalls Road, East Bendigo, (Mayfair Park Estate – Former Bendigo Freezing Works) September 2020
22. Statement of significance: 93 Strickland Road, East Bendigo (Former Bendigo East State School No. 3893) September 2020

- 22 existing Statements of significance for heritage places from the *White Hills and East Bendigo Heritage Study* 2016, Vol. 2 – Place and precinct citations:

1. Statement of significance- Precinct: Baxter Street Heritage Precinct Extension, September 2020
2. Statement of significance - Precinct: Tomlins Street Heritage Precinct Extension, September 2020
3. Statement of significance- Precinct: Bridge Street North Heritage Precinct, September 2020
4. Statement of significance- Precinct: Buller Street Heritage Precinct, September 2020
5. Statement of significance- Precinct: Gleeson Street Heritage Precinct, September 2020
6. Statement of significance- Precinct: Norfolk Street Heritage Precinct, September 2020
7. Statement of significance- Precinct: White Hills Heritage Precinct, September 2020
8. Statement of significance: 48-56 Taylor Street, Ascot (Potters' Arms), September 2020
9. Statement of significance: 147 Barnard Street, Bendigo, September 2020
10. Statement of significance: 3 Bayne Street and 95-97 Bridge Street, Bendigo (former Norfolk Brewery), September 2020
11. Statement of significance: 125 Bridge Street, Bendigo (house and fence), September 2020
12. Statement of significance: 143 Charleston Road, East Bendigo (Fleece Inn), September 2020
13. Statement of significance: 125-133 McIvor Road, East Bendigo (Residence and 6 Trees) September 2020

14. Statement of significance: 131 Goynes Road, Epsom, September 2020
15. Statement of significance: 89-91 Lucan Street, Bendigo, September 2020
16. Statement of significance: 105 Lucan Street, Bendigo, September 2020
17. Statement of significance: 4 Weeroona Avenue, North Bendigo, September 2020
18. Statement of significance: 14 Heinz Street and 15 Ross Street, White Hills (Residence and Stable Complex), September 2020
19. Statement of significance: 467 Napier Street, White Hills, September 2020
20. Statement of significance: 506-508 Napier Street, White Hills (Uniting Church), September 2020
21. Statement of significance: 532 Napier Street, White Hills (Former White Hills Reading Rooms and Free Library), September 2020
22. Statement of significance: 545 Napier Street, White Hills, September 2020

One updated Statement of significance:

1. Statement of significance: 66 Taylor Street, Ascot (Ascot Park), September 2020

- One existing Statement of significance for the Bendigo Hospital Campus (Lucan Street), from the citation for the *Bendigo Health's Bendigo Hospital Campus, Lucan Street, Bendigo*:
  1. Statement of significance: 62 Lucan Street, Bendigo, (Bendigo Hospital Buildings) September 2020
- Two existing Statements of significance from citations for heritage places:
  1. Statement of significance: 16 Crook Street Kennington, September 2020
  2. Statement of significance: 40 Harley Street, Strathdale (Nanga Gnulle), September 2020

- Insert updated *Heritage Design Guidelines, September 2020* to include new 'Signage Guidelines' and an updated 'Glossary' section.
- Insert an updated *Greater Bendigo Heritage Incorporated Plan – Permit Exemptions, September 2020* that deletes a permit exemption for roadworks and street furniture.
- Amend the Schedule to Clause 72.08 Background Documents to remove heritage studies and citations documents that now have statements of significance.

Strategic assessment of the amendment

Why is the amendment required?

This amendment is required as part of the ongoing review of the Greater Bendigo Planning Scheme, initiated by the findings in the *Greater Bendigo Planning Scheme Review,* 2019. The amendment corrects 53 errors pertaining to mapping and technical anomalies associated with the Heritage Overlay (Clause 43.01). The corrections of the errors and anomalies generally fall into the following categories:

- A place of identified heritage significance that has not been protected by a correctly mapped Heritage Overlay;
- A site-specific individual Heritage Overlay that has been applied to the incorrect site, and should be deleted; and
- Incorrect addresses or name of sites within the Heritage Overlay schedule, as listed in the Schedule to the Heritage Overlay (Clause 43.01).

The amendment inserts 49 Statements of Significance into the Schedule to the Heritage Overlay (Clause 43.01).

The amendment updates two incorporated documents in the Schedule to the Documents Incorporated in this Planning Scheme (Clause 72.04), namely the *Heritage Design Guidelines,* August 2015 and the *City of Greater Bendigo Heritage Incorporated Plan – Permit Exemptions*, January 2018 and updates the documents to September 2020.

The amendment updates the *Heritage Design Guidelines* to include a 'Signage' section that includes specific design advice for new signage in Heritage Overlay areas that has been removed from the signage policy to accord with Ministerial Direction – The Form and Content of Planning Schemes, as well as a revised 'Glossary' section. The design advice in the new signage section of the *Heritage Design Guidelines* accords with the objectives, policies and criteria detailed in the Advertising and Signage Policy (Clause 22.29).

The amendment deletes a Heritage Overlay permit exemption from the *City of Greater Bendigo Heritage Incorporated Plan – Permit Exemptions*, January 2018 that has become redundant as a result of Amendment VC142.

It is necessary to undertake the aforementioned amendments to maintain the effective and efficient operation of the Greater Bendigo Planning Scheme, and to ensure that places of heritage value are appropriately identified and protected by the provisions of the planning scheme.

In accordance with the new planning scheme structure initiated by the State Government through Amendment VC148, the relevant heritage studies and citations have been removed from the local Heritage Policy (Clause 22.06).

These studies and citations have been inserted into the planning scheme as Statements of significance in the Schedule to the Heritage Overlay (Clause 43.01) and in the Schedule to Clause 72.04 (Incorporated Documents).

In total, the amendment inserts 49 new Statements of Significance into the Schedule to Clause 72.04 (Documents incorporated in the planning scheme).

New and updated heritage places have been assessed and found to be generally in accordance with the principles of the Burra Charter, Heritage Victoria guidelines and the *Planning Practice Note 1: Applying the Heritage Overlay*.

How does the amendment implement the objectives of planning in Victoria?

The amendment implements the objectives of section 4 of the *Planning and Environment Act* 1987 (the Act), particularly the need for planning to:

d) Conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.

g) Balance the present and future interests of all Victorians.

Council has the responsibility to identify, conserve and enhance buildings or places that are of historic value. By updating and strengthening the heritage provisions of the planning scheme, the amendment directly responds to the above objectives.

How does the amendment address any environmental, social and economic effects?

The amendment will not have any adverse effects on the environment. Protection of heritage places retains existing urban infrastructure and resources and contributes to the richness and diversity of the built environment. The conservation of heritage places also promotes sustainable development through the conservation of original materials and reduced demand for new construction materials.

Heritage places contribute to the character, amenity and identity of Greater Bendigo and enhance its appeal as a place to live, work and visit. The amendment will have positive social effects as it seeks to protect and enhance the cultural heritage of Greater Bendigo for future generations; it will also improve community awareness about the importance and value of heritage places.

The identification and protection of heritage places will also attract tourism to the region thereby having a positive economic effect.

Although some additional costs may be borne by property owners through the need to obtain a planning permit under the new Heritage Overlays, this will be mitigated by the *Greater Bendigo Incorporated Plan – Permit Exemptions*, which removes the requirement for a planning permit for minor development/works. New places included within the Heritage Overlay will also become eligible for the City's Heritage Restoration Loan Scheme.

Does the amendment address relevant bushfire risk?

The purpose of the amendment is to ensure the protection of properties with identified heritage significance. Given the nature of the amendment, it will not result in increased development potential or change the use of land which is identified as being at risk from bushfire.

It is considered that bushfire risk is not affected by the application of new heritage controls at the 147 Kangaroo Gully, Kangaroo Flat, as the zone or development potential has not been altered. The amendment is not expected to result in any increase to the risk to life, property, community infrastructure, or the natural environment from bushfire.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment is consistent with the Minister's Direction under Section 7(5) of the Act in relation to the Form and Content of Planning Schemes.

The amendment is consistent with Ministerial Direction No.11 under Section 12(2) of the Act in relation to the Strategic Assessment of Amendments, as set out in this explanatory report.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The amendment supports or implements the following clauses of the Planning Policy Framework:

Clause 11.01-1R Settlement – Loddon Mallee South, which includes the strategies: *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*; and *Facilitate increased commercial and residential densities, mixed use development and revitalisation projects for underutilised sites and land in Bendigo*.

Clause 11.03-6S Regional and local places, which has the objective of facilitating place-based planning and includes the strategies*: Integrate relevant planning considerations to provide specific direction for the planning of sites, places, neighbourhoods and towns*; and *Consider the distinctive characteristics and needs of regional and local places in planning for future land use and development*.

Clause 15.03-1S Heritage conservation, which has the objective of ensuring the conservation of places of heritage significance and includes the strategy: Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.

The amendment supports the above clauses by ensuring that heritage places are provided with adequate heritage protection, which is an important element in planning for the growth of Bendigo as the regional city for the Loddon Mallee South region. The amendment will ensure that places of heritage significance will be provided with planning controls that ensure that their significance is carefully considered and managed into the future.

How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The amendment supports or implements the following clauses of the Local Planning Policy Framework. However, it should be noted that the format of the Greater Bendigo Planning Scheme is proposed to be updated in response to VC148 via amendment (C256gben). Amendment C256gben may change the clause numbers referred to below.

Clause 21.02-2 Environment, which refers to managing heritage sites and places.

Clause 21.08-4 Heritage, which has the objective of identifying and protecting heritage places with Aboriginal and historic cultural value as well as natural value. It includes a strategy to identify all heritage assets in the municipality.

Clause 21.08-6 Implementation, which states that its objectives and strategies will be implemented by applying the Heritage Overlay to buildings, areas, places, and sites of heritage significance.

Clause 22.06 Heritage Policy, which applies to all applications in the Heritage Overlay. It requires applications to be considered against the Greater Bendigo Heritage Design Guidelines.

The amendment seeks to support and implement the above clauses by including the one individual site of heritage significance in the Heritage Overlay, as well as update the mapping and address details for 53 properties. The above clauses will be considered should a planning application be required. It is considered that the application of the Heritage Overlay to these places will also support

the broader objectives of the Municipal Strategic Statement by building on the unique characteristics of Bendigo, which contribute to tourism and investment.

Does the amendment make proper use of the Victoria Planning Provisions?

The Heritage Overlay is the appropriate Victoria Planning Provision tool for the protection of heritage places of local significance. The application of the Heritage Overlay is consistent with *Planning Practice Note 1: Applying the Heritage Overlay*.

The changes to the incorporated document, the *Greater Bendigo Heritage Incorporated Plan – Permit Exemptions*, January 2018 remove Heritage Overlay permit exemptions that have become redundant as a result of Amendment VC148.

How does the amendment address the views of any relevant agency?

The amendment will not change any existing referral provisions and is not expected to affect any referral authority. Notice of the amendment was given to all relevant agencies and referral authorities in accordance with the requirements of the Act as part of the formal exhibition of the amendment.

This amendment has been prepared in consultation with Council's Heritage Advisor.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The requirements of the *Transport Integration Act* 2010 apply where an amendment is likely to have a significant impact on the transport system.

This amendment makes changes to heritage controls applying to places of cultural heritage significance and is not expected to have any impact upon the objectives, strategies and decision-making principles of the *Transport Integration Act* 2010.

Resource and administrative costs

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The City of Greater Bendigo has the capacity to accommodate any additional planning permit applications that are triggered by this amendment. A total of one additional property will have a Heritage Overlay applied. In the context of the heritage controls across the municipality, this is a minor increase in the number of properties affected by a Heritage Overlay.

The proposed changes to the Statements of Significance in the Schedule to the Heritage Overlay (Clause 43.01) and the Incorporated Document are expected to have minimal resourcing impacts, as the affected sites (with the exception of the two places aforementioned) are already in a Heritage Overlay. The changes to the *Heritage Design Guidelines* do not trigger a planning permit, as this document provides guidelines for the assessment of planning permit applications.

The amendment will not require additional planning staff resources, nor will it create excessive assessment criteria that would delay the consideration of applications.

Where you may inspect this amendment

The amendment can be inspected free of charge at the City of Greater Bendigo website at https://www.bendigo.vic.gov.au/Services/Building-and-Planning/Planning-scheme-amendments.

The amendment is available for public inspection, free of charge, during office hours at the following places (subject to COVID19 regulation):

City of Greater Bendigo,15 Hopetoun Street, Bendigo

The amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection.

ATTACHMENT 1 – Mapping reference table

Location	Land /Area Affected	Mapping Reference
Spring Gully	45 Palm Ave	Greater Bendigo C261gben 028hoMap23 Exhibition
Kangaroo Flat	147 Kangaroo Gully Rd	Greater Bendigo C261gben 027hoMap26 Exhibition
Ascot	66 Taylor St	Greater Bendigo C261gben 029hoMap16 Exhibition
Bendigo	106 Barnard St	Greater Bendigo C261gben 013d-hoMap19 Exhibition Greater Bendigo C261gben 014hoMap19 Exhibition
Bendigo	108 Barnard St	Greater Bendigo C261gben 013d-hoMap19 Exhibition Greater Bendigo C261gben 014hoMap19 Exhibition
Bendigo	146 Barnard St	Greater Bendigo C261gben 013d-hoMap19 Exhibition Greater Bendigo C261gben 014hoMap19 Exhibition
Bendigo	96 Moore St	Greater Bendigo C261gben 013d-hoMap19 Exhibition Greater Bendigo C261gben 014hoMap19 Exhibition
Bendigo	23 Niemann St	Greater Bendigo C261gben 013d-hoMap19 Exhibition
Bendigo	25 Niemann St	Greater Bendigo C261gben 013d-hoMap19 Exhibition
Bendigo	17 Park Rd	Greater Bendigo C261gben 013d-hoMap19 Exhibition
Bendigo	3 Reef St	Greater Bendigo C261gben 015d-hoMap19 Exhibition Greater Bendigo C261gben 016hoMap19 Exhibition
Bendigo	88 Short St	Greater Bendigo C261gben 015d-hoMap19 Exhibition Greater Bendigo C261gben 016hoMap19 Exhibition
Bendigo	92 Short St	Greater Bendigo C261gben 015d-hoMap19 Exhibition Greater Bendigo C261gben 016hoMap19 Exhibition
Bendigo	194 Wattle St	Greater Bendigo C261gben 013d-hoMap19 Exhibition Greater Bendigo C261gben 014hoMap19 Exhibition
Bendigo	39 Wright St	Greater Bendigo C261gben 013d-hoMap19 Exhibition Greater Bendigo C261gben 014hoMap19 Exhibition
California Gully	2 Esler St	Greater Bendigo C261gben 009d-hoMap18 Exhibition

		Greater Bendigo C261gben 010hoMap18 Exhibition
Eaglehawk	3 Clarke St	Greater Bendigo C261gben 007d-hoMap18 Exhibition Greater Bendigo C261gben 008hoMap18 Exhibition
Eaglehawk	5 Clarke St	Greater Bendigo C261gben 007d-hoMap18 Exhibition Greater Bendigo C261gben 008hoMap18 Exhibition
Eaglehawk	6 Clarke St	Greater Bendigo C261gben 007d-hoMap18 Exhibition Greater Bendigo C261gben 008hoMap18 Exhibition
Eaglehawk	7 Clarke St	Greater Bendigo C261gben 007d-hoMap18 Exhibition Greater Bendigo C261gben 008hoMap18 Exhibition
Eaglehawk	8 Clarke St	Greater Bendigo C261gben 007d-hoMap18 Exhibition Greater Bendigo C261gben 008hoMap18 Exhibition
Eaglehawk	Mapped on the road intersection of Sailors Gully & Peg Leg Roads with High Street	Greater Bendigo C261gben 003d-hoMap14 Exhibition Greater Bendigo C261gben 004hoMap14 Exhibition
Eaglehawk	5-7 High St	Greater Bendigo C261gben 003d-hoMap14 Exhibition Greater Bendigo C261gben 004hoMap14 Exhibition
Eaglehawk	20 McCormacks Rd	Greater Bendigo C261gben 007d-hoMap18 Exhibition
Eaglehawk	24 Panton St	Greater Bendigo C261gben 005d-hoMap18 Exhibition Greater Bendigo C261gben 006hoMap18 Exhibition
Eaglehawk	28 Panton St	Greater Bendigo C261gben 005d-hoMap18 Exhibition Greater Bendigo C261gben 006hoMap18 Exhibition
Eaglehawk	28A Panton St	Greater Bendigo C261gben 005d-hoMap18 Exhibition Greater Bendigo C261gben 006hoMap18 Exhibition
Eaglehawk	2 Peg Leg Rd	Greater Bendigo C261gben 003d-hoMap14 Exhibition Greater Bendigo C261gben 004hoMap14 Exhibition
Eaglehawk	2B Peg Leg Rd	Greater Bendigo C261gben 003d-hoMap14 Exhibition Greater Bendigo C261gben 004hoMap14 Exhibition
Eaglehawk	3 Reef St	Greater Bendigo C261gben 001d-hoMap14 Exhibition
Eaglehawk	85 Sailors Gully Rd	Greater Bendigo C261gben 001d-hoMap14 Exhibition

OFFICIAL

Eaglehawk	90 Sailors Gully Rd	Greater Bendigo C261gben 001d-hoMap14 Exhibition Greater Bendigo C261gben 002hoMap14 Exhibition
Eaglehawk	91 Sailors Gully Rd	Greater Bendigo C261gben 001d-hoMap14 Exhibition
Eaglehawk	100-102 Sailors Gully Rd	Greater Bendigo C261gben 001d-hoMap14 Exhibition Greater Bendigo C261gben 002hoMap14 Exhibition
Eaglehawk	77 Victoria St	Greater Bendigo C261gben 003d-hoMap14 Exhibition Greater Bendigo C261gben 004hoMap14 Exhibition
Eaglehawk	75A Victoria St	Greater Bendigo C261gben 003d-hoMap14 Exhibition Greater Bendigo C261gben 004hoMap14 Exhibition
East Bendigo	141 Charleston Rd	Greater Bendigo C261gben 017d-hoMap19 Exhibition
East Bendigo	10 Jennings St	Greater Bendigo C261gben 017d-hoMap19 Exhibition
Flora Hill	2 Keck St	Greater Bendigo C261gben030d-hoMap23
Flora Hill	65 Somerville St	Greater Bendigo C261gben030d-hoMap23
Ironbark	84-86 Eaglehawk Rd	Greater Bendigo C261gben 011d-hoMap18 Exhibition Greater Bendigo C261gben 012hoMap18 Exhibition
Ironbark	98 Eaglehawk Rd	Greater Bendigo C261gben 011d-hoMap18 Exhibition Greater Bendigo C261gben 012hoMap18 Exhibition
Long Gully	155 Eaglehawk Rd	Greater Bendigo C261gben 011d-hoMap18 Exhibition
Long Gully	1A Stone St	Greater Bendigo C261gben 009d-hoMap18 Exhibition
Long Gully	1B Stone St	Greater Bendigo C261gben 009d-hoMap18 Exhibition
Quarry Hill	8 Howard St	Greater Bendigo C261gben 020d-hoMap23 Exhibition Greater Bendigo C261gben 021hoMap23 Exhibition
Quarry Hill	16 Hamlet St	Greater Bendigo C261gben 020d-hoMap23 Exhibition Greater Bendigo C261gben 021hoMap23 Exhibition
Quarry Hill	19 Hamlet St	Greater Bendigo C261gben 020d-hoMap23 Exhibition Greater Bendigo C261gben 021hoMap23 Exhibition
Quarry Hill	31 Horace St	Greater Bendigo C261gben 020d-hoMap23 Exhibition Greater Bendigo C261gben 021hoMap23 Exhibition

OFFICIAL

Quarry Hill	59 Palmerston St	Greater Bendigo C261gben 018d-hoMap23 Exhibition Greater Bendigo C261gben 019hoMap23 Exhibition
Quarry Hill	63 Palmerston St	Greater Bendigo C261gben 018d-hoMap23 Exhibition Greater Bendigo C261gben 019hoMap23 Exhibition
Raywood	33 Inglewood St	Greater Bendigo C261gben 031hoMap07 Exhibition

TABLE 1 – Properties to be included in a new individual Heritage Overlay

Address	Current Heritage Overlay	Proposed new Heritage Overlay	Citation reference	Reason
147 Kangaroo Gully Rd, Kangaroo Flat	No Heritage Overlay	HO935	Citation for 147 Kangaroo Gully Road Kangaroo Flat by Minerva Heritage for the City of Greater Bendigo, July 2017.	This property has been identified as an individually significant heritage place. Refer to the *Statement of significance: 147 Kangaroo Gully Road Kangaroo Flat (Former Wait Til I'm Ready Hotel), September 2020*

TABLE 2 – Properties to have new citations

Address	Current Heritage Overlay	Proposed new Heritage Overlay	Citation reference	Reason
66 Taylor St, Ascot	HO51	HO51 (extended to the entire site)	Citation for 66 Taylor Street, Ascot (Ascot Park) by Dr Robyn Ballinger and	A new citation has been written to increase the extent of HO51 to the entire boundary of the site, as previously the cellar was not included.

			Wendy Jacobs for the City of Greater Bendigo.	Refer to new *Statement of significance: 58-70 Taylor Street, Ascot (Ascot Park building and cellar), September 2020*

TABLE 3 – Corrections to places in the Heritage Overlay and/or the Schedule to the Heritage Overlay

Address	Current Heritage Overlay	Proposed Heritage Overlay	Proposed change to the Schedule to the Heritage Overlay	Reason
106 Barnard St, Bendigo	HO1 and HO86 (part)	Remove HO1 and apply only HO86 to the entire site.	N/A	Remove the site from the precinct HO1 and apply only individual HO86 to the site.
108 Barnard St, Bendigo	HO86	Remove HO86 and apply HO1.	N/A	Remove the site from the individual HO86 and apply the precinct HO1 to the entire site.
146 Barnard St, Bendigo	HO88	Remove HO88 and apply HO1 to the entire site.	Delete HO88 from the schedule.	Remove HO88 as the place is not individually significant and apply precinct HO1.
150 Barnard St, Bendigo	HO89	HO89 (no change)	Update the HO89 address label to "150 Barnard Street, Bendigo".	Address in the Schedule to the Heritage Overlay incorrectly references "152 Barnard Street, Bendigo"
152 Barnard St, Bendigo	HO90	HO90 (no change)	Update the HO90 address label to "152 and 154 Barnard Street, Bendigo"	Address for HO90 only references "154 Barnard Street, Bendigo"
154 Barnard St, Bendigo	HO90	HO90 (no change)	Update the HO90 address label to "152 and 154 Barnard Street, Bendigo"	Address for HO90 only references "154 Barnard Street, Bendigo"
96 Moore St, Bendigo	HO1 and HO206 (part)	Remove HO1 and apply only HO206 to the entire site.	N/A	Remove the site from the precinct HO1 and apply only individual HO206 to the site
23 Niemann St, Bendigo	HO207	Remove HO207 from the site	N/A	This site subdivided from 98 Moore Street, Bendigo, to which the individual

				HO207 applies. Remove this site from HO207.
25 Niemann St, Bendigo	HO207	Remove HO207 from the site	N/A	This site subdivided from 98 Moore Street, Bendigo, to which the individual HO207 applies. Remove this site from HO207.
17 Park Rd, Bendigo	HO872	Remove HO872	Delete from schedule as building relocated.	Building has been relocated. Remove HO872.
3 Reef St, Bendigo	HO11	HO387	Update the HO387 address label to "3 Reef Street, Bendigo" and move to the Bendigo section of the schedule.	Address label for individual HO90 references "3 Reef Street, Eaglehawk"
88 Short St, Bendigo	HO247 (part) and HO248	Remove HO248 and retain only HO247	N/A	Only individual HO247 applies to this site.
92 Short St, Bendigo	HO12 and HO248	Remove HO12 and retain only HO248	N/A	Remove the site from precinct HO12 and retain only individual HO248
194 Wattle St, Bendigo	HO254	Remove HO254 and apply only HO1 to the site	N/A	HO254 applies to "27 Valentine Street, Bendigo" Remove HO254 as the place is not individually significant and apply precinct HO1
39 Wright St, Bendigo	HO250 (part)	Remove HO250 and apply only HO1 to the site	N/A	HO250 applies to "10 Valentine Street, Bendigo". Remove HO250 as the place is not individually significant and apply only precinct HO1.
2 Esler Street, California Gully	HO319	Remove HO319 and apply only HO16 to the site	Delete HO319 from schedule.	Remove HO319 as the place is not individually significant and apply only precinct HO16
3 Clarke St, Eaglehawk	HO18	Remove HO18 and apply only HO346 to the site	Update the HO346 address label to "3 Clarke Street, Eaglehawk"	Remove the site from the precinct HO18 and apply only individual HO346 to the site. Address label updated

				accordingly.
5 Clarke St, Eaglehawk	HO346	Remove HO346 and apply only HO347 to the site	Update the HO347 address label to "5 Clarke Street, Eaglehawk"	Amend the address label to match the correct mapping of HO347 to the site
6 Clarke St, Eaglehawk	HO347	Remove HO347 and apply only HO18 to the site	N/A	Remove HO347 as the place is not individually significant and apply only precinct HO18
7 Clarke St, Eaglehawk	HO18	Remove HO18 and apply only HO348 to the site	Update the HO348 address label to "7 Clarke Street, Eaglehawk"	Remove the site from the precinct HO18 and apply only individual HO348 to the site. Address label updated accordingly.
8 Clarke St, Eaglehawk	HO348	Remove HO348 and apply only HO18 to the site	N/A	Remove HO348 as the place is not individually significant and apply only precinct HO18
Brassey Square, Eaglehawk	HO357	Move the location of HO357 mapping to the Lemon Scented Gums at Brassey Square	N/A	Move the location of HO357 mapping from the road to the Lemon Scented Gums at Brassey Square
5-7 High St, Eaglehawk	HO358	Remove HO358 and apply only HO19 to the site	N/A	Individual HO358 applies to 9 High Street. Apply only HO19 to the site
20 McCormacks Rd, Eaglehawk	HO373	Remove HO373	Delete HO373 from schedule	Remove HO373 as the place is not individually significant.
24 Panton St, Eaglehawk	HO376 (part) and HO77	Remove HO377 and apply only HO376 to the site	N/A	Only individual HO376 applies to this site.
26 Panton St, Eaglehawk (address is non-existent)	HO377	Remove HO377	Delete from schedule	Address is non-existent.
28 Panton St, Eaglehawk	HO19	Remove HO19 and apply only HO378 to the site	N/A	Only individual HO378 applies to this site.
28A Panton St, Eaglehawk	HO378	Remove HO378 and apply only HO19 to the site	N/A	Remove HO378 as the place is not individually significant and

				apply only precinct HO19.
2 Peg Leg Rd, Eaglehawk	HO382	Remove HO382 and apply only HO19 to the site	N/A	Remove HO382 which applies to 2B Peg Leg Road. Apply only precinct HO19.
2B Peg Leg Rd, Eaglehawk	HO19	Remove HO19 and apply only HO382 to the site	Update the HO382 address label to "2B Peg Leg Road, Eaglehawk"	Remove the site from the precinct HO19 and apply only individual HO382 to the site. Address label updated accordingly.
3 Reef St, Eaglehawk	HO387	Remove HO387 from site	Update the HO387 address label to "3 Reef Street, Bendigo"	HO387 has been incorrectly applied to this site, and is to be applied to "3 Reef Street, Bendigo"
85 Sailors Gully Rd, Eaglehawk	HO398	Remove HO398 from the site	N/A	HO398 applies to "93 Sailors Gully Road, Eaglehawk". This site is not an individually significant heritage place.
90 Sailors Gully Rd, Eaglehawk	HO397	Remove HO397 and apply only HO22 to the site	N/A	HO397 applies to "88 Sailors Gully Road, Eaglehawk". This site is not an individually significant heritage place. Apply only precinct HO22 to the site.
91 Sailors Gully Rd, Eaglehawk	HO398	Remove HO398 from the site	N/A	HO398 applies to "93 Sailors Gully Road, Eaglehawk". This site is not an individually significant heritage place.
100-102 Sailors Gully Rd, Eaglehawk	HO399	Remove HO399 and apply only HO22 to the site	N/A	HO399 applies to "104 Sailors Gully Road, Eaglehawk". This site is not an individually significant heritage place. Apply only precinct HO22 to the site.
77 Victoria St, Eaglehawk	HO408	Remove HO408 and apply only HO19 to the site	N/A	HO398 applies to "75A Victoria Street, Eaglehawk". This site is not an individually

				significant heritage place. Apply only precinct HO19 to this site.
75A Victoria St, Eaglehawk	HO19	Remove HO19 and apply only HO408 to the site	Update the HO408 address label to "75A Victoria Street, Eaglehawk"	Remove the site from the precinct HO19 and apply only individual HO408 to the site. Address label updated accordingly.
141 Charleston Rd, East Bendigo	HO414	Remove HO414 from the site	N/A	HO414 applies to "133 Charleston Street, East Bendigo"
10 Jennings St, East Bendigo	HO415	Remove HO415 from the site	N/A	HO415 applies to "6 Jennings Street, East Bendigo"
2 Keck Street, Flora Hill	HO422	Remove HO422 from the site	Delete from schedule.	HO422 applied to trees which were approved to be removed with a Planning Permit.
65 Somerville Street, Flora Hill	HO422	Remove HO422 from the site	Delete from schedule.	HO422 applied to trees which were approved to be removed with a Planning Permit.
84-86 Eaglehawk Rd, Ironbark	HO28	Remove HO28 and apply only HO489 to the site	N/A	Remove the site from the precinct HO28 and apply only individual HO489 to this site.
98 Eaglehawk Rd, Ironbark	HO490	Remove HO490 and apply only HO28 to the site	N/A	HO490 applies to "96 Eaglehawk Road, Eaglehawk". This site is not an individually significant heritage place and apply only precinct HO28.
153 Eaglehawk Rd, Long Gully	HO537	HO537 (no change)	Update address label for HO537 to "St Matthew's Church and School"	Address label currently only refers to "St Matthew's School"
155 Eaglehawk Rd, Long Gully (address is non-existent)	HO538	Remove HO538	Delete from schedule.	The label for the site in the Schedule is listed as "St Matthew's Church", but mapping is across an intersection. Site already mapped under HO537

89 Upper California Gully Rd, Long Gully	HO546	HO546 (no change)	Change HO546 address label to “89 Upper California Gully Road, Long Gully”	HO546 address label incorrectly listed as “1A Stone Street, Long Gully”
1A Stone St, Long Gully	HO546	Remove HO546	N/A	Remove HO546, which applies to “89 Upper California Gully Road, Long Gully”. This site is not an individually significant heritage place
1B Stone St, Long Gully	HO546	Remove HO546	N/A	Remove HO546, which applies to “89 Upper California Gully Road, Long Gully”. This site is not an individually significant heritage place.
8 Howard St, Quarry Hill	HO592	Remove HO592 from the site and apply HO30 to site	N/A	Remove HO592, which applies to “1 Hamlet Street, Quarry Hill”. This site is not an individually significant heritage place. Apply only precinct HO30 to the site.
16 Hamlet St, Quarry Hill	HO593	Remove HO593, apply only HO30 to the site.	N/A	HO593 applies to “19 Hamlet Street, Quarry Hill”. This site is not an individually significant heritage place. Apply only precinct HO30 to the site.
19 Hamlet St, Quarry Hill	HO30	Remove HO30, apply only HO593 to the site.	N/A	Remove the site from the precinct HO30 and apply only individual HO593 to this site.
31 Horace St, Quarry Hill	HO593	Remove HO593, apply only HO30 to the site.	N/A	HO593 applies to “19 Hamlet Street, Quarry Hill”. This site is not an individually significant heritage place. Apply only precinct HO30 to the site.
59 Palmerston St, Quarry Hill	HO611 (part)	Remove HO611 and apply only HO30 to the site	N/A	HO611 applies to “63 Palmerston Street, Quarry Hill”.

				This site is not an individually significant heritage place. Apply only precinct HO30 to the site.
63 Palmerston St, Quarry Hill	HO611 (part)	Apply HO611 to the entire site	N/A	HO611 to apply to the entire site
33 Inglewood St, Raywood.	HO641	Apply HO641 to all of house	Update address to only 33 Inglewood St, Raywood.	HO641 to apply to all of house.

OFFICIAL

21. A SAFE, WELCOMING AND FAIR COMMUNITY

21.1. Public Art Project – Progress Pride Flag

Author	**Nikki Williams, Community Partnerships**
Responsible Director	**Vicky Mason, Director Health and Wellbeing**

Purpose

The purpose of this report is to inform Council of a proposed Public Art project that includes a Progress Pride Flag painted on the road in Bull Street, in the forecourt of Town Hall and seek Council support of the project.

Summary

The City was approached by Bendigo Pride Festival in February 2021 with the concept of painting a Pride Flag mural in a high-profile location in the Bendigo CBD to coincide with Pride Festival in March 2021.

Staff from Community Partnerships, Creative Communities, Major Events, Business Services and Economic Development are in full support of public art project as it aligns with the new Council Plan action to *celebrate our LGBTQIA+ community.*

The front of Town Hall, at the Bull Street end, has been selected as the location. This is because the current art work on the road surface has come to the end of its life and needs to be replaced. The plan is to replace with a large Progress Pride Flag in February 2022 to show support for our LGBTIQA+ community.

Recommended Motion

That Council support the painting of a Progress Pride Flag in Bull Street as a symbol of the City of Greater Bendigo's support of the Greater Bendigo LGBTIQA+ community.

Policy Context

Council Plan 2021-2025 – Mir wimbul:

Outcome 7: A safe, welcoming and fair community.

A community where people are respected, safe to participate in all aspects of community life and have equitable access to the resources they need.

Goal 4: A community that values and engages with people of all ages, abilities, genders and sexualities

Objective: Celebrate our LGBTIQA+ community

Goal 6: A community that promotes equity and addresses poverty and disadvantage.

Objective: Implement the recommendations of the Bendigo Human Rights Charter evaluation.

Municipal Public Health and Wellbeing Plan - Healthy Greater Bendigo 2021-25

Outcome: Connected to culture and community

The Greater Bendigo community is socially engaged and inclusive, and is a place where people can safely identify and connect with their culture and identity

Areas for action – Access and inclusion for people who identify as LGBTQIA+

Background Information

The Pride Flag Report was presented to Council Briefing on the 22 November 2021, where Councillors recommended the Report be presented at a formal Council Meeting.

Councillors also recommend the Report be presented to the Youth Council for feedback.

The Report was presented to the Youth Council on the 24 November where it received unanimous endorsement. Youth Council also proved a letter of support for the project (**Attachment 1**).

Report

The City of Greater Bendigo was approached by the Bendigo Pride Festival organisers in February 2021 with the idea of painting a Pride Flag in a high-profile location in the Bendigo CBD to coincide with the Pride Festival in March 2021.

This idea was raised at the same time that the art work on the road in Bull Street, in front of Town Hall, was coming to the end of its life and the team were looking into options for a replacement.

Staff from Community Partnerships, Creative Communities, Major Events and Business Services and Economic Development met on site February 24, 2021 to discuss the project.

All units involved were in support of a large-scale public art project celebrating the Greater Bendigo LGBTIQA+ community. However, it was agreed there was more to be considered as the Pride Flag is an important international symbol for LGBTIQA+ pride.

Public art work on this scale, needs to live beyond one event or community group, and needs to be supported by Councillors and City staff as an acknowledgment and celebration of the City of Greater Bendigo's ongoing support of the LGBTIQA+ community.

For example, Randwick City Council voted unanimously in October 2021 to keep the rainbow design as an enduring public art installation. The vibrant rainbow was first installed in February this year, in support of the 2021 Sydney Gay and Lesbian Mardi Gras and Sydney's LGBTQIA+ community.



The rainbow flag is a symbol of lesbian, gay, bisexual, transgender (LGBTIQA+) and queer pride and LGBTIQA+ social movements. Also known as the gay pride flag or LGBTIQA+ pride flag, the colours reflect the diversity of the LGBT community and the "spectrum" of human sexuality and gender.

There are many flags within the LGBTIQA+ community, however the **Progress Pride Flag** is seen as the most inclusive.

It includes the **2017Philadelphia eight strip flag**, which saw black and brown added to the original **1978LGBT Pride Flag,** to acknowledge the indigenous and multicultural

LGBT community. The addition of **1999 Transgender Pride Flag** to focus on inclusion and progress within the community.



Progress Pride Flag, 2018



An example of proposed Progress Pride Flag Artwork, from Auckland, New Zealand

Priority/Importance:

The City has an important role to support our LGBTIQA+ community and promote Greater Bendigo as an inclusive and welcoming place for all and this was highlighted by the commitment in the new Council plan.

During the 2017 Marriage Equality postal vote, the Bendigo electorate returned one of the highest Yes votes in Australia. In Bendigo, 92,264 voters took part in the survey with 68.7% of respondents voting to support the legalisation of same-sex marriage, more than the Australian and Victorian average of 64.9%.

The 2019 Active Living Census was completed by almost 13,000 people across the City of Greater Bendigo, of which 3.2% of participants identified as LGBTIQA+. Of the LGBTIQA+ participants, 13.5% indicated a low life satisfaction compared to 8.4% of Non LGBTIQA+ participants.

25.5% of LGBTIQA+ participants rated their general health as fair or poor, with only 54.9% LGBTIQA+ participants meeting physical activity guidelines which is lower than non LGBTIQA+ (57.9%).

The Active Living Census highlighted that LGBTIQA+ people in Greater Bendigo rate their general wellbeing as low, with 28.2% of LGBTIQA+ participants reported not feeling valued.

These findings are further supported by ***LGBTIQ+ Health Australia.*** Although many LGBTIQA+ Australians live healthy and happy lives, research shows that a disproportionate number experience poorer mental health outcomes and have higher risk of suicidal behaviours than their peers.

These health outcomes are directly related to experiences of stigma, prejudice, discrimination and abuse on the basis of being LGBTI.

LGBTIQ+ Health Australia data shows that 24.9% of LGBTIQA+ people aged 14 to 21 live in regional towns or cities and 10.5% live in rural or remote locations.

Compared to the general population:

- LGBTIQA+ young people aged 16 to 17 were almost **five times more likely** to have attempted suicide in their lifetime.
- Transgender people aged 14-25 are **fifteen times more likely** to have attempted suicide in their lifetime.
- Compared to the general population LGBTIQA+ people are nearly **six times more likely** to experience and be diagnosed with depression
- LGBTIQA+ people are over **three times as likely** to report having an anxiety-related condition
- 73.2% of LGBTIQA+ people aged 18 and over reported having ever been diagnosed with a mental health condition; 51.9% reported being diagnosed or treated for a mental health condition in the past 12 months.
- Transgender and gender diverse people aged 16 and over are **nearly four times more likely** to have experienced sexual violence or coercion
- 41.7% of LGBTIQA+ people aged 18 and over reported having ever been in an intimate relationship where they felt they were abused in some way by their partner/s

headspace Bendigo is a service that is greatly utilised by the Cities youth population. In 2019/20, 789 young people engaged at the service and of that 31.2% identified as LGBTIQA+.
This far exceeds the Headspace national average of 24% of young people identifying as LGBTIQA+.

This data highlights the need to ensure that Greater Bendigo is safe, welcoming, inclusive and celebrates our LGBTIQA+ community and elders.

Options/Alternatives:

Bull Street and the Town Hall forecourt location has been an area utilised for large scale murals for several years.

With the current art work in need of replacement, it provides an exciting opportunity for a new colourful piece of public art and the Progress Pride Flag would link to the new Council Plan action of - *Celebrate our LGBTQIA+ community*.

The joining Library Gardens has been used for significant events on the LGBTIQA+ calendar over the past years, seeing the Pride Flag raised for IDAHOBIT Day, 17 May.



Mock up for Progress Pride Flag in Bull Street.

The Town Hall location would also provide a significant link to the history of the Pride Flag.

Harvey Milk was the first openly gay politician in the United States (councillor in San Francisco). He asked Gilbert Baker to create a positive symbol for the gay community to replace the pink triangle that was used to mark gay men during the holocaust - and hence the Pride Flag was born.

In 1978, Harvey Milk was assassinated at City Hall. The Pride Flag was very quickly adopted to be flown en masse, to not only honour Harvey Milk, but as a symbol of action.

Timelines:

Current project timelines would see the flag painted in February 2022, to be completed prior to Bendigo Pride Festival in March 2022.

It would also coincide with the launch of the Victorian State Government first ever whole of government LGBTIQA+ Strategy. This is set to be announced towards the end of 2021 or early 2022.

This project will also coincide with the State Governments Melbourne Pride event on the 13 February 2022. This event is to commemorate the 40th anniversary of Victoria decriminalising homosexuality.

Progress:

Risk Analysis:

A risk would be that completing a large-scale project in support of the LGBTQIA+ community, could create backlash from minority groups within the community. Similar to what was seen in Bendigo during the Marriage Equality Debate in 2017.

This can be mitigated through effective communication of Councils strong commitment to support, engage and celebrate the LGBTQIA+ community as per the Council Plan, Health and Wellbeing Plan, Draft Social Justice Framework and employment of an Inclusive Communities Officer focussing on Access and Equity. Also utilising the Cities accreditation as a Welcoming City which states *we are a welcome, safe and inclusion place for all.*

Other strategies to mitigate the potential risk of community backlash, would include consistent messaging and involvement in events, which would have the dual purpose of educating and involving the broader community as well as showing support for this group. Some examples may include:

- Raising the Pride Flag, or other appropriate flags in the Library Gardens to show ongoing support and acknowledgment of our LGBTIQA+ community on days of significance, such as:
    - IDAHOBIT Day – International Day against Homophobia, Biphobia, Interphobia and Transphobia - 17 May
    - Pride Month – 1-30th June
    - Wear it Purple Day- 27th August

A positive outcome from the project, would be that Town Hall becomes a 'selfie' spot and broadcast across social media. This would send a message to the broader community of Victoria and Australia, that Greater Bendigo is a safe, inclusive and welcoming City.

By completing this project in 2022, it allows time for the project to be promoted before World Pride comes to Sydney in 2023. The project could potentially attract national and international visitors to the region for the Bendigo Pride Festival, which will be well timed shortly after World Pride 2023.

The risk of **not doing this project** in support of the LGBTIQA+ community, after the adoption of the new Council Plan and Healthy Greater Bendigo, may send a message of non-support or 'tokenism' for this community.

This could be especially detrimental to the significant cohort of young people in Bendigo who identify as gender and sexually diverse.

Consultation/Communication

Consultation has occurred with the following stakeholders to gain an understanding of what would be the most appropriate Pride Flag to use to represent the Greater Bendigo LGBTQIA+ Community.

- Headspace Bendigo
- Thorne Harbour Country
- Pride Festival Bendigo
- Equality Branch, Victorian Government.

While all organisations currently use different LGBT flags, there was recognition that many of these organisations are having conversations around moving towards the use of the Progress Pride Flag, as it is inclusive of all sexualities and genders including acknowledgement of people of colour who identify as LGBTIQA+.

While the work of supporting the LGBTIQA+ community sits within the Community Partnerships unit, this project is a collaborative effort across the organisation.

Tourism and Major Events, Public Space Activation Officer will coordinate the painting of the mural and Major Events Officer can assist with promotion in relation to other major tourism opportunities in March 2022 including:

- Bendigo Pride Festival,
- Bendigo Blues and Roots,
- Proposed events such as Zinda Festival, and Bendigo Craft Beer and Cider Festival.

Conversations have occurred with Parks and Open Space about lighting the Conservatory and the Feature Tree in Sidney Myer place to tie in with the Flag launch and the Bendigo Pride Festival.

Once the project has been launched, there will be further community consultations to explore opportunities to strengthen community engagement with the LGBTQIA+ community.

Discussions will also be had with local traders in the adjoining area around the traffic management plan.

INTERNAL CONSULTATION

Internal communications with the following units have occurred:

- Community Partnerships
- Tourism and Major Events
- Bendigo Venue and Events
- Parks and Open Space
- Works

The project was presented to EMT on the 5 October 2021 and received full support.

The project was presented to the Youth Council on the 24 November 2021. Youth Council voted unanimously to support the project (see **Attachment 1** for the letter of support).

Resource Implications

The cost of the project will be covered from current budgets of the collaborating departments.

Project element	**Cost**
Artist Fees – up to 5 assistances to paint mural within 12 hour window	$3300
Materials for 360sq surface	$3850
Traffic Management	$1000
Local Laws permit	$79
TOTAL COST	$8,229

Community Partnerships, Inclusive Communities Team will also apply for relevant grants if they become available to support the LGBTIQA+ community in an ongoing way.

Attachments

1. City of Greater Bendigo Youth Council – letter of support

Attachment 1 - Youth Council Letter of Support - Pride Flag Project (7December2021)

Enquiries: Jack Smith
T: 0458 469 108
E: j.harrisons.2000@gmail.com

7 December 2021

City of Greater Bendigo Council
PO Box 733 Bendigo VIC 3552

Dear City of Greater Bendigo Councillors,

Re: Youth Council Letter of Support for the Progress Pride Flag Mural in Bull Street

The City of Greater Bendigo Youth Council would like to express our immense and unanimous support for the proposed Progress Pride Flag Mural in Bull Street.

Personal identity is a composite of all the traits, beliefs, values, attributes, and identifiers that make us who we are. Whilst choices and actions can impact on your identity, it is also shaped by things outside of our control, like age, race, gender, and sexuality. Identity plays an important role in empowering us all. Accepting someone's identity can make them feel seen, safe, welcome, and supported, this is what the Youth Council knows will be achieved with the proposed mural.

Place is also an important part of identity; we combine places with memories and experiences that correspond with them. As Bendigonians, we have connections with the region and that impacts our individual identity. By painting this mural not only is the City making a statement of support and acceptance, but it is also allowing the LGBTQIA+ community to build positive memories and experiences to connect Greater Bendigo to their personal identity.

The Health and Wellbeing Plan 2021-2025 states that Greater Bendigo is "A place where people can safely identify and connect with their culture and identity". Including access and inclusion for those who identify as LGBTQIA+. The City of Greater Bendigo Council has the ability to demonstrate this acceptance and connection through this progress flag mural.

Young people who identify as LGBTQIA+ can experience difficulties with self-acceptance and personal identity, particularly in a world where there are so many people, and places telling them they aren't accepted or worthy of inclusion. This can, and often does, lead to mental health battles. A significant 24.1% of the young people Headspace provides services to identify as LGBTQIA+. This demonstrates the need for young people in the LGBTQIA+ community to get support and feel included, accepted, and welcomed.

Hearing or speech impaired?
Call us via the National Relay Service on 133 677 or
www.relayservice.com.au
and ask for 03 5434 6000

Greater Bendigo City Council
Address: 15 Hopetoun Street, Bendigo
Postal Address: PO Box 733, Bendigo VIC 3552
T: 03 5434 6000
E: requests@bendigo.vic.gov.au
W: www.bendigo.vic.gov.au
ABN 74 149 638 164

Compared to the general population LGBTQIA+ young people aged 16 to 17 are almost five times more likely to have attempted suicide in their lifetime. LGBTQIA+ young people are over four times as likely to engage in self-injury, and 63.8% of LGBTQIA+ people aged 14 to 21 reported having ever been diagnosed with a mental health condition.

Greater Bendigo has an important job in working to make these outcomes better. To make this city a better place for people who identify as LGBTQIA+. To take action that will make the LGBTQIA+ community feel seen. To provide LGBTQIA+ people with a connection to the City that they can be proud of.

This mural will spark conversation and promote acceptance within our city. This is a golden opportunity for the City of Greater Bendigo Council to demonstrate indisputable and unequivocal acceptance of the LGBTQIA+ community, which is something the Youth Council has been such strong advocates for.

The City of Greater Bendigo Youth Council are in full support of the progress pride flag mural, and we look forward to seeing the positive impact that we know it will have on the young people of Greater Bendigo.

Yours sincerely,



Jack Smith

City of Greater Bendigo Youth Mayor

22. URGENT BUSINESS

Nil

23. NOTICES OF MOTION

Nil

24. COUNCILLORS' REPORTS

25. MAYOR'S REPORT

26. CHIEF EXECUTIVE OFFICER'S REPORT

27. CONFIDENTIAL (SECTION 66) REPORTS

27.1 Confidential Report in accordance with Section 66(2)(a) of the Local Government Act relating to Council business information.

27.2 Confidential Report in accordance with Section 66(2)(g) of the Local Government Act relating to private commercial information.

RECOMMENDATION

That Council close the meeting to members of the public pursuant to Sections 66(2) (a) and (g) of the Local Government Act 2020 to consider reports relating to Council business information and private commercial information