



ASPECT
PLANNING SERVICES

Heritage Impact Statement

Master Plan for

87 Charleston Road, Bendigo



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1. Summary and project details

1.1. Summary

This heritage impact statement has been prepared to accompany an application to Heritage Victoria for the approval of a masterplan for the land at 87 Charleston Rd, Bendigo.

1.2. Project details

Heritage Impact Statement for:

87 Charleston Road, Bendigo

Name of heritage registered place or object Victorian Heritage Register Number:

H2433

This Heritage Impact Statement forms part of a permit application for:

Approval of a masterplan for the development of the land at 87 Charleston Rd, Bendigo.

Pre-application meeting number:

Not applicable.

Address and location description:

A description of the subject site and the surrounding area is provided overleaf

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Prepared for:

Clancy Blue Pty Ltd

Date of HIS:

24/02/2025

2. Significance of the place or object

Prior to considering the significance of the heritage place, an overview of the subject site and the surrounding area is provided as follows:

2.1. The subject site

The subject site is located on the north western corner of Charleston Road and Lansell Street, in Bendigo. It is a commercial / industrial property.

The site is irregular in shape and has a frontage of approximately 125m to Charleston Road (to the east), a frontage of approximately 67m to Lansell Street (to the south) and an overall area of approximately 10191 square metres. The site has a gentle fall to the south west.

It contains a series of buildings including a historic flour mill building, stables, and more recent commercial and industrial buildings. The site is otherwise concreted.

The historic flour mill building is located to the west of the site, built to the site's west boundary (the interface with Vic Track land). The building is constructed of face brick and is five storeys in height (it comprises four storeys with a fifth storey contained within the steeply pitched roof).

The mill building is sited approximately 80m from the northern boundary of the subject site, 40m from the southern boundary of the subject site, 55m from Charleston Road 45m from Lansell Street.

To the south of the mill building is a large galvanised iron shed which is sited at the south west of the property. To the east of the shed is a weigh bridge. Four water tanks are located to the south and west of the shed.

To the east of the site, sited close to the Charleston Road frontage, is a single storey brick office building with a flat roof.

To the north of the centre of the site is a single storey weatherboard stables building with a brick addition to its north.

To the north of the site is a truck wash and to the north west of the site is a large single storey galvanised iron warehouse building.

High chain mesh fencing presents to both frontages of the site.

A wide concrete driveway is located at the centre of the Lansell Street frontage and a slip road provides access to the site via Charleston Road.

2.2. The surrounding area

To the west of the site is Vic Track land, which is accessed via a driveway at the western end of the Lansell Street frontage. This land comprises a long driveway which extends in a northerly direction, parallel to the site's west boundary.

To the west of this is a railway line. Residential land is located to the west side of the railway line.

Adjoining the subject site to the north is the Victoria Carpets factory. The buildings have a significant built form and have a gravelled car parking area at the Charleston Road frontage.

Opposite the site to the south is a Mitre Ten (hardware store) building and car park.

Opposite the site to the east is the Bendigo Tafe. The tafe buildings are sited to the north east of the property, with car parking areas to their north and south and a large grassed area containing native vegetation located opposite the subject site.

(Refer Figures 1 – 5 and Photographs 1 - 35)

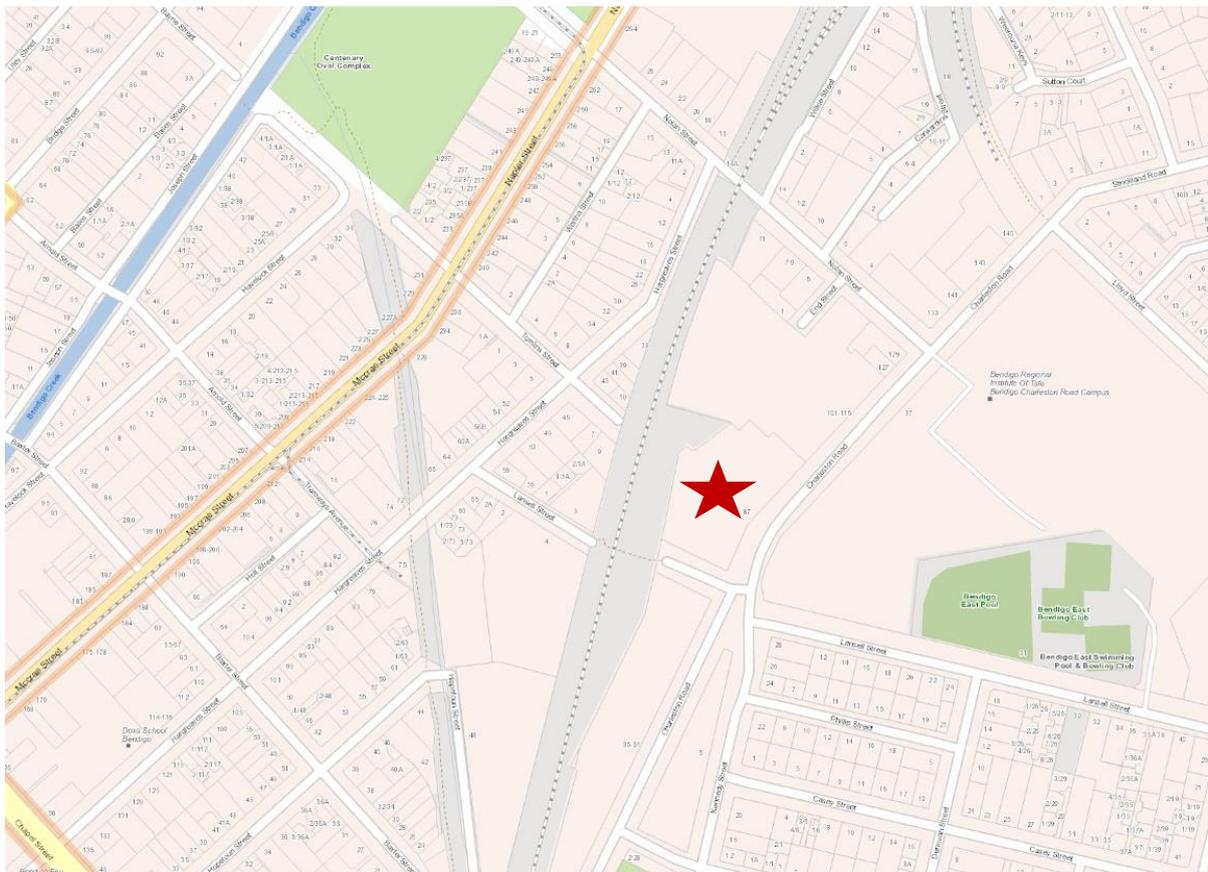


FIGURE 1 – Location Map

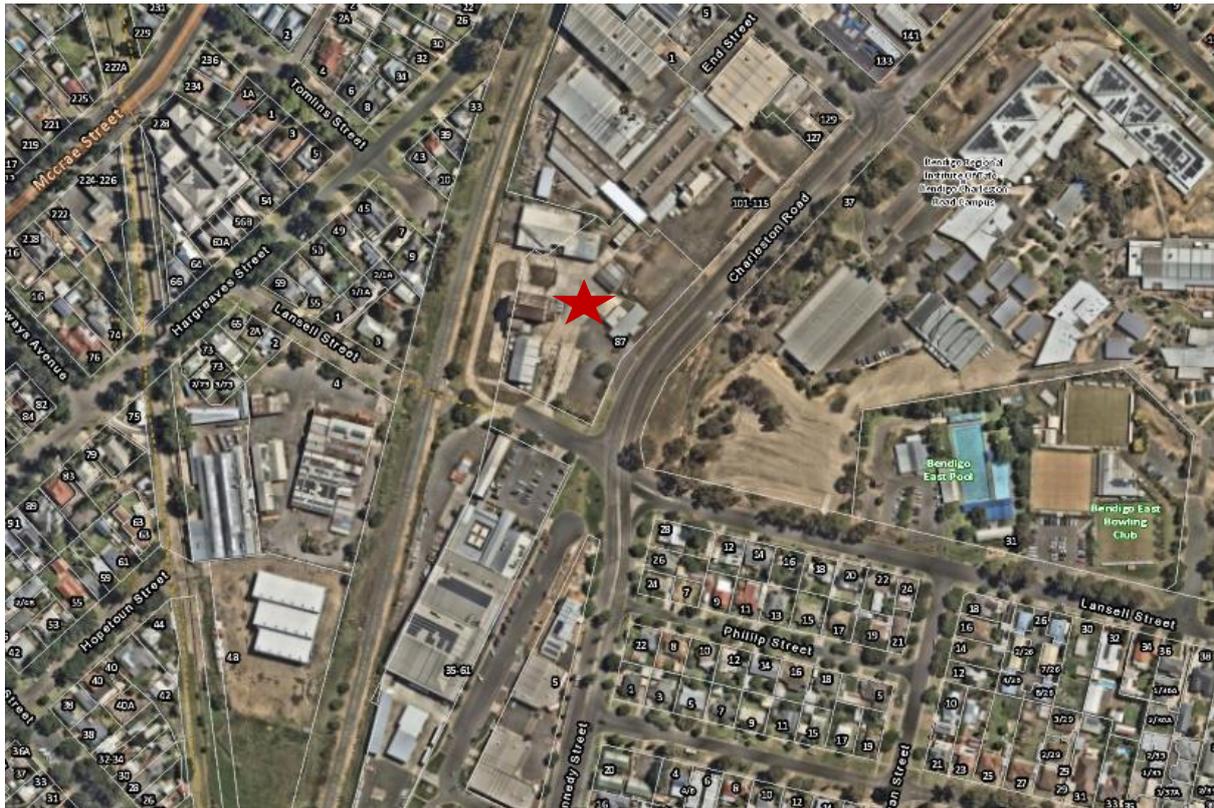


FIGURE 2 – Aerial Photograph A

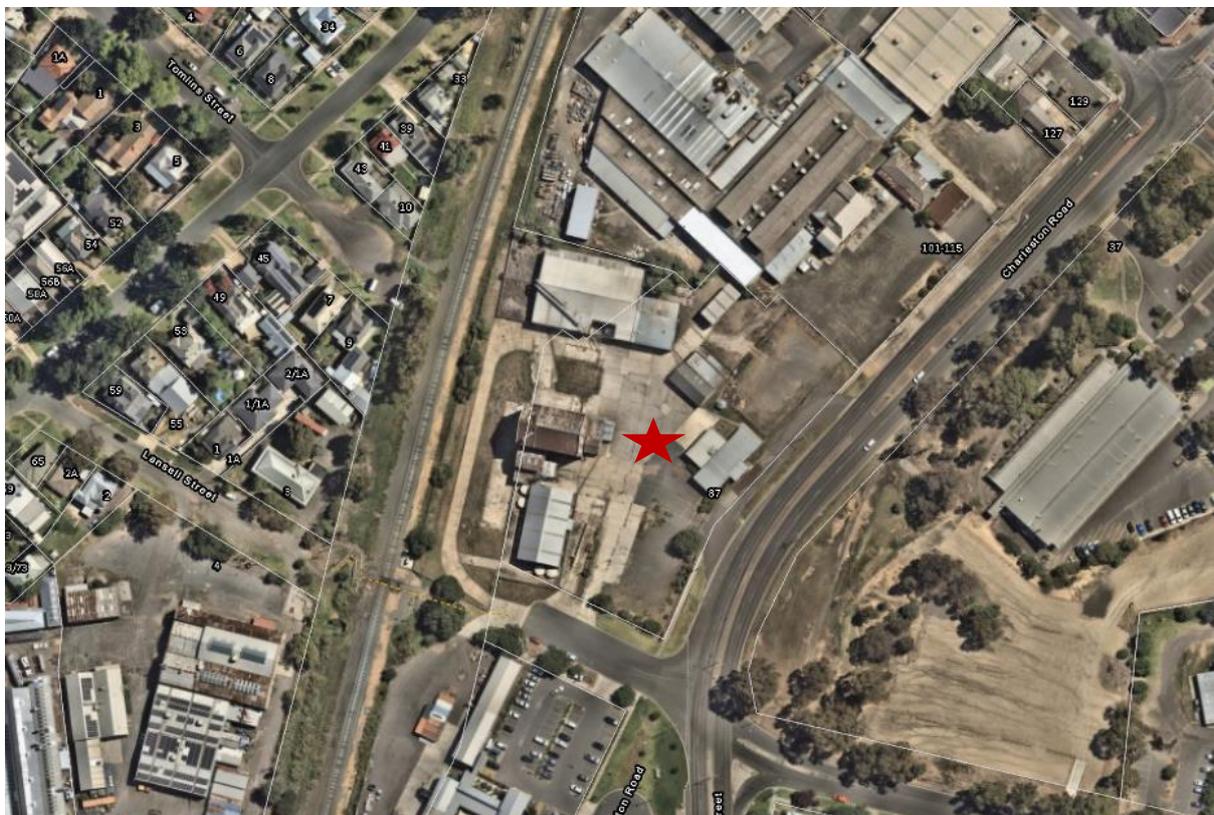


FIGURE 3 – Aerial Photograph B



FIGURE 4 – Aerial Photograph C

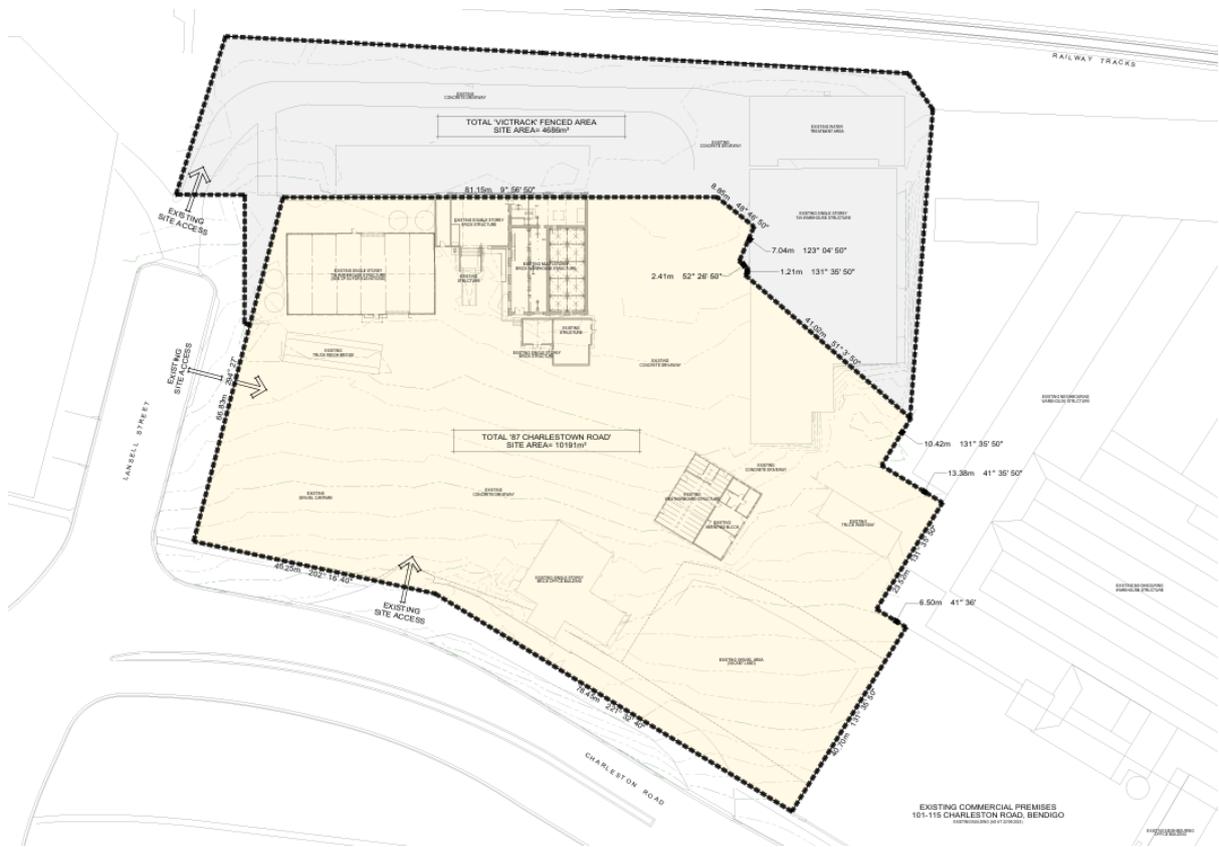


FIGURE 5 – Existing Conditions Plan



Photograph 1 – Charleston Road Frontage of the subject site



Photographs 2 & 3 – North west view towards the subject site (photo 2) and west view along Lansell Street (photo 3)



Photographs 4 & 5 – North views into the site from the south of the site



Photographs 6 & 7 – West views towards the mill building and shed to its south, taken from the southern side of the Charleston Road frontage



Photographs 8 & 9 – Office building at the centre of the Charleston Road frontage



Photographs 10 & 11 – Service road at the Charleston Road frontage



Photographs 12 & 13 – Northern end of the site frontage and adjacent carpet factory to the north



Photographs 14 & 15 – Opposite TAFE premises to the east



Photographs 16 & 17 – South view along Charleston Road towards the intersection of Lansell Street and Charleston Road (photo 16) and opposite Mitre 10 buildings to the south





Photographs 18 & 19 – North west views towards the mill building and adjacent shed



Photographs 20 & 21 – West views towards the mill building and adjacent car park to its north



Photographs 22 & 23 – Warehouse building at the north of the site



Photographs 24 & 25 – Truck wash bay at the north of the site



Photographs 26 & 27 – Stables building at the north of the centre of the site (photo 26) and east view towards the rear of the office building at the Charleston Road frontage (photo 27)



Photographs 28 & 29 – Internal views of the stables building



Photographs 30 & 31 – North elevation of the mill building and adjoining Vic Track land to the west



Photographs 32 & 33 – East view towards the stables and office buildings (photo 32) and south east view towards the mill building (photo 33)



Photographs 34 & 35 – Entry to the Vic Track land (photo 34) and north view towards the mill building and shed



2.3. The cultural heritage significance of the place or object

The following information is outlined in the Victorian Heritage Database Report for the subject site and the adjoining land to the north:

Statement of Significance

What is significant?

The Tomlins Simmie and Co Flour Mill, a five-storey red brick flour mill designed by John Beebe and constructed by George Davey in 1912 with objects integral, an adjoining gas suction room and engine room (c.1929), and a timber stables and lorry shed (1912). The mill building retains significant early features including grain elevators, chutes, hoppers, flywheels, rotating shafts, fireproof doors, internal timber-clad silos, roller mills and an electric motor.

How is it significant?

The Tomlins Simmie and Co Flour Mill is of historical and architectural significance to the State of Victoria. It satisfies the following criterion for inclusion in the Victorian Heritage Register:

Criterion A

Importance to the course, or pattern, of Victoria's cultural history.

Criterion D

Importance in demonstrating the principal characteristics of a class of cultural places and objects

Why is it significant?

The Tomlins Simmie and Co Flour Mill is historically significant for its association with the flour milling industry in Victoria. From the 1830s until the mid-twentieth century, flour milling played a vital role in the health and economy of towns across Victoria. By the 1950s, Victoria was a major international exporter of flour to nations including South Africa, India, and China. Through the retention of key fixtures and machinery, the Tomlins Simmie and Co Flour Mill clearly demonstrates the processes of storing, cleaning, and milling grain. It allows the wheat milling process of the early twentieth century to be better understood than other comparable places in Victoria. It has the additional distinction of being the first electric powered flour mill in Victoria. [Criterion A]

The Tomlins Simmie and Co Flour Mill is architecturally significant as a fine and highly intact example of a twentieth-century flour mill, built in an advantageous setting on the Bendigo-Swan Hill/Echuca railway line. The flour mill building (constructed in 1912) exhibits one of the most intact mill interiors in Victoria, having retained a wide array of fixtures and objects integral including grain elevators, chutes, hoppers, flywheels, rotating shafts, fireproof doors, internal timber-clad silos, early roller mills and electric motor.

The internal layout of the flour mill also reflects the early milling process, with the storage silos concealed behind the windowless portions of the building; grain distribution and cleaning undertaken in the department adjacent to the railway; and the flour milling undertaken in the southern section of the building. Later additions, including the gas suction room and engine room (built c.1929) demonstrate the expanding capabilities of the mill during the early twentieth century. [Criterion D

2.4. Existing condition of the place or object

A description of the heritage mill and surrounding environs is provided in section 2.2. above.

The heritage mill building is in good condition but is derelict internally.

The weatherboard stables building is in a very run down condition.

The gas suction and engine room appears to be in reasonable condition.

2.5. Current use of the place or object

The mill building has been abandoned for some time and is not in use.

All buildings on the site have been abandoned for some time and are not in use.

The site is derelict. No land uses are occurring or have occurred for some time.

2.6. Constraints and opportunities resulting from the significance of the place or object

The subject site is a corner lot which has two frontages. It also has a slip road at the Charleston Road frontage.

This allows new buildings at the south of the site to be accessed via Lansell Street and the remainder of the site to be accessed via Charleston Road. As such, the availability of multiple access points allows vehicle movements to be diverted to different parts of the site.

It is important that the vehicle access from Lansell Street allows for the continuation of access through to the centre of the site, should this ever be required.

As the mill building is redundant in use but relatively well preserved in terms of its external appearance, an opportunity exists to create sympathetic contemporary commercial buildings in the foreground, which reference the materiality and physical composition of the mill building in the background.

It is important that the built form of the buildings in the foreground are reduced in height, in order to preserve views towards the Mill building.

There is also an opportunity to create new buildings in the location of previous buildings that existed at the south east of the site, adjacent to the intersection.

Given the face brick composition of the mill building, the use of brick in the façade of any new buildings is considered to be imperative, in order to create a visual connection between the new built forms and the significant heritage fabric to the rear.

It is important that the architectural detailing on the mill is echoed in the new buildings, whilst taking care to avoid replication or mimicking in the design.

Despite the current robust environs and previous industrial history of the site, it was considered appropriate to create a landscaped interface to the street frontages, in order to soften the appearance of the new built form.

The creation of further landscaping throughout the site is also considered to be a vital part of any design response, given the significant size of the site and the need to soften built forms and hard paved areas.

An important consideration is that the design must ensure that blank facades are avoided along all elevations, to ensure that the buildings in the foreground of the mill building are appropriately articulated.

Whilst opportunities exist to create lower scale buildings at the street frontages, it is preferable that a built form gap exists in the centre of the Charleston Road frontage, to allow views towards the mill building.

In the process of working through the development options for the various parts of the site, it has become clear that a macro level planning process must be undertaken prior to the approval of the various development components, to ensure that appropriate layouts, access arrangements, building massing and consistent design outcomes are achieved.

This document demonstrates that the constraint posed by the site being owned by different parties is being overcome and that the site will be developed in a wholistic manner.

3. The Proposed Works

3.1. Background

- The proposal is for the approval of a master plan for the subject site.
- There are currently two applications before Heritage Victoria.

One is for the development of the southern portion of the site for two restricted retail buildings and associated car parking.

The other is for the internal subdivision of the site and the removal of the modern additions to the gas suction room, the modern substation, the stables and its additions, the northern warehouse and its additions.

The master plan is submitted to Heritage Victoria in order to demonstrate that the site is being developed in a cohesive and collaborative manner.

3.2. Internal Subdivision Considerations

- The site will be divided into three lots as shown on the subdivision plan.
 - The southern lot (lot 1) will be 2814 sq.m and will contain two new commercial buildings, car parking and an existing shed.
 - The central lot (lot 2) will be 2816 sq.m and will contain the mill building and associated curtilage land.
 - The northern lot (lot 3) will be 4561 sq.m and will contain three new commercial buildings and car parking.
- The master plan also shows an internal boundary realignment between lots 1 and 2, where the north western side of lot 1 adopts an indented configuration to allow a car parking area at the south eastern side of the mill to be achieved.

3.3. The southern development (lot 1)

- The southern side of the site comprises two single storey commercial buildings which will be used as restricted retail premises. The buildings are 671.91 and 567.19 sq.m in size. The existing shed is retained at the south west of the site.
- The restricted retail buildings have frontages to Charleston Road, with extensive glazing along this frontage.
- The existing shed is retained at the west of the site. It is used for storage and administration.

- The restricted retail buildings have frontages to Charleston Road, with extensive glazing along this frontage.
- To the west of the proposed buildings is a vehicle accessway off Lansell Street and a car parking area.
- Additional car parking is provided along the Lansell Street frontage and at the west of the shed.

3.4. Centre of the site and retained mill building (lot 2)

- At the centre of the site is the mill building. It will be retained and it will not be altered or modified in any way.
- The owner of the mill building has confirmed that they have no plans to erect any buildings on the central part of the site (lot 2) at any time.
- The mill building is accessed via the slip road at the centre of the Charleston Road frontage. It leads to a car parking area at the south east of the mill.

3.5. The northern development (lot 3)

- The northern side of the site comprises the three single storey commercial buildings which will be used as restricted retail premises. The buildings are 586, 839 and 1158 sq.m in size.
- The stables building will be demolished.
- The commercial buildings have frontages to Charleston Road, with extensive glazing along this frontage.
- To the west of the proposed buildings is a vehicle accessway off Charleston Road and a car parking area.

3.6. Overall considerations

- The master plan demonstrates appropriate access to all parts of the site.
- Elevations have been prepared for all of the proposed buildings.
- All buildings are designed to complement the heritage fabric of the site, via the use of face brick, architectural references to the mill and a low single storey form, with flat roof forms that minimise the height of the buildings and allow views to the mill.

(Refer Figures 6 - 19)



FIGURE 6 – Master Plan

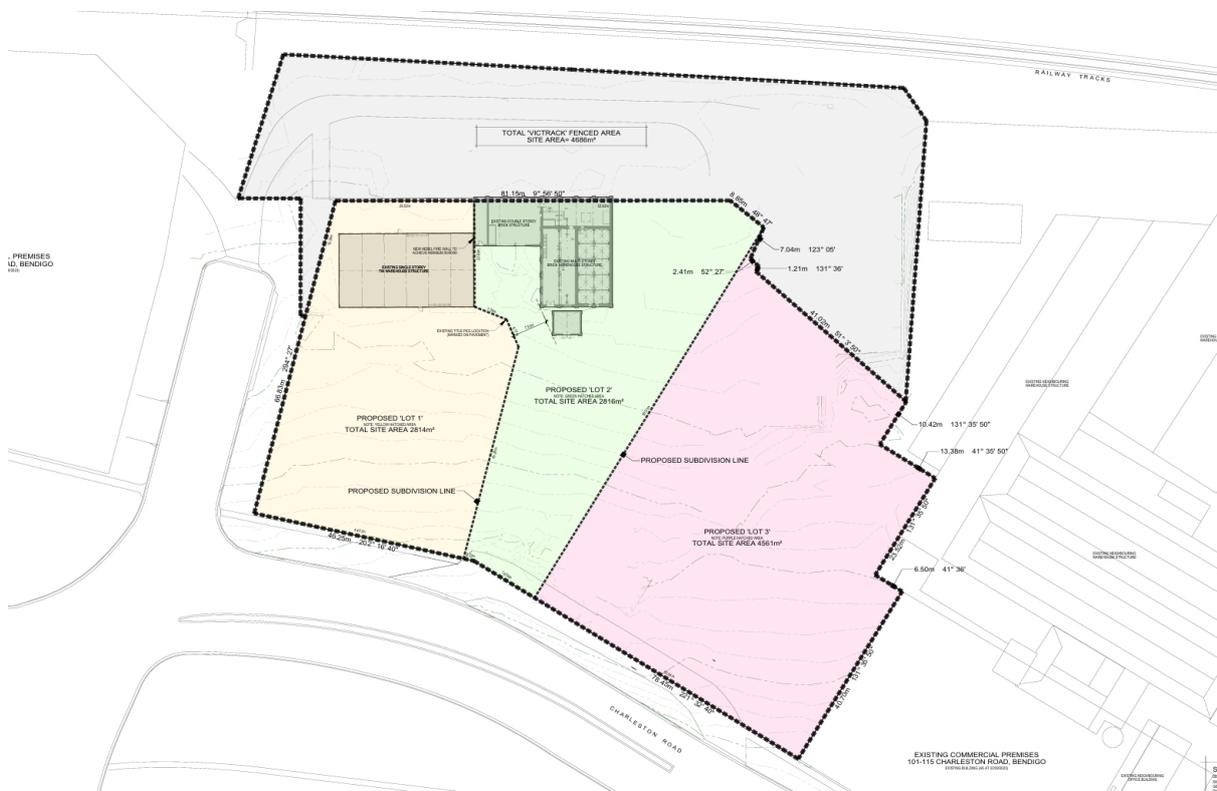


FIGURE 7 – Subdivision Plan

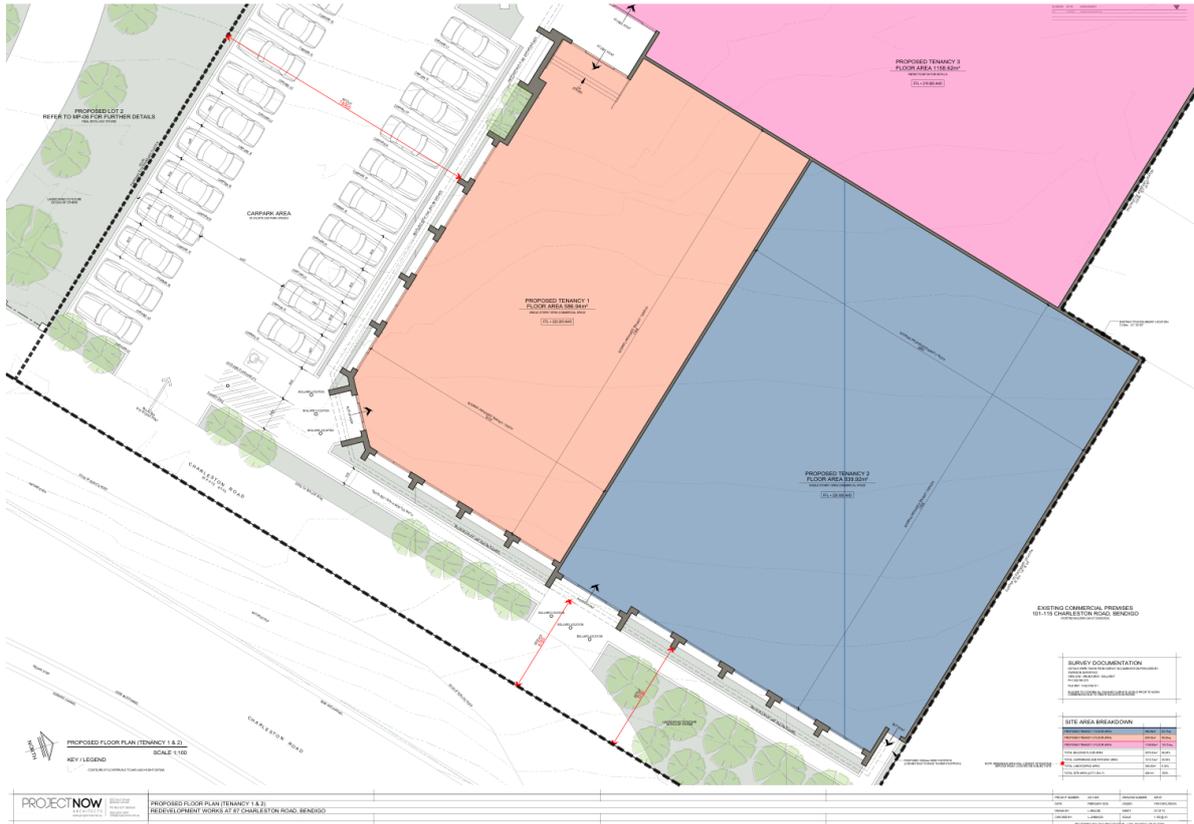


FIGURE 8 – Enlargement of the master plan showing the south and centre of the site



FIGURE 9 – Enlargement of the master plan showing the north and centre of the site





FIGURES 10 & 11 – Enlargement of the master plan showing the north of the site



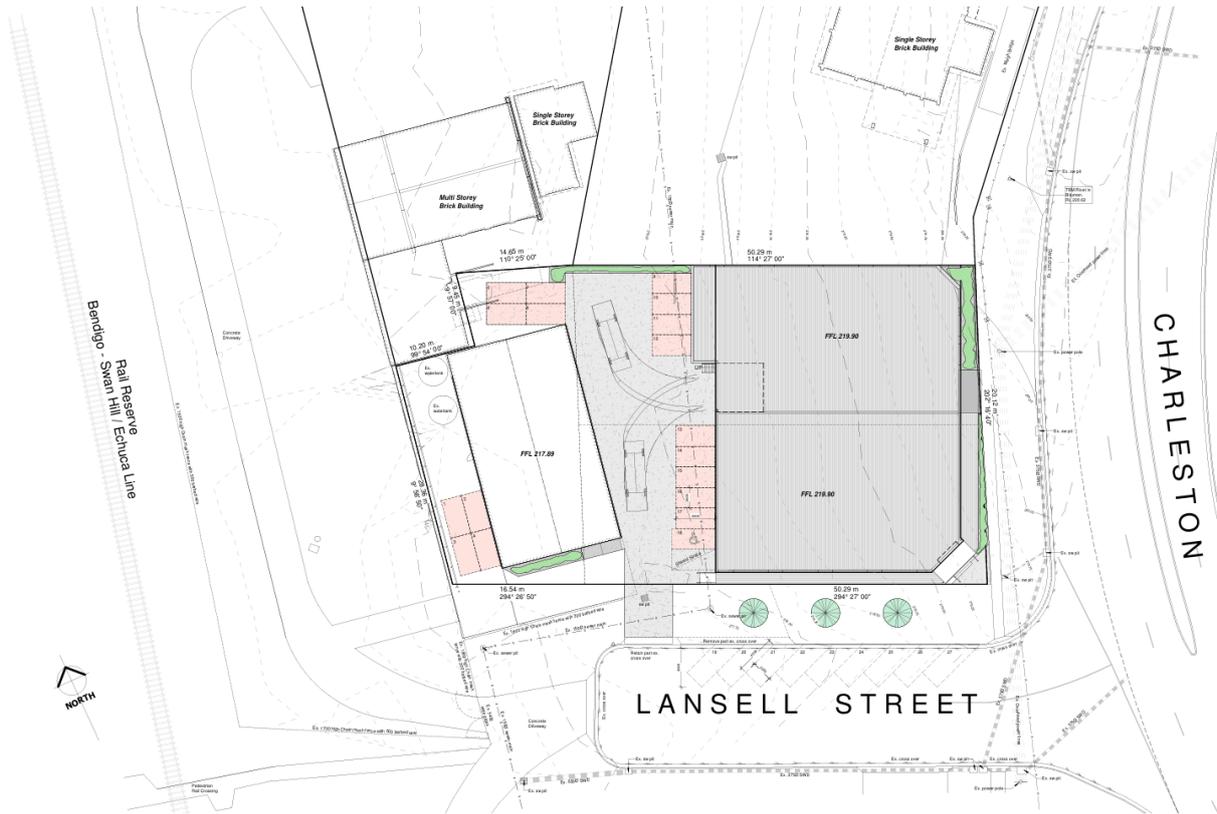


FIGURE 12 – Design response plan for the development at the south of the site



FIGURE 13 – Site plan for the development at the south of the site



FIGURES 14 – 16 – 3D Perspectives of the northern buildings





FIGURES 17 – 19 – 3D Perspectives of the southern buildings



4. Options considered

The owners of the subject site have undertaken consultation with both Council and Heritage Victoria.

Previous discussions with Heritage Victoria have related to the preliminary plans for the development of the southern property, a boundary realignment between the central and southern allotments and the demolition of various buildings.

The development of the southern property is currently being considered by Heritage Victoria as a separate application. Detailed plans have been prepared for this development.

It features face brick, horizontal lintel features which echo the design detail of the mill building, a landscaped setback to Lansell Street and a splayed north eastern corner.

The plans for this development have incorporated the design requirements of Heritage Victoria and the suggestions of Peter Andrew Barrett – Architectural Conservation Consultant. It's accompanying Heritage Impact Statement outlines how the development has responded positively to the advice provided by Heritage Victoria and Peter Barrett.

Whilst significant progress is being made on the southern development (with Council and Heritage Victoria), Heritage Victoria have requested that a master plan for the site be developed, in order to undertake a more wholistic assessment of the development of the site, as distinct to assessing the southern component of the development in isolation.

This is because limited information has been presented to Heritage Victoria (until now) to demonstrate that the site is being developed in a cohesive manner.

It is acknowledged that the information gaps relating to the development of the northern part of the site were a significant impediment to the master planning process.

It should be noted that the owner had initially intended to develop the northern allotments as individual sites, however this option was abandoned in favour of a consolidated approach to the development of the northern section of the site.

The master plan now shows that the northern property will be developed in a cohesive manner that compliments the southern development. The design now shows the buildings being sited at the north of the site, accessed via a driveway to their south.

Whilst this approach has incorporated the removal of the historic stables building, this has allowed the new buildings to adopt their own identity and create an open car parking area which allows views to the mill building.

The consolidated approach to the development of the site would not be possible if the northern portion of the site was developed as smaller tiles. The previous and current plans are shown overleaf.



FIGURE 20 – Previous subdivision layout, with smaller lots 3 and 4 at the north of the site



FIGURE 21 – Current master plan which includes a consolidated development at the north of the site



Also in relation to options previously considered, it is important to note that the previous boundary alignment between lots 1 and 2 created issues in accessing the parts of the mill building at the south east of the building.

To address this issue, the internal boundaries of lots 1 and 2 have been realigned, with lot 1 adopting an indent (decrease in land area) at the north west of the allotment and an increased width (by 3.8m) on its north-south access to compensate for the loss of land.

Whilst the increased width of the buildings along Charleston Road is appreciated, this is offset by the large built form gap in the centre of the site and the splayed corner of the northern building (in the southern development). The previous and current boundary alignments are shown below for comparison.



FIGURE 22 – Comparison of previous and current boundary alignments between lots 1 & 2



5. Information to support an assessment against sections 101(2) and 101(3) of the Heritage Act 2017

Impact of the proposal on the cultural heritage significance of the place or object

What will be the effect on the cultural heritage significance of the registered place or object if the proposal were to be approved [s101(2)(a)]? List the impacts, positive and/or negative of the various aspects of the proposal on the cultural heritage significance of the place or object as set out above.

If the proposal will result in negative impacts, outline the options that were considered, why more sympathetic options were not feasible, justification for the impacts, and mitigation measures proposed. Where adverse impacts cannot be avoided, set out the recommended mitigation, safeguards or other management measures necessary to retain the values of the place as much as possible. If there are detrimental impacts on the cultural heritage significance of the place or object, provide reasons why the proposal should be permitted.

As the primary significant building on the site is retained, the main considerations relating to the cultural heritage significance of the registered place relate to:

- The demolition of the stables;
- The siting of buildings in the foreground of the mill building;
- Maintaining views towards the mill building;
- Ensuring that the design detailing of new buildings is appropriately sensitive to the mill building;
- Ensuring that the various buildings at different parts of the site maintain a cohesive design approach; and
- Creating a wholistic approach to the overall development of the site.

These considerations are explored individually below.

- **The demolition of the stables**

In a letter from Heritage Victoria from the 29th of September 2024, the following commentary on this issue was put forward:

The primary issue is that considering the demolition of the Stables at this stage may be premature, as it could lead to development on Proposed Allotment 3 that could negatively impact the heritage values of the site and the setting of the Mill building.

Any proposed demolition of the Stables could only be considered if demonstrated to be essential to achieving a good adaptive re-use outcome for the heritage place as a whole.

There are concerns that there is not sufficient information received to consider demolition of the Stables at this stage.

Additionally, the development potential of Proposed Allotment 3 without the Stables, as well as the challenges of selling the lot with the Stables still standing, are outside the considerations of the permit as assessed in the Heritage Act 2017.

As a separate matter, it is confirmed that there is comfort with proposed demolition of the amenities block attached to the Stables.

At the time when this letter was written, no information was put forward regarding the development of the northern part of the site, which at that time was the two allotments (lots 3 and 4) as shown on page 26.

The current master plan shows that the area where the stables are located will become an open car parking area, with consolidated buildings located to the north of this area.

This provides an adaptive re-use of the site, in a manner where the new single storey brick commercial buildings reference the materiality and architectural form of the primary heritage building on the site.

Critically, there is a large built form gap in the centre of the site, which is achieved by the absence of buildings in the central title (lot 2) and the siting of the car parking area at the south of the northern title (lot 3).

This arrangement creates an appropriate setting around the retained mill building and provides a functional layout for the new commercial buildings on the site.

The removal of the stables achieves a consistent architectural form, where the brick materiality is consistent throughout the site.

It was considered that the siting, form and materiality of the stables building would be detrimental to both the layout and the architectural integrity of the new development and would have a retrograde impact on the overall outcome.

It should be noted that significant consideration was given to the retention of the stables, but it was ultimately decided that there was no feasible option for the stables to remain without having a negative impact on the development layout and aesthetic.

As such, the removal of the stables is considered to be an appropriate outcome, given that it creates an appropriate layout and design, in the adaptive re-use of the site.

- **The siting of buildings in the foreground of the mill building**
- **Maintaining views towards the mill building**

The siting of the new buildings is submitted to be appropriate for the reasons outlined on page 35. It should also be noted that the presentation of the buildings is softened by the creation of landscaping at the site frontages.

The development has a significantly lower height than the heritage mill building and the new buildings are single storey buildings with flat roofs.

Whilst pitched roofs were considered, it was decided that this approach would detract from increase the height and massing, which would block views towards the mill building.

The low single storey form with flat roofs was considered to be the most appropriate design outcome for the subject site as it maximises the visibility of the mill building.

Importantly, the large gap in the centre of the Charleston Road frontage allows unimpeded views towards the mill building from the public realm.

- **Ensuring that the design detailing of new buildings is appropriately sensitive to the mill building**

Significant effort has been made to ensure that the new buildings are aesthetically compatible with the mill building.

Southern Development (Lot 1)

In the southern development, the façade incorporates the use of face brick with vertical expression and horizontal render banding.

These details echo the materiality and architectural detailing of the mill building.

This design approach achieves an appropriately sympathetic architectural outcome, whilst avoiding the mimicking of the adjacent heritage forms.

Importantly, the northern elevation is well articulated to avoid a blank façade, as the adjoining land to the north (lot 2) will not be developed and this wall will be exposed.

The north eastern corner of the building is splayed to open up views towards the mill building.

Northern Development (Lot 3)

In the northern development, the development incorporates a greater extent of face brick (compared to the southern development).

The design features vertical expression and horizontal render banding which echoes the materiality and architectural detailing of the mill building.

The splayed corner ties in with the southern development and opens up views towards the mill building.

At the internal entry, a protruding parapet element breaks up the horizontal massing of the building and creates a central feature. Around the entry, commemorative artwork and sculptures will showcase historical images and text regarding the previous life of the site.

The northern elevation is well articulated to avoid a blank façade, to create an appropriate presentation at the interface with the car park of the carpet factory.

Central Lot (Lot 2)

The absence of new buildings in the centre of the site ensures that views to the mill building are retained and that the overall effect of the development does not overwhelm the presence of the retained mill building.

The creation of landscaping on the central lot will soften the effect of the existing and proposed buildings on the site. It will create an attractive presentation when viewed from the street and also when viewed from within the site.

- **Ensuring that the various buildings at different parts of the site maintain a cohesive design approach**

The combination of the two separate developments at the north and south of the site and the built form gap in the centre of the site achieves a cohesive design approach.

Whilst the northern and southern developments have different design philosophies, they are similar without being symmetrical and include a number of common design threads, such as the single storey flat roofed designs, the use of brick and the incorporation of architectural references to the mill building.

- **Creating a wholistic approach to the overall development of the site**

The master plan demonstrates that all buildings on site will complement the mill building as well as the other contemporary buildings on the site. It also shows that:

- Appropriate access and car parking is provided.
- The interface with the adjoining lane is considered.
- Generous landscaping is provided throughout the site and in the site frontages.
- An extensive curtilage area is provided around the mill building with respect to:
 - The appropriate location of internal subdivision boundaries;
 - The absence of built form within the central title, to the south west of the mill; and
 - The generous setbacks of the new buildings from the mill building.

Overall, the master plan creates a sympathetic and cohesive design that will achieve a tasteful and respectful approach to the rejuvenation of the site.

Provide reasons why the proposed works should be supported. Reasons must address the matters which the Executive Director is to consider under s101(2) including:

What will be the effect on the reasonable or economic use of the registered place or object if the proposal were to be refused [s101(2)(b)]? Refer to Heritage Victoria's policy *Reasonable or economic use: Relevant matters for the consideration of section 101(2)(b) of the Heritage Act 2017* when providing reasons for support of the proposal.

If the applicant is a public authority what will be the effect on the ability of the public authority to perform a statutory duty specified in the application if the proposal were to be refused [s101(2)(d)].

What other matters relating to the protection and conservation of the registered place or object may be relevant [s101(2)(f)]?

The master plan has a direct link to the future use of the mill building, as well as the construction of all buildings shown as being constructed on the site. The approval of the master plan is necessary, as the macro level planning process needs to be resolved prior to the approval of the approval of all buildings and the internal boundary realignment.

The vibrancy that the development brings to the surrounding area, both in terms of economic development and physical rejuvenation, is of benefit to the surrounding area.

As the approval of the master plan will lead to certainty in the other applications (buildings and boundary realignment), it is important that a facilitative and timely approach is taken.

Reasons may address the matters which the Executive Director may consider under s101(3) including:

Impacts on adjacent or neighbouring heritage places, or any other relevant matter. This should include assessment of the application against local government heritage policy.

The relevant local government heritage policy is found at Clause 15.03-1L – *Post Contact Heritage Conservation – Greater Bendigo* of the Greater Bendigo Planning Scheme.

The relevant sections of this clause state:

Policy application

This policy applies to all applications for development in the Heritage Overlay.

General strategies

Ensure integration of new development by encouraging design that respects the heritage place through its setting, location, bulk, form, materials and appearance.

General policy guidelines

Consider as relevant:

- *Heritage Design Guidelines (City of Greater Bendigo, September 2020) and any statements of significance.*

Car parking strategies

Support car parking, car accommodation and associated accessways that do not dominate or affect the significance of a heritage place.

Infill development and new building strategies

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

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.

Ensure that infill buildings in a heritage place or precinct do not detract from the significance or views to adjoining heritage places from the public realm.

Support new development within a heritage precinct that is contemporary in appearance and that does not mimic historic styles or details.

The relevant sections of the Greater Bendigo Heritage Guidelines are shown below:

Infill Development

Objectives

- *To encourage new buildings that do not adversely affect the significance, character or appearance of the heritage precinct and are visually recessive.*
- *To ensure that the design of new buildings responds to the context of the heritage precinct and nearby contributory buildings including scale, height, mass, form, siting, setbacks and materials.*
- *To encourage new development within a heritage precinct that is contemporary in appearance and does not copy historic styles or details.*

Design advice

- *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.*
- *Views of the principal façade(s) of an adjacent heritage place should not be obscured by new development.*
- *Design should be good quality design that uses the main features of the heritage precinct as a reference point; design that closely imitates, replicates or mimics historic styles is discouraged because it distorts an understanding of the significance of a heritage precinct.*
- *A range of design options from conservative to contemporary to modern is appropriate.*
- *Conservative design may include new buildings which have similar forms, proportions and materials to historic buildings, but they should be simplified and should not include decorative elements such as cast iron lacework, multi-pane windows or patterned brickwork.*

The proposal responds appropriately to the objectives above and on the previous page, noting that:

- The vehicle accessways have a recessive presentation to the street.
- The infill buildings are responsive to the context of the nearby heritage building in terms of their scale, height, form, siting setbacks and materials.
- Views towards the mill building from the public realm are retained.

- The developments are contemporary in appearance and use the main features of the mill building as a reference point without copying historic styles.
- The buildings use similar materials and proportions as the mill building, whilst maintaining a simplistic contemporary form.
- The differences in the proposed built form styles creates an appropriate transition between the more industrial forms to the north and the more commercial forms to the south.

The use of predominantly brick and some render in the northern buildings and the use of more contemporary materials in the southern buildings responds well to this context.

Setback (front and side)

- *Front setbacks should be consistent the adjoining contributory elements e .g . verandahs should be set back to match adjoining verandahs and facades should be set back to match adjoining front walls.*
- *Where there are different adjoining setbacks, the greater setback will apply.*
- *Where the site does not adjoin a contributory building or adjoins an atypical setback, adopt the setback common for contributory buildings in the streetscape*
- *Adopt the side setbacks which are common thin the heritage precinct*

The aerial photographs on pages 6 & 7 demonstrate that the Mitre Ten building to the south and the single storey commercial building to the north east are sited against or close to their property frontages.

The developments will integrate appropriately within this context, as well as the generally robust industrial and commercial environs that surround the site.

As the northern interface is with an open car parking area and a building with a larger front setback, the northern buildings adopt a larger front setback which creates a transition in front setbacks across the site.

The varying positions of the buildings on the site, combined with the large central gap, creates an appropriate response to the variety of setbacks in the area and the positioning of nearby buildings to the north and south of the site.

This ensures that the overall massing of the development and the presentation to the street is appropriate.

Importantly, a landscaped interface to both streets is achieved.

Rhythm, orientation to the street

- *New development integrates well into the existing character of the streetscape when it adopts the established spacing between buildings and respects the layout pattern in the heritage precinct.*

The development will integrate with the massing of the surrounding buildings, noting that several of the surrounding properties comprise long horizontal forms.

The buildings are appropriate in size when compared to some of the larger commercial buildings in the area and a large built form break is achieved between the new buildings.

Form and massing

- *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.*
- *Roofs should respond to any predominant roof form characteristic of the streetscape including regard for pitch of roofs, ridge height, eaves level and any other predominant detailing in the streetscape*

The developments have flat roofs in order to reduce their height and volume, so that they do not dominate the heritage mill building on the site. It is also important to note that most buildings in the area have flat roofs and the development will integrate well with this context, whilst maintaining visibility of the mill building.

Height and scale

- *Encourage similar façade heights (roofs and eaves) to the adjoining contributory elements in the street. Where there are differing façade heights, the design should adopt the average height.*
- *Where an infill site contains significant or contributory heritage buildings to be retained, the new development should respect the scale and setting of these heritage buildings whilst also responding to the prevailing building scale of the heritage precinct.*
- *On corner sites and open situations, the overall new building height should not dominate adjoining Contributory buildings when viewed from the footpath directly opposite in both streets or from the open situation e.g. adjoining parks*
- *Where an infill site contains significant or contributory heritage buildings to be retained, the new development should respect the scale and setting of these heritage buildings whilst also responding to the prevailing building scale of the heritage precinct.*

The developments have a significantly lower height than the heritage mill building.

The new buildings will integrate with the surrounding built forms, which are generally single storey (apart from the mill building).

The overall height of the buildings have been reduced via the flat roof forms, with the central parapet detailing protruding above the height of the buildings to reduce their horizontal massing, but without adding significant additional height or obscuring views to the mill building.

Materials and finishes

- *Materials, textures, colour schemes and finishes should complement and respect the appearance and character of contributory buildings within the streetscape. A mix of sympathetic materials and colours is often good to lessen the impact of a new building.*
- *The colours, textures and extent of materials used for cladding can add an element of continuity between buildings.*

The use of face brick on both developments echoes the materials of the mill building and creates a strong visual connection.

The materials palate is contemporary but sympathetic, with the development making a positive urban design statement, whilst creating an architectural reference to the mill building.

Window and door openings

- *Window and door openings of new developments should complement the size, proportions, and locations of windows and door openings in the significant buildings in the heritage precinct.*

In both developments, the window and door openings are reduced to avoid the large expanses of glazing typically found within a commercial setting and are complementary to the proportions of those found on the mill building.

Architectural detailing

- *The use of simple shapes of similar scale, proportions and materials is appropriate, however, the use of traditional details should not confuse an understanding of the historic fabric or significance of the heritage place; new buildings should always be distinguishable as new development.*

The horizontal render banding on both developments creates an architectural connection to the lintels above and below the windows in the mill building.

Landscaping

- *Landscaping is encouraged to soften and blend new buildings into a heritage precinct.*

New canopy trees will be planted in the nature strips at the site frontage.

Appropriate landscaping is provided in the front setbacks to all buildings, in the internal driveway areas and in the central allotment.

Designs in diverse streetscapes

- *Where the heritage precinct's characteristics are diverse, with variations in style, form, materials, scale massing and height, the design parameters may be greater than in consistent areas or streetscapes.*

As there is a degree of variation in the streetscape, this allows for greater parameters of design to be considered.

Given the above, the provisions of Clause 15.03-1L – *Post Contact Heritage Conservation – Greater Bendigo* and the City of Greater Bendigo Heritage Guidelines are satisfied.

6. Conclusion

This document demonstrates that the site will be developed in a wholistic and cohesive manner.

The heritage place can accommodate the degree of change proposed, due to the sensitively designed new buildings and the creation of appropriate access, landscaping and built form breaks.

The master planning process will facilitate the adaptive re-use of the site, without detrimentally impacting on the cultural heritage significance of the flour mill building.

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