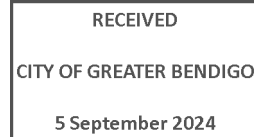
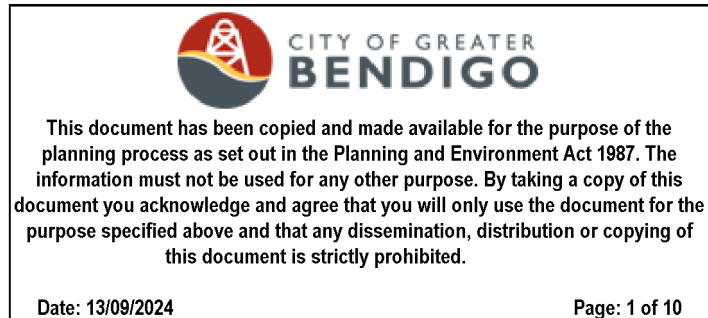


04 September 2024

Shannon Rosewarne
Senior Planner
Greater Bendigo City Council
PO Box 733
BENDIGO VIC 3552



Dear Ms Rosewarne,

**Re: Planning Permit Application No. DC/153/2024
46-50 High Street, Bendigo**

Glossop Town Planning continues to act on behalf of the Roman Catholic Trusts Corporation in relation to the above planning application.

Further to Council's letter dated 30 July 2024 and our subsequent meeting of 13 August 2024 please find enclosed:

- Completed s50 Amendment Request;
- Amended Development Plans (changes clouded) prepared by Bickerton Masters Architects;
- Amended Development Plans (unclouded) prepared by Bickerton Masters Architects;
- Amended Design Report prepared by Bickerton Masters Architects;
- Amended Town Planning Report prepared by Glossop Town Planning; and
- Amended Traffic Engineering Assessment prepared by Traffix Group.

A list of the changes made to the enclosed set of Development Plans is provided at **Appendix A**.

The purpose of providing two sets of the amended Development Plans is to provide Council with a clouded set showing the changes made from those plans previously lodged, with the unclouded set for public notification purposes.

In response to the design matters raised in Council's correspondence, we firstly thank Council for confirming that it considers there are many positive aspects to the proposal and that the height, scale and bulk of the building are generally supported. As discussed with Council the purpose of the enclosed material principally is to make further refinements to the architectural expression of the building having regard to the additional heritage and urban design inputs provided. In that vein, the Development Plans have been amended as described below adopting the same headings as per Council's correspondence.



Façade at corner of High Street and Short Street

a-f) As discussed with Council there have been important changes made to the façade expression to address the comments made with respect to the architectural presentation of the building. Most notably:

- The SP01 curtain panels have been amended from a dark grey to a surfmist colour and are now provided only above Levels 2 and 4, wrapping around the entirety of the façade.
- The predominant GL02 glazing has been amended to a lighter grey tint than previously proposed, whilst the previous use of a dark curtain panel (SP01) to distinguish between levels has been replaced with a surfmist tinted glazing (GL04).
- The precast concrete panels (CN01) have been amended from a standard grey colour to a desert sand colour
- The AL01 building fins has been amended from entirely Gold Pearl Kinetic to a predominantly Talc Satin colour with Gold Pearl Kinetic retained just to the front edge of each fin.

The effect of these changes is to both further break up the glazing massing and introduce further lighter colourings which are more reflective of the traditional/natural material colourings found within the area. This helps ensure the proposal is contextually responsive.



RFI Response arrangement



s50 arrangement




RFI Response arrangement



s50 arrangement

- g) The illuminated cross proposed on the façade facing the intersection of High Street and Short Street has been amended from internally illuminated to backlit as sought.

The cross itself is an important symbol for the building and we continue to assert that it does not represent a sign having regard to the definitions at Clause 73.02. Nevertheless, in addition to amending the lighting of the cross, the size has been further reduced to ensure it appears as a stylised feature in the façade.



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RFI Response arrangement

s50 arrangement

Activation at street level at High Street façade

- a-d) The layout of the public forecourt has been further adjusted to optimise the experience of the public realm by future users. Most notably:
- The delineation between the pedestrian traffic areas and landscaped areas has been adjusted to allow for improved pedestrian flow.
 - Similarly, the positioning of the central landscape island has been adjusted to provide even spacing either side for pedestrian movement.
 - The recess to the services plant entry has been decreased, but remains still behind the adjacent building line, to remove any perceived safety risk.
 - The location of the bicycle parking area has been shifted to allow greater visibility from internally within the building and to ensure it does not impede pedestrian movement. Two bicycle spaces have also been relocated to Level 2 to assist with this outcome.

These adjustments to the forecourt layout will all improve the pedestrian experience and allow for improved flow through, and perceptions of, the forecourt.

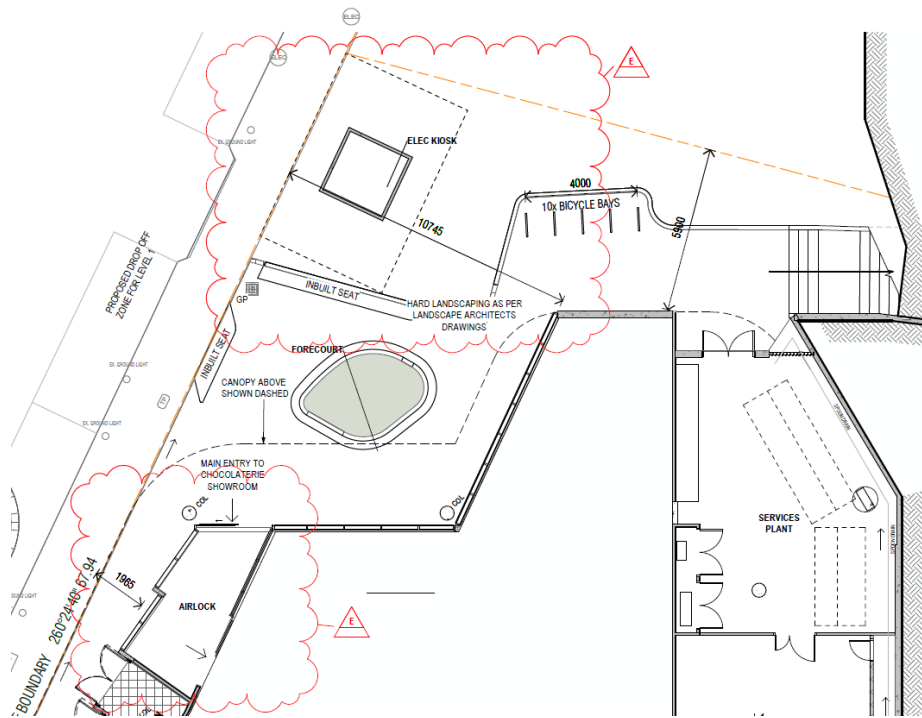


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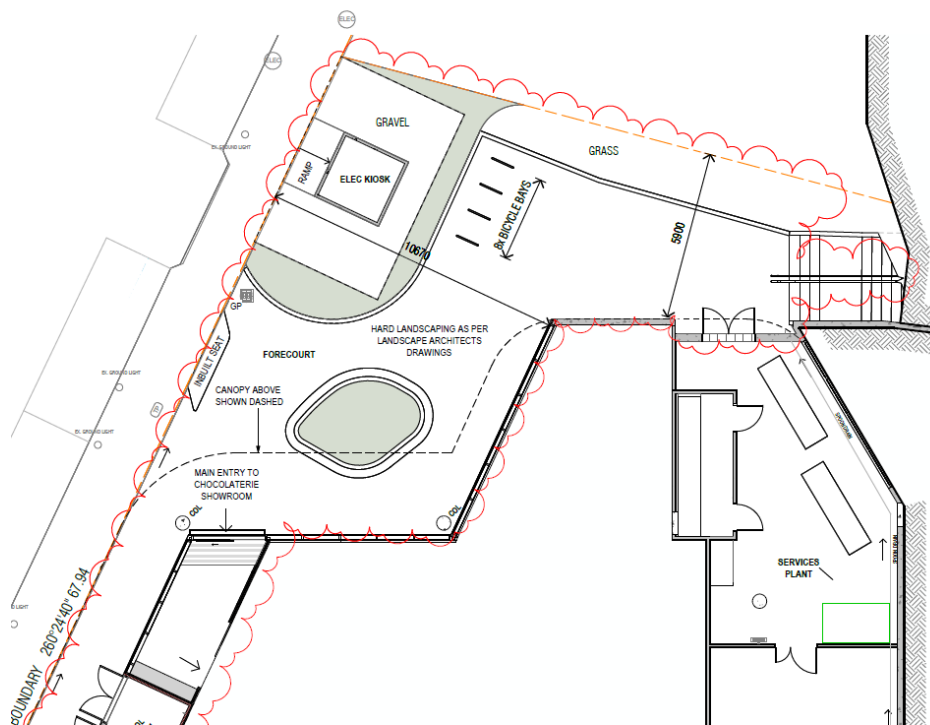
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RFI Response arrangement



s50 arrangement



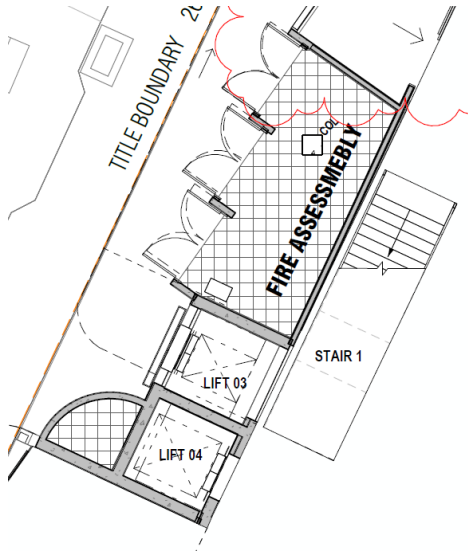
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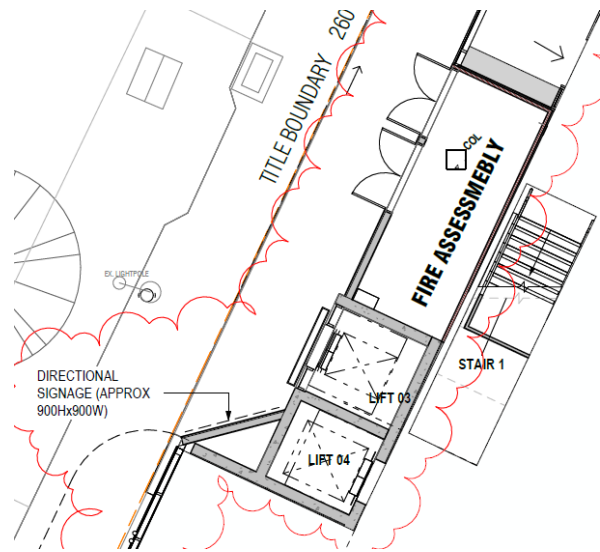
Forecourt area/ publicly accessible outdoor space

- a) An approximately 0.81 square metre directional sign is proposed along High Street adjacent public lift 3 to provide information regarding the tenancies within the building and make clear that the lift leads to the public terrace at Level 3.

To improve the visibility at street level of public lift 3, the adjacent fire assembly has been pulled back inline with the lift and the curved wall protruding adjacent lift 4 splayed.



RFI Response arrangement



s50 arrangement

As per the discussions held at our meeting, the upper level prominence of public lift 3 has also been increased to improve the understanding of the 'journey' principally through the amendment (reduction) of the Level 3 balustrade.



RFI Response arrangement



s50 arrangement

Car parking

- a&b) The Traffic Engineering Assessment has been further amended to address the break down of public available vacancies between long-term and short-term car parking. As stated in the amended assessment:

There are a total of 128 unrestricted car spaces available in areas that do not front residential properties, including the site's frontage, along Forest Street, along Wattle Street and Short Street (to the south of High Street), and sections of MacKenzie Street (in locations where there are non-residential properties). On average, 40 of these spaces were vacant.

In addition to the on-street car parking, there are also numerous off-street parking areas nearby to the site. The nearest of these is a Council multi-storey carpark, located 500m southeast of the site, on the corner of Queen Street and Edwards Street.

This carpark includes 420 car spaces, which are generally free for the first 90 minutes, and ticketed parking for any further length of time. Of these spaces 399 are publicly available, and allow for long-term parking.

With the car parking demand assessment indicating a long-term parking demand of 30 spaces (11 office, 19 chocolaterie), the long term parking demands would be able to be accommodated within the non-residential surveyed areas, with dedicated off-street car parks providing further long-term parking availability.

Further detail of the location, parking restriction and surveyed demand of the parking areas within the survey area shown at Figure 2 can be found at Appendix B within this assessment.

- c) The assessment has been updated to address the existing use right associated with the parish hall being 'lost' courtesy of demolition.

This update is technical only and does not alter the findings or conclusions of the assessment in any manner, given, as discussed, the assessment of the parish hall shortfall is from a merits assessment perspective limited to the 15 car space difference between the existing 80 patrons and the proposed 130 patrons.

- d-f) References to a drop off area on High Street and associated changes in parking restrictions have been removed as requested.

Similarly, the amended Development Plans delete the notations related to a proposed drop off zone and upgrade works to be undertaken by the responsible authority.



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Conclusion

We trust that the above and enclosed information satisfactory address Council's comments and allows for the application to progress to public notification at Council's earliest convenience.

Of course, should you wish to discuss this application further please do not hesitate to contact me on 0409 368 308 or at hew@glossopco.com.au

Yours sincerely,



Hew Gerrard
Senior Associate
Glossop Town Planning



CITY OF GREATER
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Appendix A – List of changes

Level 1 - Forecourt

- Pedestrian forecourt increased in size with improved flow.
- Bicycle parking revised to perimeter of site and 1 no. bay relocated to level 2.
- Circulation around landscape island in forecourt balanced for ease of pedestrian traffic.
- Plant rooms made flush, not recessed, for better security.
- Angled wall added next to public lift no.3 for increased visibility and wayfinding to areas above.
- Staggered glazed retail façade changed to straight with stall riser for floor protection compliance.
- Central double handrail added to sweeping staircase.

Level 2

- Bicycle bays increased from level 1.
- Public lift 3 to High Street verticality & access improved with DDA turning circle added and planter reduced.
- Corner splay updated to Short Street.
- Loading bay safety bollards added outside lift.
- Central double handrail added for sweeping staircase.
- MS01 – Metal canopy L1 changed from monument to surfmist, brings in horizontal band.

Level 3

- Public lift 3 to High Street verticality & access improved with DDA turning circle added and planter reduced.
- Canopy to public lift 5 to parish hall added.

Level 4

- Roof parapet band changed from monument to surfmist, brings in horizontal band

Elevations:

- Vertical louvre - colour design change from:
 - Sculptform (intermittent Gold AL01 & Zeus Talc AL02) changed to Alspec Soliare (Gold only on edge trim AL01 & Zeus Talc AL02 throughout).
- Spandrel colour change – L3 & L4
 - SP-01 metal changed to GL04 added to high level.
- Spandrel colour change – L2
 - SP-01 metal monument colour changed to surfmist.



- Glazing colour – L2, L3 & L4 change design:
 - GL02 grey darker tint changed to light grey tint (lighter).
- Cross to curved corner of High & Short Street.
 - Change from illuminated to backlit cross.
- Concrete Bands added with sandstone pigment.



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