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URBIS

CONSULTATION SUMMARY REPORT

Victoria's Big Housing Build
21-25 Northumberland Road, Pascoe Vale

Prepared for
**LOFE LAND PV PTY LTD IN ASSOCIATION WITH
HOUSING CHOICES AUSTRALIA**
2 December 2021

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EXECUTIVE SUMMARY

Urbis has prepared this consultation report on behalf of Lofe Land PV PTY LTD in association with Housing Choices Australia ('HCA') to provide an overview of the consultation undertaken with respect to the proposed residential development to deliver new social housing at No. 21-25 Northumberland Road, Pascoe Vale.

The development of 21-25 Northumberland Road, Pascoe Vale is part of the Victorian Government's *Big Housing Build*, which is a \$5.3 billion investment in social and affordable housing, delivering over 12,000 new dwellings across Victoria. The proposed design consists of 70 apartments, communal rooftop terrace, ancillary office/meeting room and 42 car parking spaces. An existing planning permit (MPS/2018/471) for the subject site was issued on 21 August 2019 for a similar four-storey built form consisting of 63 apartments.

The proposed development is seeking approval under Clause 52.20 of the Moreland Planning Scheme. Pursuant to Clause 52.20-4:

- *Public consultation, and consultation with the relevant municipal Council must be undertaken; and*
- *A report summarising the consultation undertaken, feedback received and explanation how the feedback has been considered and responded to must also be prepared to the satisfaction of the responsible authority.*

To date, the proposed development has undergone extensive consultation. The duration, extent and manner in which consultation was undertaken exceeds the requirements of the Homes Victoria's *Consultation Guidelines July 2021*. As a result of consultation and feedback received from stakeholders, the proposal has undergone significant design changes. It is noted that due to resourcing commitments, the initial design by JCB Architects was replaced by a revised design by Caleb Smith Architect enabling the project to proceed in a timely manner.

The overall community consultation process comprised of the following key components:

- Mail outs to owner and occupiers within a 150m radius from the subject site.
- An online website that hosted the development plans and supporting reports and invited written feedback from the community.
- 2 x advertising signs erected on 25 October 2021. The signs were identified as missing at the close of the original notice period and were re-erected on 18 November 2021 with revised dates for an additional week until 24 November 2021.
- A 4.5 week notice period commencing on 24 October 2021 and concluding on 24 November 2021. The notice period was extended for an additional 7 days due to the removal of the signs during the initial 3-week advertising period.
- An online community information session which resulted in 46 RSVPs and 14 attendees from the community.

Following the consultation process, the process attracted 70 unique submissions from members of the community. It is noted that of the 70 submissions, 11 were received before the consultation period officially opened. The community's feedback is diverse and discussed in subsequent sections. Where possible, HCA have sought to integrate this feedback within the overall design of the development.

The following key stakeholders were also consulted:

- Moreland City Council, in its capacity as the custodial Council;
- The Department of Environment, Land, Water and Planning (DELWP); and
- The Office of Victoria Government Architect (OVGA).

The proposed development has also been referred to the Department of Transport, pursuant to Section 55 of the *Planning and Environment Act* and Clause 66.02-11 of the Moreland Planning Scheme as required under Clause 52.20. They do not object to the development and their referral is located within **Appendix A**.

This report provides a summary of each stage of consultation and outlines the evolution of the proposed development following the feedback from each stakeholder at each stage of consultation.

This report will be provided as part of the documentation for lodgement of the planning application for consideration by the Minister for Energy, Environment and Climate Change under Clause 52.20 of the Moreland Planning Scheme.

The consultation program has been carried out under the guidance of officers of Homes Victoria, in accordance with the expectations of the Director of Housing.

In summary, the consultation process has led to significant positive change in the overall design and resulted in significant improvements in architecture and internal amenity. The duration, manner and extent of consultation exceeds the requirements of the Homes Victoria's *Consultation Guidelines July 2021*.

This report summarises all of the feedback received from stakeholders and documents how that feedback has led to design and amenity changes. In instances where no changes were possible, a detailed justification is provided.

1. INTRODUCTION

It is proposed to construct a four-storey apartment building for 70 apartments, communal terrace, ancillary office/meeting room and 42 car parking spaces. The proposed apartments are to be used for social housing, operated by HCA.

On 1 December 2020, Amendment C190 introduced a new particular provision into the Victorian Planning Provisions at Clause 52.20 (Victoria's Big Housing Build), to streamline the planning approval process for projects funded by the Big Housing Build program.

This report has been prepared to detail the consultation process, undertaken in accordance with the requirements of Clause 52.20-4 which requires the following:

- *Public consultation, and consultation with the relevant municipal council, must be undertaken.*
- *A report that summarises the consultation undertaken, feedback received, and explains how the feedback has been considered and responded to must be prepared to the satisfaction of the responsible authority.*

1.1. EXISTING PERMIT

It is noted that the subject site benefits from an existing permit. A planning permit for the site (MPS/2018/471) was issued on 21 August 2019 following a VCAT Consent Order, dated 21 July 2019 as a result of an agreement between all parties.

The existing planning permit is independent of this application under Clause 52.20

The planning permit continues to remain valid at the time of this report, 2 December 2021.

2. CONSULTATION

The proposed design has been through a rigorous consultation process. The initial design for the project was prepared by JCB Architects. This was presented to Council, OVGA and DELWP as part of the initial consultation. Comments on the proposed JCB Architects' design were received and ultimately resulted in the revised design.

The revised design has been prepared by Caleb Smith Architect. The change in architect was due to resourcing and capacity constraints at JCB Architects which would have significantly delayed the project. This revised design responded to initial Council, OVGA and DELWP comments received in relation to the JCB Architect scheme.

The Caleb Smith Architect scheme has formed the basis for the further consultation with Council, OVGA, DELWP and local residents. During consultation, the design has evolved to incorporate feedback and address the comments received.

These changes through the process (amongst others) include:

- Increasing ground floor setbacks to the western boundary
- Improving the landscape offering and increasing deep soil planting
- Improving internal amenity and functional layout to all apartments and
- Proposing a revised architectural design for the building.
- Improve screening to limit overlooking to neighbouring dwellings

Consultation for the proposed development with the community and relevant authorities for this application has been undertaken in four main components:

1. Consultation with Moreland Council, noting that they are the custodial Council for the site, involving two pre-application meetings and a formal referral with their planning officers during the consultation process.
2. Notification to the Department of Transport (consistent with Clause 52.20-5) who would otherwise be a referral authority were it not for the exemption in Clause 52.20-2.
3. Consultation with the OVGA, so as to ensure the development achieves high quality design through attending 3x design review panel sessions.
4. Consultation with the local community for a 4.5 week process to seek their feedback and incorporate it as part of the design process.

3. CONSULTATION FEEDBACK AND RESPONSE

3.1. MORELAND CITY COUNCIL

Moreland City Council's Planning Officers were consulted on three separate occasions for the purposes of preliminary and pre-application discussions. The feedback which was received at each period and how the design responded is summarised below:

- 16 June 2021 for the purposes of a preliminary discussion
- 4 October 2021 for the purposes of a pre-application meeting; and
- 18 November 2021 as part of the formal consultation process, in which their referral commentary was received.

A formal referral response (PPA/2021/359), from Moreland City Council was provided on 18 November 2021. A response to the referral comments is provided below in **Chapter 4**.

Council have also provided a copy of draft conditions. While Council acknowledges that they are not the Responsible Authority in this instance, the intent of the draft conditions is to make it clear to the Responsible Authority under Clause 52.20 (The Minister for Energy, Environment and Climate Change) as well as to the project team, what Council's expectations are for this development.

Please refer to **Appendix B** for Council's draft conditions.

In summary, Council's feedback has been directly addressed and led to direct design changes.

3.2. OFFICE OF THE VICTORIAN GOVERNMENT ARCHITECT

The applicant also undertook consultation with the Office of Victorian Government Architect across three separate Design Review Panels:

- First Design Review Panel considered the project by JCB Architects, dated 12 August 2021.
- Second Design Review Panel considered the refreshed project by Caleb Smith Architect, dated 21 September 2021.
- Third Design Review Panel considered the refined version of the project by Caleb Smith Architect, dated 10 November 2021.

Their feedback and subsequent design responses can be found in **Chapter 4**.

3.3. EXTERNAL REFERRAL AUTHORITIES – DEPARTMENT OF TRANSPORT

Clause 52.20-5 requires comments from a referral authority who would have been referred a copy of the application under Section 55 of the *Planning and Environment Act 1987* were it not for the exemptions of Clause 52.20-2.

Pursuant to Clause 66.02-11, the relevant referral authority for an application for a residential development comprising 60 or more dwellings or lots is Head, Transport for Victoria.

On 20 October 2021, the application material was referred to the Department of Transport for comment.

On 8 November 2021 a letter from the Department of Transport was received (Reference: 37800/21) stating that the Head, Transport for Victoria does not object to the grant of a planning permit.

Please refer to **Appendix A** for a copy of this letter.

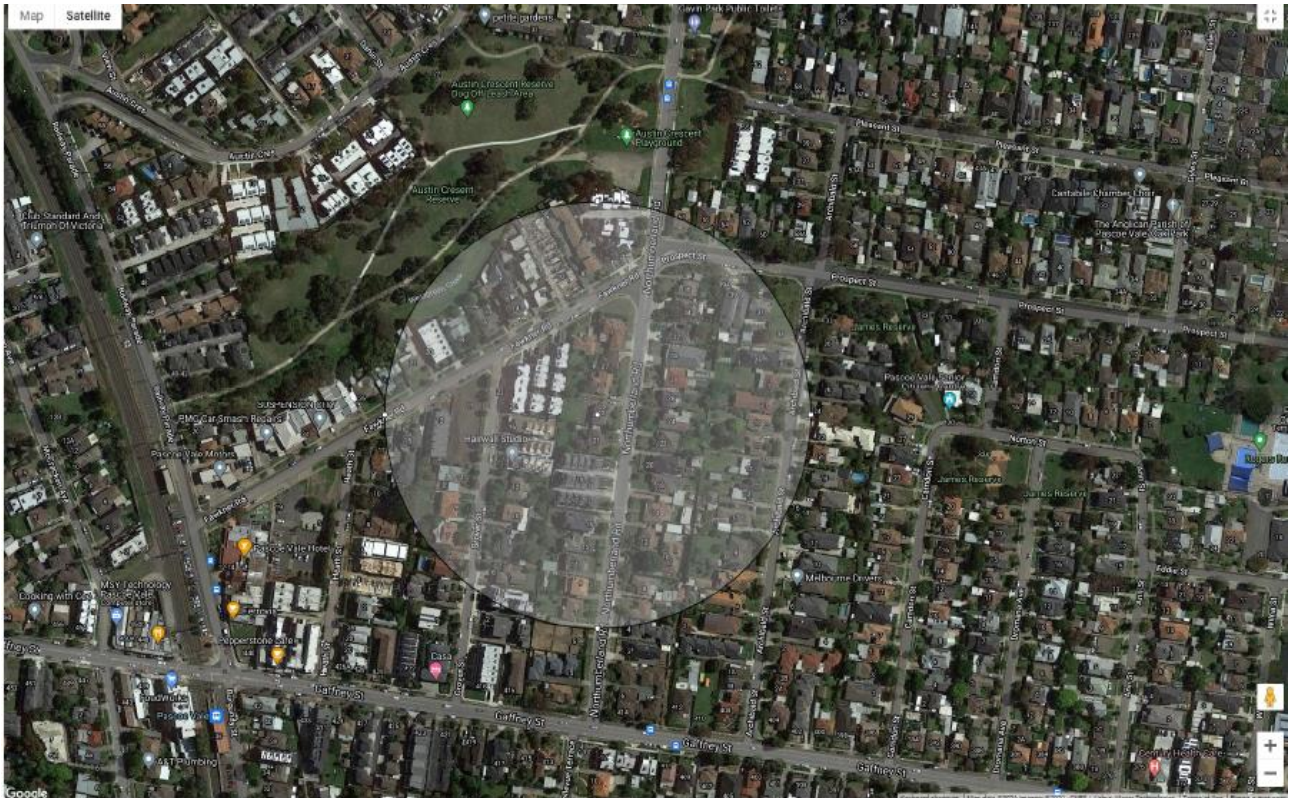
3.4. COMMUNITY CONSULTATION

Community consultation has included the following:

- Letters sent to Moreland City Councillors (circulated on 21 October 2021) notifying them of the proposed development. Please refer to **Appendix C** for a copy of the letter.
- Letters sent to owners and occupiers (posted on 21 October 2021) within a 150 metre radius of the subject site, notifying them of the proposed development. The letter directed residents to registration for

the Community Information Session and provided the link required to submit written feedback. Please refer to **Appendix D** for a copy of this letter.

Figure 1 Map of neighbouring properties to receive notification (within 150m radius of the subject site)



- 2 x advertising signs were erected on the Northumberland Road frontage on 25 October 2021. The initial consultation period was set to close on 15 November 2021. When attending the site to remove the signage following the initial consultation period it was found that the signs had been removed by other parties.

Due to the removal of the signage, the consultation period was extended to close of business on 24 November 2021. Replacement signage with the revised closing date was erected on site on 18 November.

When attending the site to remove the signage at the close of the notice period on 25 November 2021 it was found that the signs had been removed again by other parties. As the consultation had already been extended and it was confirmed that the signs were still at the site on 20 November 2021 it was not considered necessary to further extend the consultation period. In total, the signs had been erected for a minimum of three weeks and the community had been provided with the opportunity to provide comments for at least three weeks in accordance with the Homes Victoria Consultation Guidelines.

The advertising signs informed residents of the proposal and directed residents via a link and QR code to the website hosted by HCA and provided information regarding the Community Information Session. Please refer to **Appendix E** for a copy of the advertising sign.



Picture 1 Advertising sign located on Northumberland Road, photo dated 25 October 2021

- A community information session was held online through the Zoom platform on 3 November 2021 from 5:30pm until 7pm. The first half of the community information session comprised a presentation outlining the proposed development and role of HCA. Presenters included HCA, Urbis and Caleb Smith Architect. The second part comprised a question-and-answer format between residents and presenters.

Key concerns raised by residents during this information session related to:

- Lack of car parking
- Building height
- Built form and overall density
- Overlooking / lack of privacy of adjoining lots
- Impacts of the rooftop terrace on surrounding amenity
- Noise
- Selection of tenants
- Management of the development
- Lack of consultation, lack of appeal rights vs. extensive resident involvement in the approved VCAT

During the information session, where possible, queries and comments were responded to. There were a small number of questions that required additional investigation and could not be answered during the information session. Following the information session, the answers were provided in the document 'Northumberland Rd Follow Up Questions' available via the HCA website. Please refer to **Appendix O** for a copy of this document.

The concerns raised during the information session were generally similar to the concerns raised in the written submissions from residents. Written responses to the above themes of concern are provided in **Table 7** below.

- Website hosted by HCA. The website provides links to view the consultation material (town planning report, architectural drawings, sub-consultant reports etc), and the link to submit written feedback. Members of the public were able to provide feedback via the website between 24 October and 24 November 2021. Between 24 October and 30 November 2021 the website received a total of 1,695 unique views.

- 70 unique written submissions from residents have been received. A summary of these submissions is provided below. These written submissions have been taken into consideration in the final design of the proposed development. A response to the submissions relating to the built form and design details of the development is provided in **Table 7**.
- Submissions that cannot be addressed within the design of the development or the final town planning report, such as queries and concerns relating to social and operational issues will be addressed by HCA closer to the time tenanted.

Please note that the prescribed consultation period has adapted and been extended due to various delays and unexpected circumstances. As such, copies of consultation material such as the letters provided to Councillors, residents and the advertising signs outlining the consultation period may not accurately reflect the actual community consultation period. Officially, the community consultation period was undertaken between 24 October – 24 November 2021.

4. CONSULTATION FEEDBACK AND RESPONSE

As mentioned above, the project has undertaken detailed consultation with:

- The Office of Victorian Government Architect on three occasions;
- Moreland City Council's Planning Officers;
- The Local Community; and
- The Department of Transport

Below are a series of tables which summarise the feedback received and how the design has responded.

Office of Victorian Government Architect

First Review

The comments below in Table 1 were based on the first review by the OVGA, based on the first, JCB Architects' scheme.

Table 1 Response to OVGA Panel review report, dated 19 August 2021

Topic	OVGA Comments	Response
Summary of key issues	<ul style="list-style-type: none"> ▪ The density of apartments sought is compromising the liveability and amenity, interfaces, circulation and provision for landscape. The adaptation from an existing permit with a ca.10% increase in yield is a challenge and a constraint. A reduction in apartments is recommended to help solve the amenity issues. ▪ The design needs to address the compromised amenity of subterranean spaces and provide clearer and more generous circulation spaces. ▪ Providing more opportunities for deep soil planting across the site and improving the amenity of the central courtyard are priorities for landscape. ▪ Inconsistencies between architectural/landscape architectural plans need to be resolved. 	<p>Addressed via the revised architectural design.</p> <ul style="list-style-type: none"> ▪ Subterranean apartments along street removed ▪ Deep soil planting increased to 23% ▪ Central courtyard remove ▪ Landscape plans revised to match new design
Site Organisation and Movement Network <i>Principles: Neighbourliness, Community, Familiarity, Safe Streets, Adaptability</i>	<ul style="list-style-type: none"> ▪ While the courtyard building typology has good potential, benefits are not sufficiently realised. ▪ Relatively few apartments are facing south, which is positive, but these are recessed, which exacerbates their lack of access to sunlight. ▪ Circulation is convoluted and restricted. Better organisation of vertical circulation, more clarity and a better experience of journeys to apartments is needed. The compression of apartments in addition to the existing permit is compounding several layout issues. ▪ Access and circulation are lacking in generosity. 	<p>Addressed via the revised architectural design</p> <ul style="list-style-type: none"> ▪ Central courtyard deleted ▪ South facing apartments minimised ▪ Circulation revised with better organisation and spatial experience ▪ Street access to apartments provided where possible ▪ Lift redundancy provided

Topic	OVGA Comments	Response
	<ul style="list-style-type: none"> Access is via one centralised entry, only one sub terranean apartment has direct access from the street. Given the number of apartments across three consolidated sites several entries facing the street are a desirable outcome. Up to 37 apartments are accessed from only one lift core, with no redundancy in case of lift failure for upper apartments. The internal circulation for the western side of the building is particularly poor. The bike access is convoluted and circuitous with minimum dimensions in the corridor. The corridor arrangement also means bikes will be rolled through corridors, moving past private residences. It is likely there will be movement conflicts in this area between bikes, pedestrians etc. Access for all types of bikes, such as cargo bikes and bike trailers needs to be accommodated. A clearer division between residential and public access is needed. 	<ul style="list-style-type: none"> Bike access provided directly via the street without need for lifts Resident and public access clearly demarcated
Car parking <i>Principles: Active Transport, Safe Streets</i>	<ul style="list-style-type: none"> The organisation of car parking is rational. Post review comment: Passive surveillance and secondary escape routes of storage cages are problematic. Over bonnet storage can be challenging for many tenants and should be reconsidered. The inclusion of bike parking is supported, however the circuitous route to the bike parking, including for visitor bike parking, should be resolved (see organisation and movement network). 	<p>Addressed via the revised architectural design</p> <ul style="list-style-type: none"> Over bonnet storage removed. Individual storage cages provided Bike parking access addressed with direct access from street
Landscape and Public Realm <i>Principles: Neighbourliness, Sense of Place, Community, Familiarity, Safe Streets, Adaptability</i>	<ul style="list-style-type: none"> The building expansion to the west reduces the area for deep soil planting. The basement extent allows for deep soil planting on the western and southern sides of the building, with a narrow dimension to the north. The lack of deep soil along the Northumberland Street frontage does not allow landscape to soften the street interface. The building above encroaches further which diminishes the opportunity for meaningful landscape. Storage units located within these setback areas (eg in G.01 and G.02), further diminish the open space available. This takes away the possible benefit of the deep soil zones for amenity and they become left over spaces. Storage units should be relocated. The planters in the courtyard are located above the basement. The success of trees or shrubs will be 	<p>Addressed via the revised architectural design</p> <ul style="list-style-type: none"> Deep soil planting revised and increased. Storage within planting / setback zones removed Garden areas over structure have been considered and adequate soil depth provided Central courtyard deleted in revised design Rooftop re-instated

Topic	OVGA Comments	Response
	<p>reliant on soil depth in the planter which must be substantial. The structural capacity of the courtyard must allow for the weight of mature trees. While a central courtyard space will allow light and a break-out area, if the design is dominated by steps and planters, amenity will be limited. This lower floor of the courtyard is already subterranean and any planting must be carefully considered so as not to clutter the courtyard.</p>	
Massing and Built Form <i>Principles: Contextual Development, Neighbourliness, Familiarity, Diversity</i>	<ul style="list-style-type: none"> ▪ The approach of stepping the building mass and roofline across the sloping site is good and breaking up the materiality is supported. However, some the interfaces will present significant mass to neighbours and should be reduced. ▪ Heights at the north and south end are significant from adjoining properties. The building is pitching up towards the southern interface, which is counter intuitive to being a good neighbour. Building envelope edges should drop down to be a less overwhelming mass and reduce overshadowing. ▪ The extension of ground floor apartments to within 3 metres of the western boundary diminishes this interface. This is not offset by added public or private benefit elsewhere. 	<p>Addressed via revised architectural design</p> <ul style="list-style-type: none"> ▪ Western boundary setback increased to 6m ▪ Roofline simplified to reduce impact to neighbours
Architectural Expression and Materiality <i>Principles: Familiarity, Liveable Homes, Adaptability, Diversity</i>	<ul style="list-style-type: none"> ▪ The quality of the materiality is key to the expression of quality in the development. This is particularly true in dense environments. It is important that high quality bricks are specified and carried through to construction to ensure quality. ▪ The glimpse through the front entrance to the green glazed brick of the inner courtyard is promising. 	<p>Addressed via revised architectural design</p> <ul style="list-style-type: none"> ▪ Materials and finishes noted in design report and elevation drawings
Internal Layout and Amenity <i>Principles: Liveable Homes, Adaptability, Diversity</i>	<ul style="list-style-type: none"> ▪ The increase in apartments above the approved scheme has resulted in lost overall amenity. The internal layouts are often long and narrow or convoluted. Better apartment and street frontages could be achieved with a reduction in the apartments. ▪ The layout on the site with the building arranged around a central courtyard and the step across complex levels is a logical design response and building type. However, there are some areas where 	<p>Addressed via revised architectural design</p> <ul style="list-style-type: none"> ▪ Internal apartment layouts improved ▪ Central courtyard removed ▪ Office space relocated from lower level to entry level

Topic	OVGA Comments	Response
	<p>the levels are unresolved, and the subterranean rooms will offer poor amenity.</p> <ul style="list-style-type: none"> The office space on the ground level is almost subterranean and offers poor amenity to occupants. Tucked below a deep overhang with a single aspect through a communal open space to the base level of a courtyard, it will receive little natural light. Access to natural daylight and views must be addressed for this space to be well used. We note the inconsistency between the landscape and the architectural plans. There are visual and acoustic privacy issues between ground level apartments G01, 08, 09 bedrooms and adjacent, semi-private courtyard spaces. Courtyard spaces adjacent to bedrooms need clear definition and levels of privacy. Ambiguities need to be avoided. A refined landscape could help facilitate this. Many kitchens have inadequate bench space for food preparation to serve the number of occupants, e.g. G.07, 3-B 3.01, TYP 16, 11, 13. Dining tables are not acceptable as food preparation space. Sufficient bench space for all apartments needs to be demonstrated. Drawings need to be unambiguous, e.g. about what is bench space and what is storage space. There are numerous internal apartment amenity issues such as zigzag corridors (e.g. Apt 1.09), toilets directly opening to living areas (e.g. G.05) and the like. All apartments need to be developed to a good standard of amenity. Privacy of the bedroom of apartment G.02 towards the car park entry needs to be improved. The window appears to open next to the car park ramp. Compliance with better Apartments Standards and other standards such as liveable housing need to be checked in detail by others. 	<ul style="list-style-type: none"> Visual and acoustic privacy issues considered Kitchen layouts revised Zigzag corridors removed Internal amenity issues addressed Apartment adjacent carpark ramp deleted Compliance with BADS and LHA Silver standards demonstrated
ESD Strategies <i>Principles: Liveable Homes</i>	<ul style="list-style-type: none"> No project specific SMP or sustainable design information was submitted. We note Housing Choices' sustainable design requirements and the reference to a 5 Star Green Star rating. The lack of project specific information is of concern as respective design aspects are difficult to retrofit. We 	<p>Addressed via revised architectural design and revised SMP</p> <ul style="list-style-type: none"> 7 stars NatHERS 5 star Greenstar

Topic	OVGA Comments	Response
	recommend a project specific SMP, including a green star scorecard and that respective requirements are in turn fully integrated and demonstrated in the design and specifications.	
Additional notes on the proposal after review	<ul style="list-style-type: none"> The drawing package received for the review is lacking drawings to explain the building in full. For a building with such complex levels and circulation, more sections need to be provided (including north-south sections) to show resolution as well as elevations of the courtyard and more detail around the subterranean dwellings. In the sections, trees need to be shown in realistic heights including where they rely on planters with limited soil depth. Landscape drawings should be consistent with architectural drawings. Floor plans should show relevant information of the floor below (eg. North East corner, level 1 needs to show ground level building outline. 	<p>Addressed via revised architectural design</p> <ul style="list-style-type: none"> Additional drawings provided

Second Review

The comments below in Table 2 were based on the second review by the OVGA on the refreshed Caleb Smith Architect scheme.

Table 2 Response to OVGA Panel review report, dated 27 September 2021

Topic	OVGA Comments	Response
Site Organisation and Movement Network <i>Principles: Neighbourliness, Community, Familiarity, Safe Streets, Adaptability, Active Transport, Safe Streets</i>	<ul style="list-style-type: none"> We support the clear and rational site diagram. This includes the breaking up of the proposal into two volumes, the central element connecting them and the two courtyards. Rationalising levels and creating consistency has simplified the movement network. Diagrams communicate intent clearly and approach is rational. The central element (atrium entry area) requires further resolution. More generosity is needed, and it should be explored how the central area can be opened up and linked more strongly with the open stair. The circulation space should be developed to facilitate incidental interactions between residents and to include seating for example. We recommend locating the staircase more centrally. It may become a meeting place. We question whether the centrally located apartments on Level 1 and 2 above the entry area are in the correct location. Similarly, the central apartments on the Lower Ground Floor and Ground Floor use space that would otherwise provide daylight access to the lower levels. Reducing the apartment size, perhaps 	<p>Architectural design revised post OVGA presentation:</p> <ul style="list-style-type: none"> Central atrium area opened up with lift position revised, central terrace added Stair position revised to be more central and open air where possible Centrally located apartments revised from two-bed to one-bed providing opportunity for central communal terrace Meeting room at entry level revised to allow half of the space to remain permanent open. Back Of House staff areas relocated over the entry ramp to open up the entry central space Void size increased Separate bike access provided

Topic	OVGA Comments	Response
	<p>turning it into a one-bedroom apartment instead, may enable light penetration from the eastern courtyard.</p> <ul style="list-style-type: none"> ▪ Locating the meeting room in the central area has merit, however its location should not narrow circulation space. Relocating it on another level could be tested. ▪ The voids provided to enable light penetration are tight. Their locations narrow the access paths to apartments resulting in convoluted circulation. We recommend exploring whether outlook to the two courtyards can be provided instead to enable daylight access and view lines. ▪ We support the separate bicycle access 	
<p>Landscape and Public Realm</p> <p><i>Principles: Neighbourliness, Sense of Place, Community, Familiarity, Safe Streets, Adaptability</i></p>	<ul style="list-style-type: none"> ▪ Balancing setbacks is challenging in a suburban context. Amenity needs to be provided to residents as well as the neighbourhood. Given the massing and density of the built form, landscape and canopy trees can become scaling devices. Equalising the eastern and western setback should be tested. For example, moving the building by 1.5m further to the west results in the opportunity to provide trees to the street frontage while still enabling tree coverage to the west. Negotiation with council is needed to find the best outcome. ▪ Given there is basement located beneath both courtyards, 900mm upstands are likely to be required to accommodate landscape. There will be a series of planting beds in the entry area for example. It is important to embed and optimise them in the design now to understand effects on sightlines, light penetration and sense of entry. ▪ We support the relocation of storage from the landscape area (as shown in the previous iteration) to the basement. It is important to ensure this is retained. ▪ The central lightwell and the two courtyards are supported. The 'in between' space requires development to ensure generosity is not compromised by trying to fit too many things into them. ▪ The communal roof terrace needs to be usable throughout the year in different weather conditions and cater for the residents' daily activities. Shade and shelter need to be integrated. Management strategies and maintenance needs require consideration now to ensure the space is robust. Providing a functional and practical space that caters to the residents' needs should be prioritised. 	<p>Architectural design revised post-OVGA presentation:</p> <ul style="list-style-type: none"> ▪ Setback to western edge maintained at 6m and eastern edge at 3m. Basement position adjusted to provide wider deep planting zone along Northumberland Road frontage ▪ Details of central courtyard provided along with landscape design ▪ Storage is not located in the setback zones to maximise landscape ▪ The 'in between' space has been developed further and more generous in nature ▪ Communal roof terrace is deliberately simple and robust. Pergola frame with shade element provide protection in summer. The addition of terraces at level 2 and 3 provides further sheltered terrace space for residents when roof top is unsuitable
<p>Massing and Built Form</p>	<ul style="list-style-type: none"> ▪ The overall massing has improved compared to the previous scheme. We support the flat roof. The four components and courtyards aid in breaking up the built form and façade. 	<p>Architectural design revised post-OVGA presentation:</p>

Topic	OVGA Comments	Response
Principles: <i>Contextual Development, Neighbourliness, Familiarity, Diversity</i>	<ul style="list-style-type: none"> The scheme's horizontality accentuates its massing. A streetscape view is needed to understand the proposal's full implication in the emerging neighbourhood context. We recommend testing whether the built form and expression can be developed to break up the massing into housing scale modules to respond to the scale of the suburban context. 	<ul style="list-style-type: none"> Overall massing and flat roof maintained consistent with OVGA presentation Horizontality has been resolved with a more 'domestic house' scale design to the façade drawing on the suburban context. Project window bays add depth and scale. Material selections add further details and grain.
Architectural Expression and Materiality Principles: <i>Familiarity, Liveable Homes, Adaptability, Diversity</i>	<ul style="list-style-type: none"> As a next step, the proposal's architectural language needs to be developed. The approach to date seems sound, and we support the use of robust materials. The treatment of the car park entry is of key importance given the suburban street context. Material treatment and lighting quality need to be addressed. As the car park entry turns the corner, there is an opportunity here as you cannot see into the car park. The treatment of the backwall requires careful consideration. Elevations are starting to suggest this. 	Architectural design revised post-OVGA presentation: <ul style="list-style-type: none"> Architectural language has been developed Treatment of the carpark entry has been developed to present a well consider entry back to the street
Internal Layout and Amenity Principles: <i>Liveable Homes, Adaptability, Diversity</i>	<ul style="list-style-type: none"> Overall, the apartment layouts have improved and are sound. Apartment sizes remain small. Some corner apartments, including apartment 13 on Level 1, are largely subterranean resulting in poor light access and amenity. This is not an acceptable outcome. It should be tested if terraces of south facing apartments can benefit from eastern or western sun. Housing Choices Australia should advice whether above bonnet storage is an acceptable outcome for their tenants. Some apartment entry doors are clustered and either directly opposite or adjacent to each other. It should be tested how layouts can be tweaked to avoid this. It further reinforces why more generous circulation and communal areas are needed. Internal layouts require another level of resolution considering the following issues: <ul style="list-style-type: none"> Provide sufficient bench space to enable food preparation. This should be proportionate to the apartment size and number of residents. Ensure living rooms are functional and cater to how people use the space. Ensure LHA Silver requirements are met. Kitchen benches located directly next to entry doors are not acceptable. We understand that the drawings do not yet clearly differentiate cupboards from bench space. 	Architectural design revised post-OVGA presentation: <ul style="list-style-type: none"> Apartment layouts further refined. Sizing remains compact and is consistent with housing provider' brief Apartment 13 on level 1 has been deleted Daylight modelling has been undertaken on south facing apartments Over bonnet storage has been deleted Apartment entry doors positioned to minimise direct light of sight from lift landing into apartment. More generous circulation provided Internal layouts has been reviewed: <ul style="list-style-type: none"> Sufficient space for food preparation Living rooms meet BADS compliance LHA Silver requirements are met Kitchen bench do not overlap with doors. Cupboards provided where overlap occurs

Topic	OVGA Comments	Response
	<ul style="list-style-type: none"> Apartment type B4 includes a kitchen island. We recommend giving more generosity to kitchen benches and the living and dining area instead. 	<ul style="list-style-type: none"> Apartment type B4 revised from two bed to one bed layout. Island bench not applicable
ESD Strategies <i>Principles: Liveable Homes</i>	<ul style="list-style-type: none"> ESD strategies need consideration and integration to inform the design. It is good to see some detailed thinking, e.g. where water tanks go. Instead of an instantaneous electric hot water system, we recommend exploring a more efficient heat pump system. 	Architectural design revised post-OVGA presentation: <ul style="list-style-type: none"> Project specific SMP prepared to achieve the nominated targets Electric hot water will be provided by heat pump not instantaneous electric

Third Review

The comments below in Table 3 were based on the final review by the OVGA, on the refined scheme by Caleb Smith Architect.

Table 3 Response to OVGA Panel review report, dated 19 November 2021

Topic	OVGA Comments	Response
Site Organisation	<ul style="list-style-type: none"> The connection to the rear courtyard has been strengthened. We support the separation of the meeting room and the office/staff area in order to improve the visual connection and permeability from the entry terrace to the courtyard. We support the reorganisation of the central circulation area, including the staircase. The communal terraces above the entrance area feel generous and sheltered. Explore how seating for example may be integrated to provide amenity to residents and activate the space. 	Architectural design revised post-OVGA presentation: <ul style="list-style-type: none"> Integrated bench seating on the terrace area will be provided
Landscape and Public Realm	<ul style="list-style-type: none"> We accept the rear courtyard is not publicly accessible to improve privacy of the dwellings along the western edge. Access to the rear courtyard is a real challenge and requires resolution. We are concerned the maintenance access and infrastructure requirements may compromise the quality of the open space and reduce landscape opportunities. We recommend looking into the management strategy in more detail to resolve access. The plant schedule lacks diversity and currently shows a number of exotic species. We question the appropriateness of the plant selection (for example: Capital Pear) in this context and Moreland's overall character. More diversity is needed. Consult with Moreland City Council and their tree strategy to introduce more diversity and native, but low maintenance trees. More diverse and mature tree types particularly along the western interface will improve sun shading, biodiversity and privacy. We support the communal roof terrace and the intention to include shelter. The community garden could be more generous. The terrace should be developed to cater to a variety of uses and users. 	Architectural design response to be implemented post-OVGA presentation: <ul style="list-style-type: none"> Direct maintenance access via stairs from the basement, separate to resident access area will be provided to the rear courtyard Rear courtyard will be accessible for maintenance only. A Maintenance Strategy will be provided. Rear courtyard will increase amenity for residents by providing an outlook, greenery, visual relief, ventilation and reduce the heat island affect

Topic	OVGA Comments	Response
	<ul style="list-style-type: none"> ▪ The transition from public street to private dwellings is a challenging interface. We support the inclusion of the deep soil garden area to provide a buffer. Consider varying the height of the brick fence to provide some privacy without fully enclosing the terraces. This may add tactility to the street interface. ▪ We support the inclusion of visitor bike paths in the entry area. 	<ul style="list-style-type: none"> ▪ Community garden is proposed on the rooftop (in lieu of a barbeque and dining area). The rooftop brief has been reviewed with HCA and aligns with their community garden program. Community garden was likely to only be accessible during the day. It will be a secured space, with restricted access. The previously proposed barbeque and sink area has been removed. An updated roof plan will be submitted. ▪ Planting schedule has been revised to include additional native species. Updated landscape will be submitted. ▪ The brick fence will be varied in height to increase visual articulation provide privacy without having a fully enclosed area.
Architectural Expression and Materiality	<ul style="list-style-type: none"> ▪ The window hoods are a dominant façade feature. While their dual purpose as balustrade and shading device is a good idea, they still need resolution. The reference images show retractable soft fabric blinds whereas a single, folded rigid element is proposed. If not sufficiently specified or detailed, the overall perception of the development may be compromised. To be successful, it is critical for elements to be of a high-quality, durable and well-ageing material and well resolved and detailed. Issues such as water flow and joint expression need careful consideration. Consider what will be visible from the underside including at street level and how this is read at day and night-time. It is of key importance the hoods' quality is retained throughout the development process and not compromised by value management processes. 	<p>Architectural design response to be implemented post-OVGA presentation:</p> <ul style="list-style-type: none"> ▪ Balanced approach will be implemented ensuring the shading device is robust and durable ▪ Material selection will confirmed to ensure neither quality nor visual appearance are compromised.
Internal Layout and Amenity	<ul style="list-style-type: none"> ▪ Access to some apartments lacks generosity and needs further resolution to avoid 'dogleg' corridors. Adjoining the geometry of the void and 	<p>Architectural design response to be implemented post-OVGA presentation:</p>

Topic	OVGA Comments	Response
	<p>'flaring out' the entry area could increase generosity.</p> <ul style="list-style-type: none"> Deleting the subterranean south-eastern apartment since the last review is a positive development. Given the challenging topography, there are still a number of apartments, e.g. Apt 1.13, that are subterranean in character. The daylight studies are encouraging. Further development is needed to ensure outlook, materiality and landscape treatment are well resolved. The privacy of the bedrooms and butterfly windows facing the entry courtyard (e.g. Apt 1.11 and 1.10) need further resolution. Acoustic issues also need to be addressed. The landscape selection is key in forming a buffer. Consider hedging species. Explore integrating windows into the eastern façade of the office and staff area to improve amenity and access to daylight. The treatment of the lightwell needs further resolution to ensure privacy as well as acoustic separation between communal space and bedrooms. The studies currently being undertaken by the design team are starting to address some of the issues. Introducing a solid wall may reduce daylight to the central circulation spaces and result in reverberation. This needs to be tested 	<ul style="list-style-type: none"> Further daylight modelling has been undertaken, significantly improving the daylight factor of subterranean apartments. For example, Apt 1.13 has improved from 10% to 65%. The updated daylight studies indicate no apartment is below 54%. Regarding the 'dogleg corridors' the geometry of this layout is required for daylight. If this layout is changed, daylight will be compromised. The design has been developed to maximise daylight. Landscape architect will review the landscape treatment. Acoustics have been considered in the Acoustic report and landscaping will be reviewed. Integration of windows at the eastern façade is unnecessary as the outlook is of the car park entrance, and the area is overhung by the floor above. Windows are provided on the northern façade. Lightwell has been improved with a solid wall which provides privacy and improves daylight. Improvements to daylight have been made overall, and the design has been updated to adopt these improvements
ESD Strategies	<ul style="list-style-type: none"> The ESD moves, including the introduction of a heat pump electric hot water system, are encouraging. Detailed daylight studies are encouraging. Achieving a 7.5 star NatHERS is positive. Ensure this is retained throughout the development process. 	Noted.

Moreland Council

First pre-application meeting

The comments below in Table 4 were based on the first pre-application meeting with Council, in relation to the first, JCB Architects' scheme.

Table 4 Response to Council comments, dated 16 June 2021

Key Issues	Council Comments	Response
Consultation	Given the permit history of the site which included 76 objections (11 parties to VCAT appeal) and three compulsory conferences, your consultation should include all owners and occupiers of adjoining land in addition to any other objecting parties associated with the previous application (MPS/2018/471). This will ensure that nearby residents are informed of the process to avoid further issues later on.	<ul style="list-style-type: none"> ▪ The proposal went through extensive public consultation pursuant to the guidelines of Clause 52.20-4 and the Homes Victoria Consultation Guidelines. ▪ Letters were sent to owners and occupiers within a 150m radius of the subject site. ▪ 2 x advertising signs were erected on the Northumberland frontage of the site informing owners and occupiers of the proposed development. ▪ Letters and the advertising signs directed the community to a website which provided links to all consultation material and invite the community attend an information session as well as invite the community to submit written feedback for consideration pursuant to the requirements of Clause 52.20 of the Moreland Planning Scheme and the Homes Victoria Guidelines.
Basement Access	The previous proposal setback its basement access from the neighbouring property boundary with 27 Northumberland Road by 2.7 metres. The amended proposal seeks to construct basement access on the boundary which is not a great outcome from an amenity and streetscape perspective. It is advised to retain some form of setback from this boundary and incorporate landscaping into this area. Around 1.5 metres would be suitable.	Architectural design was significantly revised and comments have been addressed.
Deep Soil Planting	In reducing the rear setback from 6 metres to 3 metres, the development falls well short of the deep soil planting provision which requires 10% of the site area with a minimum dimension of 6 metres to be provided. Concern is raised that development will not be able to facilitate meaningful tree planting. It is acknowledged that Officers have not reviewed a	<p>Architectural design was significantly revised and comments have been addressed.</p> <p>In particular:</p> <ul style="list-style-type: none"> ▪ Deep soil planting revised and increased to 23% ▪ Landscape plans revised and updated to match new design

Key Issues	Council Comments	Response
	<p>landscape plan as part of this proposal and that this could occur when the application is formally lodged. In the meantime, it is advised that the proposal incorporates larger areas for deep soil planting that can facilitate growth of mature vegetation. Regard could be given to Moreland's Amendment C189 - Canopy Trees in Moreland which proposes to introduce new landscaping requirements in the Moreland Planning Scheme that will:</p> <ul style="list-style-type: none"> ▪ Ensure canopy trees are included in the design of new dwellings ▪ Ensure there is enough space for new canopy trees to be able to grow ▪ Provide greater clarity to applicants and property owners when designing development with multiple dwellings <p>This amendment affects all land zoned Neighbourhood Residential Zone, General Residential Zone, Residential Growth Zone and Mixed-Use Zone and focuses on development of two or more dwellings. It seeks amendments to the schedule that would secure areas for canopy trees that are located in a permeable area within the site of at least 10m² and 4.5m wide, reach a height of 6m-8m at maturity and achieve a canopy width of at least 5m at maturity.</p>	
Noise Sources and Internal Amenity	<p>It is recommended that garden beds are extended across all ground floor bedrooms facing into the communal courtyard to provide a buffer between these</p>	<p>Architectural design was significantly revised and comments have been addressed.</p>

Key Issues	Council Comments	Response
	spaces and improve their internal amenity.	
Secluded Private Open Space	Given that Units G.08 and G.09 are the larger 3-bedroom dwellings, they are not suitable candidates for undersized secluded private open space (22.1m ² and 21.8m ² , respectively). It is advised to increase the size of these areas which could also facilitate improved deep soil planting as per the issue raised above.	Architectural design was significantly revised and comments have been addressed.
Building Entry and Circulation	Windows in the lift landing areas could be easily provided and would improve the amenity of these spaces.	Architectural design was significantly revised and comments have been addressed.
Bicycle Parking	Areas for bicycle parking have not been allocated on the plans. Given the reduced parking rate and car ownership, it is important that this facility is provided.	Architectural design was significantly revised and comments have been addressed.
Engineering Comments	<p><u>Column Locations</u></p> <p>The plans should show the columns in the car park placed outside the 'clearance required' areas of each car parking space in accordance with Diagram 1 of Clause 52.20-6.7.</p> <p><u>Wall adjacent to Parking space</u></p> <p>All parking spaces with a wall adjacent to one side of the parking space be at least 0.3m wider, to allow for opening car doors in accordance with Diagram 1 of Clause 52.20-6.7.</p> <p><u>Turning area – Waste Trucks</u></p> <p>The plans show the waste bin storage room in the basement car park, which implies the private waste truck may need to collect bins from the basement.</p>	Architectural design was significantly revised and comments have been addressed.

Key Issues	Council Comments	Response
	Swept paths must be provided to show that trucks can manoeuvre within the car park and can enter and egress Northumberland Road travelling in a forward direction manoeuvring around the accessway ramp bend.	

Second pre-application meeting

The comments below in Table 5 were based on the formal review with Council in relation to the refreshed Caleb Smith Architect scheme.

Table 5 Response to Council comments, dated 5 October 2021

Topic	Council Comments	Response
Meeting Room / Office Location	<ul style="list-style-type: none"> One of the noted attributes of the development based on the material presented to the OVGA on 21 September 2021 was that there would be uninterrupted vistas through the central archway. This feature should be retained which may require relocation of the meeting room/office, or a significant reduction in its size. Discussion was had about clear glazing for the office. This is not considered an appropriate response, on its own, to address this issue. It is likely glazing will be obscuring, and/or internal equipment/posters etc will block views. 	<p>Architectural design developed post-Council meeting:</p> <ul style="list-style-type: none"> Meeting room at entry level revised to allow half of the space to remain permanently open. BOH staff areas relocated over the entry ramp to open up the entry central space
Landscaping / Deep Soil Planting	<ul style="list-style-type: none"> Given the location of basement levels below planting areas in the front setback, concern was raised regarding the viability of future trees and their ability to reach maturity. The plans show that the basement has been pulled further away from the front setback area, which is welcomed. This area should be dimensioned but it was discussed that the width is now approximately 1.5 m. Further consideration should be given to determine how more than 1.5 m deep soil can be provided, acknowledging the challenges this has with the internal basement configurations. A well-conceived landscape plan will be key in addressing this issue with appropriate species selection and location. Further information is requested at Attachment 1 of this letter. 	<p>Architectural design developed post-Council meeting:</p> <ul style="list-style-type: none"> Dimensions added to plans for deep soil zones Landscape plan provided Soil zones shown on cross sections

Topic	Council Comments	Response
	<ul style="list-style-type: none"> Careful consideration must also be given to the landscape courtyard on the lower ground floor. Given that it's above a basement, details of upstands will need to be provided and species selection based on limited soil availability. 	
Subterranean Apartments	<ul style="list-style-type: none"> The far south-eastern apartment has been removed from the current proposal due to concerns raised regarding access to daylight. This is a positive change. However concern is Still raised for Apartments 12 and 13 with their access to daylight. To better understand the impacts, please provide section drawings through Apartments 12 and 13. 	<p>Architectural design developed post-Council meeting:</p> <ul style="list-style-type: none"> Cross sections provided Daylight modelling provided
Massing and Built Form	<ul style="list-style-type: none"> The typology and scale of the proposed apartment development is a significant departure from the single dwelling / townhouse forms in the immediate context. The horizontal proportions of the design intensify the massing and scale of the proposal. Vertical delineation and articulation of individual apartments would assist in reducing the perceived mass of the built form and responding to the context. The materiality proposed and the coherence of architectural expression is supported. 	<p>Architectural design developed post-Council meeting:</p> <ul style="list-style-type: none"> Horizontal proportions reduced Vertical emphasis added with individual apartments articulated with projecting spandrel panel design element
Internal Layout and Amenity	<ul style="list-style-type: none"> Concern is raised regarding clustering too many entry doors to apartments in proximity to each other. There appears to be opportunity to offset/reorientate these which will assist in providing a sense of personal address and a transitional space around the entry. Apartment Type B2 appears problematic with the entry door conflicting with the kitchen bench. The kitchen also encroaches on the living area which result in a couch being flush with the kitchen bench in order to be orientated directly in front of the TV. The central south facing one bed apartments (Type A1) may not receive sunlight to their balconies. If not, there may be an opportunity to push further south to obtain greater eastern or western sunlight. 	<p>Architectural design developed post-Council meeting:</p> <ul style="list-style-type: none"> Entry doors positioned to avoid direct line of sight from the lift landing into the apartment Apartment type B2 drawing clarified to should cupboard behind entry door Apartment type B2 TV position is flexible within the alcove and positioned opposite the couch if desired Apartment A1 position unchanged as pushing further south would conflict with the DDO requirements of 4.5m where apartments face side boundaries


Topic	Council Comments	Response
Basement Access	<ul style="list-style-type: none"> Concern was previously raised regarding the setback of basement access from the northern neighbouring dwelling (27 Northumberland Road). The endorsed plans under MPS/2018/471 setback its basement access from the northern boundary by 2.7 metres. The setback now proposed is 1.15 metres. As per previous advice, a 1.5 metre setback from this property would allow adequate separation and landscaping. Preliminary plans have also been referred to Council's Development Engineers for comment. These will be forwarded to you in due course. Plans that showed a wider crossing and basement access were shown in the meeting. Council are keen to comment formally on this arrangement once referred. 	<p>Architectural design developed post-Council meeting:</p> <ul style="list-style-type: none"> Basement access width minimised as much as possible. Steep topography of the site creates challenges. Previous permitted built form over the driveway has been removed. Additional width is required to provide the direct bike access from the street Traffic engineer has reviewed the proposed design and considers it acceptable
Accessibility	<ul style="list-style-type: none"> It appears that Apartment Type A1 seeks to implement bathroom design Option B. This option requires the toilet to be located closest to the door opening. 	<p>Architectural design developed post-Council meeting:</p> <ul style="list-style-type: none"> Apartment Type A1 provides for 1200x1200 circulation zone to achieve BADS and LHA Silver accessibility.
Private open space	<ul style="list-style-type: none"> The balconies for all apartment types meet the minimum requirements. However, if a cooling or heating unit is located on a balcony, the balcony should provide an additional area of 1.5 square metres. 	<p>Architectural design developed post-Council meeting:</p> <ul style="list-style-type: none"> Condenser units will be roof mounted and not located on a balcony.
Storage	<ul style="list-style-type: none"> Apartment Type A2 needs an additional 1m3 of storage. 	<p>Architectural design developed post-Council meeting:</p> <ul style="list-style-type: none"> Apartment storage adjusted and meets BADS requirements
Windows	<ul style="list-style-type: none"> Apartment Type B2 – the window is located within a secondary area and does not meet depth standard. Additional information should be provided to demonstrate that these rooms receive adequate daylight. 	<p>Architectural design developed post-Council meeting:</p> <ul style="list-style-type: none"> Window no longer opens to a secondary area as there is a void above and below.

Formal referral to Council

The comments below in Table 6 were based on the formal review by Council which occurred during the consultation period. The consultation material was based on the final refined scheme by Caleb Smith Architect. The material was referred to Council on 19 October 2021.

Table 6 Response to Council referral comments, dated 18 November 2021

Topic	Council Referral Comments	Response
Meeting Room	<ul style="list-style-type: none"> One of the noted attributes of the development was that there could be uninterrupted vistas through the central archway. We acknowledge that since the previous drawing package, the meeting room has been reduced in size and provided with clear glazing. However, Council are of the view that this important vista should be retained in its entirety. One potential option to achieve this would be to reconfigure Apartments 1.10/1.09 to allow the meeting room to sit within the northern side of the main entry and have a small path off the entrance way for access. Given that the landscaped courtyard is not communally accessible space, there are significant benefits of having this entry terrace as communal space coupled with the aesthetic benefit of having full views through the central archway. 	<ul style="list-style-type: none"> The reduced meeting room size and clear glazing is considered to allow for adequate views and vistas through the central archway.
Landscaping	<ul style="list-style-type: none"> Council is generally supportive of the themes and amounts/species of tree planting specified. The Lagerstroemia and Pyrus species specified do not fit with the character of the other specified species. In these cases, there is potential for larger growing, environmentally adapted species more suited to both local and wider character. We recommend that the landscape plan is amended to include changes to these species. 	<p>Architectural design developed post-Council referral comments:</p> <ul style="list-style-type: none"> A revised landscape plan with additional native species is being prepared.
Landscape Courtyard	<ul style="list-style-type: none"> Council support the concerns expressed by the OVGA in the meeting on 10 November 2021, in relation to the lower landscape courtyard and whether this would be a communally accessible space. It was made clear this would not be space accessible by the occupiers. Whilst this is not a concern of Council, access for maintenance of this area appears unclear and unresolved. 	<p>Architectural design response to be implemented post-Council referral comments:</p> <ul style="list-style-type: none"> Direct maintenance access via stairs from the basement, separate to resident access area will be provided to the rear courtyard Rear courtyard will be accessible for maintenance only. A Maintenance Strategy will be provided.
Storage Access	<ul style="list-style-type: none"> Access to some storage cages in the basement levels are problematic when cars would be parked in certain spaces. For example, the following cages: 	<ul style="list-style-type: none"> These storage cages will be associated with the car space directly adjacent.

Topic	Council Referral Comments	Response
	 <ul style="list-style-type: none"> It would be more functional for these storage areas to be directly accessible from the carpark circulation area. Sliding doors to storage cages should also be provided as these would be more practical and efficient option for these cages. 	
Basement Access	<ul style="list-style-type: none"> Concern was previously raised regarding the setback of basement access from the northern neighbouring dwelling (27 Northumberland Road). The endorsed plans under MPS/2018/471 setback its basement access from the northern boundary by 2.7 metres. As per the previous pre-app advice, a 1.5 metre setback from this property would allow adequate separation and landscaping. The setback now proposed is 0.5 metres. Council raises concern with this element of the proposal – particularly the impacts that this would have on the northern neighbouring property. 	<p>Noted.</p> <ul style="list-style-type: none"> The landscape plan has been revised and considers updated landscaping in this setback.
Daylight	<ul style="list-style-type: none"> Concern was previously raised regarding daylight access to certain apartments. The additional information provided has mostly alleviated this concern. However, Council recommends that daylight modelling is also undertaken for Apartment 1.12 to ensure that adequate levels of internal amenity are achieved. Council are currently concerned that daylight to Apartment 1.12 may be unsatisfactory. The use of privacy blades for certain windows is necessary to secure privacy for these relevant bedrooms. However, the submitted renders indicate that these may be a dark colour. It may be beneficial to use a lighter colour to maximise the internal amenity and outlook for these bedrooms. 	<ul style="list-style-type: none"> Further daylight modelling has been undertaken, significantly improving the daylight factor of subterranean apartments. The updated daylight studies indicate no apartment is below 54%. Further design refinements have been made and further daylight modelling undertaken. Overall, daylight exceeds benchmarks and daylight modelling complies with BESS as it stands. Daylight has significantly improved and the development provides for general overall BESS compliance. Lighter colours for privacy blades can be used
Urban Design and Façade Awnings	<ul style="list-style-type: none"> In relation to architectural expression and façade design, Council is supportive of the overall design which is a clear concept of robust materiality. 	<ul style="list-style-type: none"> A balanced approach will be implemented ensuring the shading device is robust and durable

Topic	Council Referral Comments	Response
	<ul style="list-style-type: none"> ▪ The issue of the horizontality of the design has been assisted by the use of vertical fins and vertical brick delineation between apartments. ▪ The awnings are a positive inclusion functionally and visually; however they are prominent and singular in their expression. As a result, they do conflict with the approach of moving towards a more vertical form or delineation. ▪ It would be beneficial to reconsider the materiality of these in order to make this element a little more dynamic. This may be achieved using a material which may change over time, or through colour or texture across the façade. This would achieve some diversity and movement across the façade. 	<ul style="list-style-type: none"> ▪ Material selection will confirmed to ensure neither quality nor visual appearance are compromised
Internal Layout and Amenity	<ul style="list-style-type: none"> ▪ Concern is raised regarding clustering too many entry doors to apartments in proximity to each other. There appears to be opportunity to offset/reorientate these which will assist in providing a sense of personal address and a transitional space around the entry. ▪ Apartment Type B2 appears problematic with the entry door conflicting with the kitchen bench. The kitchen also encroaches on the living area which results in a couch being flush with the kitchen bench in order to be orientated directly in front of the TV. ▪ Apartments A3 and B6 have kitchens that face directly into the living area. ▪ The central south facing one bed apartments (Type A1, A1.1, B4) may not receive sunlight to their balconies. If not, there may be an opportunity to push further south to obtain greater eastern or western sunlight. ▪ Council notes that there are numerous apartment types that do not meet the minimum width dimension for living rooms. However, due to the high level of BADS compliance with other elements including bedrooms, SPOS, ceiling heights, accessibility and storage, on balance, the apartments are considered to be quality living environments therefore the lesser living room dimensions are accepted. 	<ul style="list-style-type: none"> ▪ The current layout of entry doors to apartments is to minimise the direct line of site into residents' apartments. ▪ Wayfinding for apartment numbers can be positioned in this space ▪ Apartment layouts are considered to a high level of BADS compliance and as a result good internal amenity.
Environmentally Sustainable Development	<ul style="list-style-type: none"> ▪ Concern raises concern regarding the impact that the privacy screens for bedrooms will have on achieving a good level of natural ventilation. ▪ Gas is not preferred as it is a fossil fuel. The development should use electric appliances supported by solar PV panels. ▪ BESS Transport EV charging – Moreland is targeting a net zero community and recommends the following: <ul style="list-style-type: none"> – Infrastructure and cabling (with or without the charger unit) to each car space that can support Level 2 (Mode 3) 32 Amp EV car charging. – Load management systems that ensure EV charging occurs outside of peak electricity demand hours; and 	<ul style="list-style-type: none"> ▪ Noted. ▪ No gas proposed. ▪ Housing provider has requested no EV charging. ▪ High sustainable and affordable housing is to be delivered with minimum NatHERS rating of 6-star (minimum 5-star as NCC 2019 requirement and 5.5 Star as Green Star requirement.

Topic	Council Referral Comments	Response
	<ul style="list-style-type: none"> – The EV infrastructure does not adversely impact the site's maximum demand ▪ The number of innovation points is not acceptable. The following areas are of concern: <ul style="list-style-type: none"> – The NatHERS rating is not innovative and a standard number for apartments in Moreland. – The low VOC paints is no longer innovative. – A Construction Pollution Management Plan is a requirement for stormwater management under Clause 53.18. ▪ Further consideration of the following items is required: <ul style="list-style-type: none"> – How the air tightness testing will be done, which rooms will be tested and how many. What is the criteria for accepting a pass? – The pre and post occupancy survey. How is this possible without an existing building? – Why is a water quality test required when the development will be connected to a standard water connection? 	<ul style="list-style-type: none"> ▪ Ultra Low VOC Paints are Green Star acknowledged ▪ This will be addressed in the Sustainable Management Plan, stating that the building contractor must produce a Construction Pollution Management Plan in accordance with Clause 53.18 of the Moreland Planning Scheme. ▪ The airtightness test is to be undertaken on each unique type of apartments and including the top floor apartments to Green Star 2.2.3 Air Permeability Test. The final number of apartments are subject to the airtightness specialist's review and confirmation.
Virtual Moreland	<p>By 2036, Moreland's population is expected to increase to 228,807. A key priority in our Council Plan 2017-21 is to enhance Moreland's liveability, affordability and sustainability by guiding growth and excellence in urban design and development.</p> <p>The Virtual Moreland project is aimed at achieving this priority, by leveraging 3D GIS, 3D modelling and 3D visualisation in combination with emerging technologies such as virtual and augmented reality. The goal of the project is to improve our decision-making process, improve design outcomes and improve community consultation.</p> <p>Given the scale of the proposal, a 3D model of the proposal would be useful for Council's Virtual Moreland 3D GIS platform. A LOD3 model which reflects the architectural plans at the application approval stage is requested. This 3D model will be integrated into Council's 3D base model of Moreland once construction has finalised to ensure Council's base context model is up to date and assist with future developments and planning within Moreland Council.</p>	A 3D model will be submitted to Council.

Local Community

A total of 70 unique submissions were received from the local community with three duplicate submissions (73 submissions were received in total). Across the 70 submissions there were a number of consistent themes that are tabulated below.

Individual submissions are included within **Appendix G**, however, are grouped here and responded to within themes for convenience.

Table 7 Response to submissions received from the local community

Theme of Concern	No. of submissions relating to concern	Response	Change
Built form (height, density, visual bulk)	13	<p>The zoning of the site, as Residential Growth Zone – Schedule 2 (Neighbourhood Centres) prescribes a maximum height of 13.5 storeys, demonstrating the anticipated growth for the area.</p> <p>Supporting this, DDO24 locates the subject site within the Gaffney Street/Pascoe Vale Station, Pascoe Vale Neighbourhood Centre. The Neighbourhood Centre Framework Plan provides strategic direction for the area and identifies the subject site within a ‘Focus Area for Change’. This growth in the area can clearly be seen to the south and west of the subject site where a number of other higher density townhouse and apartment developments are under construction or recently been completed.</p> <p>The design of the development, incorporating central terrace areas to link the two articulated building forms, steps down along the slope of the land to reduce the visual bulk of the building. The archway in the centre of the site helps to pull the architecture together while breaking the mass from the street frontage.</p> <p>Additionally, the proposed development is predominately within the building envelope of the existing approved permit MPS/2018/471.</p>	No change
Architectural expression	4	<p>The proposal has been through three OVGA Design Review Panels. Following feedback from each panel session, the design response of the proposal has evolved, taking into account design feedback from panel members.</p> <p>The resultant building is a composed and articulated apartment building that will sit comfortably within its surrounding context.</p>	The design of the buildings has constantly evolved throughout the entire consultation process, taking into account feedback

Theme of Concern	No. of submissions relating to concern	Response	Change
			from all stakeholders.
Inappropriate location	26	The zoning of the site within the Residential Growth Zone – Schedule 2 and affected by DDO24 allows for buildings with a maximum height of 13.5 metres (up to four storeys). Moreover, the strategic direction for the area identifies that the subject site is within a 'Focus Area for Change' identifying the intended growth, increased density, and emerging character of the area.	No change
Lack of car parking	30	The proposal has been subject to three OVGA Design Review Panels. Following feedback from each panel session, the design response of the proposal has evolved, taking into account design feedback from panel members.	No change
Traffic generation	8	With a provision of 42 car parking spaces, the site's location and proximity to several public transport options, there is an expected daily traffic generation rate of 5 vehicle movements per dwelling. As not all dwellings will be allocated with car parking, traffic generation is expected to be influenced by the number of car parking spaces on site rather than the number of dwellings. As this proposal has a reduction of 40 spaces in comparison to what was approved under the previously approved permit (MPS/2018/471) (82 car parking spaces), it is expected that this proposal will generate significantly less traffic than what was previously approved.	No change
Overlooking and lack of privacy	13	Design techniques including screening measures such as window glazing, and privacy blades have been incorporated into the design to limit overlooking into adjoining properties. Detailed design updates will also manage window location. The landscape plan is being revised and landscape treatment will also be used to limit overlooking and provide a visual buffer with abutting properties. In regards to the rooftop terrace, screening and planting will limit the extent of overlooking.	Changes to screening have been made and updates to the landscaping to reduce overlooking impacts and increase privacy.
Overshadowing	7	The proposal will result in minor additional overshadowing to the properties at the rear of the subject site (along the western boundary). However, due to the orientation of the site, additional overshadowing created by the proposed	No change

Theme of Concern	No. of submissions relating to concern	Response	Change
		<p>development on these adjoining properties is limited to between 9am-10am. As the sun moves throughout the day, the majority of overshadowing created by the proposal is on Northumberland Road and does not detrimentally impact surrounding properties.</p> <p>It is noted that the shadow diagrams provided indicate that there is significant overshadowing on the surrounding properties created by existing conditions.</p>	
Lack of surrounding infrastructure (eg. schools, shops)	13	<p>The subject site is located within the Gaffney Street/Pascoe Vale Station, Pascoe Vale Neighbourhood Centre. There are a number amenities, services and schools within the surrounding area.</p> <p>The subject site also has excellent access to a number of public transport services and routes.</p> <p>Additionally, the strategic direction for the site as 'Focus Area for Change' identifies the intended growth and general emerging character of the area.</p> <p>Finally, the existing approved permit MPS/2018/471 approved a development for a similar number of dwellings which would have resulted in a similar number of additional dwellings within the area.</p>	No change
Loading and rubbish removal	3	<p>A dedicated bin storage area is located in the basement level. Collection of bins will be undertaken by a private contractor using a mini waste-wise vehicle. Loading will take place on-street.</p> <p>These loading and was waste arrangements are consistent with that of the previously approved planning permit MPS/2018/471</p>	No change
Social concerns / tenant selection	5	<p>HCA is one of Australia's largest housing providers. HCA will manage the building and maintain the building to the highest standards.</p> <p>HCA carefully selects tenants to not only provide them with housing, but try to match people within is a cohesive building and seek to ensure tenants make a positive contribution to the surrounding neighbourhood.</p>	No change
Insufficient information about the proposal	6	<p>Letters were posted to residents on 21 October 2021 within a 150m of the subject site.</p> <p>Advertising signs were erected on the Northumberland Road frontage on 25 October 2021. On 15 November 2021 when it</p>	Following notification that advertising

Theme of Concern	No. of submissions relating to concern	Response	Change
		<p>appeared they were no longer there, the signs were re-erected on 18 November and removed on 25 November.</p> <p>Advertising signs and letters provided a link and QR code to all relevant consultation material and information and invited residents to attend the community information session held on 3 November 2021.</p> <p>The information session was recorded and available to watch via the website.</p>	<p>sign was removed consultation, which was intended to end on 15 November 2021 was extended until 24 November 2021 to ensure the surrounding community was sufficiently notified about the proposal.</p>
Removal of appeal rights / lack of due process	4	<p>The proposal is submitted under Clause 52.20 which does not provide for third party appeal rights.</p> <p>However, applications submitted under Clause 52.20 are required to undergo extensive consultation and community engagement. Written feedback from residents is collated within the consultation report which forms part of the formal submission. The Consultation Report, the consultation undertaken and response to the ongoing feedback received, especially feedback from residents is taken into consideration in the final decision.</p>	No change

Department of Transport

No response required as the Department of Transport did not object to the development and raised no conditions.

5. CONCLUSION

As detailed above, the proposed development has undergone extensive consultation in accordance with Clause 52.20-4 of the Moreland Planning Scheme and the *Homes Victoria Consultation Guidelines*, dated July 2021. The consultation process has been carried out under the guidance of officers from Homes Victoria. The duration, manner and extent of the consultation process meets or exceeds the requirements set out in the Homes Victoria Guidelines.

At each stage of the consultation process feedback has been carefully considered and responded to either in the design of the building or addressed in the supporting reports and application material. Each round of consultation with stakeholders has been considered in the design of the proposed development.

It is necessary to note that not all feedback has resulted in design changes to the built form (as documented above), however, all feedback has been documented in this report and considered. The final design seeks to balance the various stakeholder requirements, planning policy and feedback from the local community to achieve a high-quality design outcome that will play a positive role in the local community for years to come.

APPENDIX A

DEPARTMENT OF TRANSPORT REFERRAL RESPONSE



Department of Transport

GPO Box 2392
Melbourne, VIC 3001 Australia
Telephone: +61 3 9651 9999
www.transport.vic.gov.au
DX 201292

Ref: 37800/21

Emma Klein
Consultant
URBIS

E eklein@urbis.com.au

Dear Ms Klein

**MORELAND PLANNING SCHEME
PLANNING APPLICATION NO: N/A
PROPOSAL: 70 DWELLINGS
ADDRESS: 21-25 NORTHUMBERLAND ROAD, PASCOE VALE**

Thank you for your email dated 20th October 2021 referring the above pre- application to the Head, Transport for Victoria pursuant to Section 55 of the *Planning and Environment Act 1987*.

The Head, Transport for Victoria, pursuant to Section 56(1) of the *Planning and Environment Act 1987* **does not object** to the grant of a planning permit.

Should you require any further clarification, please feel free to contact James Noy on email james.noy@ecodev.vic.gov.au.

Yours sincerely

JAMES NOY

Senior Statutory Planner (Public Transport)
Delegate of the Head, Transport for Victoria
08/11/2021

APPENDIX B

COUNCIL DRAFT CONDITIONS

Draft Conditions

21 Northumberland Road, PASCOE VALE VIC 3044, 23 Northumberland Road, PASCOE VALE VIC 3044, 25 Northumberland Road, PASCOE VALE VIC 3044 - Development of an apartment building for affordable/social housing.

1. Before the development commences, 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 and must be generally in accordance with the plans prepared by Caleb Smith Architects described as Project No. 2104 Rev A dated 15 October 2021 but modified to show:
 - (a) Relocation of the meeting/drop in room to allow full vistas through the central archway.
 - (b) Use of colour and/or texture for the awnings to achieve a dynamic façade.
 - (c) Confirmation of access to the landscape courtyard.
 - (d) Clustered entry doors of apartments offset/reorientated.
 - (e) Sliding doors to rear storage cages in the basement level.
 - (f) All existing tree(s) and vegetation on site and adjoining land, including the tree protection zone(s).
 - (g) A schedule of all proposed exterior decorations, materials, finishes and colours, including colour samples.
 - (h) A landscape plan in accordance with Condition 3 of this permit.
 - (i) An amended Sustainable Management Plan in accordance with condition 5.
2. The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority. This does not apply to any exemption specified in Clauses 62.02-1 and 62.02-2 of the Moreland Planning Scheme unless specifically noted as a permit condition.
3. Prior to the commencement of any development works, a landscape plan must be submitted to and approved by the Responsible Authority. The landscape plan must provide the following:
 - (a) Identification of any existing tree(s) and vegetation on site and adjoining land proposed to be removed and retained, including the tree protection zone(s). Vegetation retainment must include strategies for the retainment (i.e. barriers and signage during the construction process).
 - (b) A schedule of all proposed trees, shrubs and ground covers (including numbers, size at planting (including pot sizes,) size at maturity and botanical names), as well as sealed and paved surfaces. The flora selection and landscape design should be drought tolerant and based on species selection recommended in the Moreland Landscape Guidelines 2009.

- (c) An amended planting mix to replace the Lagerstroemia and Pyrus species with larger growing, environmentally adapted species more suited to both local and wider character.
 - (d) Details of the location and type of all paved and sealed areas. The adoption of porous/permeable paving, rain gardens and other water sensitive urban design features is encouraged.
4. Prior to the issuing of a Statement of Compliance or occupation of the development, whichever occurs first, all landscaping works must be completed and maintained in accordance with the approved and endorsed landscape drawing to the satisfaction of the Responsible Authority.
 5. The Sustainable Management Plan must demonstrate a best practice standard of environmentally sustainable design and be generally in accordance with the SMP prepared by Integrated Group Services and dated 15 October 2021, but modified to include the following changes:
 - (a) Use electric appliances supported by solar PV panels.
 - (b) Infrastructure and cabling (with or without the charger unit) to each car space that can support Level 2 (Mode 3) 32 Amp EV car charging.
 - (c) Load management systems that ensure EV charging occurs outside of peak electricity demand hours.
 - (d) NatHERS ratings removed from innovation (standard number for apartments in Moreland).
 - (e) Low VOC paints removed from innovation.
 - (f) A Construction Pollution Management Plan is a requirement for stormwater management under Clause 53.18.
 - (g) Confirmation of air tightness testing. Which rooms will be tested and how many? What is the criteria for accepting a pass?
 - (h) Confirmation of water quality testing – why is this required?
 - (i) Confirmation of the impact of privacy screens on natural ventilation.

Where alternative ESD initiatives are proposed to those specified in this condition, the Responsible Authority may vary the requirements of this condition at its discretion, subject to the development achieving equivalent (or greater) ESD outcomes in association with the development.

When submitted and approved to the satisfaction of the Responsible Authority, the SMP and associated notated plans will be endorsed to form part of this permit.

6. All works must be undertaken in accordance with the endorsed Sustainability Management Plan to the satisfaction of the Responsible Authority. No alterations to these plans may occur without the written consent of the Responsible Authority.
7. Prior to the occupation of the building, a report (or reports) from the author of the Sustainability Management Plan (SMP), approved pursuant to this permit, or similarly qualified person or company, must be submitted.

The report(s) must be to the satisfaction of the Responsible Authority and must confirm that all measures specified in the approved SMP have been implemented in accordance with the approved plans. Specific details demonstrating and confirming the ESD measures have been implemented must be included, such as:

- (a) All ESD initiatives committed to or referenced in the SMP occurred and were installed or constructed.
8. The Waste Management Plan prepared by Leigh Design dated 28 September 2021 must be implemented and complied with at all times to the satisfaction of the Responsible Authority unless with the further written approval of the Responsible Authority.
 9. The recommendations and actions of the Green Travel Plan by Traffix Group dated October 2021 must be implemented by the relevant responsible personnel and complied with at all times, to the satisfaction of the Responsible Authority.
 10. Prior to the endorsement of plans, an Accessibility Report prepared by a suitably qualified person must be submitted and approved to the satisfaction of the Responsible Authority. The report must reflect the plans referred to in condition 1 of this permit and detail how the development will incorporate design features to achieve 50% of dwellings to be in accordance with Standard B41 (Accessibility) of Clause 55.07-7 of the Moreland Planning Scheme, and 70% of dwellings to achieve the Silver standard of the livable housing design guidelines. This should include the detailed design of the adaptable bathrooms (e.g. confirmation of hobless showers and removable hinges to doors). The recommendations of the report must be implemented to the satisfaction of the Responsible Authority prior to the occupation of the development. No alterations to the plan may occur without the written consent of the Responsible Authority. When submitted and approved, the Accessibility Report will form part of this permit.
 11. Prior to the issuing of a Statement of Compliance or occupation of any dwelling approved under this permit, a report from the author of the Accessibility Report, approved pursuant to this permit, or similarly qualified person or company, must be submitted to the Responsible Authority. The report must be to the satisfaction of the Responsible Authority and must confirm that all measures specified in the Accessibility Report have been implemented in accordance with the approved report.
 12. Prior to the issuing of Statement of Compliance or occupation of the development, whichever occurs first, all visual screening measures shown on the endorsed plans must be installed to the satisfaction of the Responsible Authority. All visual screening and measures to prevent overlooking must be maintained to the satisfaction of the Responsible Authority. Any screening measure that is removed or unsatisfactorily maintained must be replaced to the satisfaction of the Responsible Authority.
 13. Prior to the occupation of the development, a vehicle crossing must be constructed in every location shown on the endorsed plans to a standard satisfactory to the Responsible Authority (Moreland City Council, City Infrastructure Department).
 14. Prior to the occupation of the development, any existing vehicle crossing not to be used in this use or development must be removed and the kerb and channel, footpath

and nature strip reinstated to the satisfaction of the Responsible Authority (Moreland City Council, City Infrastructure Department).

15. Prior to the occupation of the development all telecommunications and power connections (where by means of a cable) and associated infrastructure to the land (including all existing and new buildings) must be underground to the satisfaction of the Responsible Authority.
16. Prior to the occupation of the development, all boundary walls must be constructed, cleaned and finished to the satisfaction of the Responsible Authority.
17. Prior to the occupation of the development, any Council or service authority pole or pit within 1 metre of a proposed vehicle crossing, including the 1 metre splays on the crossing, must be relocated or modified at the expense of the permit holder to the satisfaction of the Responsible Authority and the relevant service authority.
18. Unless with the prior written consent of the Responsible Authority, any plumbing pipe, ducting and plant equipment must be concealed from external views. This does not include external guttering or associated rainwater down pipes.
19. All stormwater from the land, where it is not collected in rainwater tanks for re-use, must be collected by an underground pipe drain approved by and to the satisfaction of the Responsible Authority (Note: Please contact Moreland City Council, City Infrastructure Department).
20. Prior to the commencement of the development, a legal point of discharge is to be obtained, and, where required, a stormwater drainage plan showing how the site will be drained from the property boundary to the stated point of discharge must be submitted to and approved by the Responsible Authority.
21. The car parking spaces provided on the land must be solely associated with the use and development allowed by this permit and must not be subdivided or sold separate from the development for any reason without the written consent of the Responsible Authority.
22. Prior to development commencing (including any demolition, excavations, tree removal, delivery of building/construction materials and/or temporary buildings), all council trees marked on the endorsed plans must have a Tree Protection Zone (TPZ) to the satisfaction of the Responsible Authority. The fencing associated with this TPZ must meet the following requirements:

(a) Extent

The tree protection fencing (TPF) is to be provided to the extent of the TPZ, calculated as being a radius of 12 x Diameter at Breast Height (DBH – measured at 1.4 metres above ground level as defined by the Australian Standard AS 4970.2009).

If works are shown on any endorsed plan of this permit within the confines of the calculated TPZ, then the TPF must be taken in to only the minimum amount necessary to allow the works to be completed.

(b) Fencing

All tree protection fencing required by this permit must be erected in accordance with the approved TPZ. The TPF must be erected to form a visual and physical barrier and must be a minimum height of 1.5 metres and of chain mesh or similar fence with 1.8 metre support posts (e.g. treated pine or similar) every 3-4 metres, including a top line of high visibility plastic hazard tape erected around the perimeter of the fence.

(c) Signage

Fixed signs are to be provided on all visible sides of the TPF clearly stating "Tree Protection Zone – No Entry", to the satisfaction of the Responsible Authority.

(d) Irrigation

The area within the TPZ and TPF must be irrigated during the summer months with 1 litre of clean water for every 1cm of trunk girth measured at the soil/trunk interface on a weekly basis.

(e) Provision of Services

Unless with the prior written consent of the Responsible Authority, all services (including water, electricity, gas and telephone) must be installed underground, and located outside of any TPZ, to the satisfaction of the Responsible Authority.

(f) Access to TPZ

Should temporary access be necessary within the Tree Protection Zone during the period of construction, the Responsible Authority must be informed prior to relocating the fence (as it may be necessary to undertake additional root protection measures such as bridging over with timber).

23. The permit holder must take all reasonable steps to ensure that disruption to bus operation along Northumberland Road is kept to a minimum during the construction of the development. Foreseen disruptions to bus operations and mitigation measures must be communicated to Public Transport Victoria eight (8) weeks prior by telephoning 1800 800 007 or emailing customerservice@ptv.vic.gov.au.
24. As part of the ongoing consult team, Caleb Smith Architects, or an architectural firm to the satisfaction of the Responsible Authority must be engaged to:
 - (a) oversee design and construction of the development;
 - (b) ensure the design quality and appearance of the development is realised as shown in the endorsed plans or otherwise to the satisfaction of the Responsible Authority.
25. This permit will expire if one of the following circumstances applies:
 - (a) the development is not commenced within two (2) years from the date of issue of this permit;
 - (b) the development is not completed within four (4) years from the date of issue of this permit.

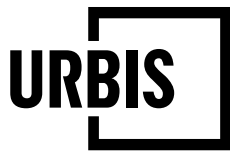
The Responsible Authority may extend the period referred to if a request is made in writing before the permit expires or;

within six months after the permit expires to extend the commencement date.

within 12 months after the permit expires to extend the completion date of the development if the development has lawfully commenced.

APPENDIX C

LETTERS CIRCULATED TO COUNCILLORS



**LEVEL 10
477 COLLINS STREET
MELBOURNE VIC 3000**

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

13 October 2021

Councillors
Moreland City Council
Locked Bag 10
Moreland, VIC 3058

Via email: info@moreland.vic.gov.au

Dear Councillor,

21-25 NORTHUMBERLAND ROAD, PASCOE VALE: PROPOSED SOCIAL HOUSING DEVELOPMENT (VICTORIA'S BIG HOUSING BUILD)

Urbis acts on behalf of Housing Choices Australia Limited (Housing Choices Australia) and Lofe Land Pty Ltd in relation to the proposed redevelopment of the land at 21-25 Northumberland Road, Pascoe Vale.

Housing Choices Australia is an independent, not-for-profit housing provider that delivers high quality, accessible and affordable housing. Housing Choices Australia is one of the largest community housing providers in Australia with operations in Victoria, South Australia, Tasmania, New South Wales and Western Australia.

We are pleased to advise that Housing Choices Australia has been awarded funding for the above project under the Rapid Grants Round of the State Government's Big Housing Build. The project will provide much-needed social housing within the City of Moreland.

Lofe Land Pty Ltd are a private developer working with Housing Choices Australia to deliver this proposed affordable housing development.

This letter provides an overview of the application, consultation undertaken to date and forthcoming community consultation program.

THE PROPOSAL

Importantly, the site benefits from an existing permit for a four-storey apartment building with an almost identical built form. MPS/2018/471 was issued on 21 August 2019 and included consultation with neighbours and Council Officers as part of a standard planning application.

The project team has engaged a new local architect; Caleb Smith Architects, to design and deliver a project that emphasises the principles of natural light, cross ventilation, sense of community and celebrates the landscaped and suburban nature of the surrounding neighbourhood context.

The proposed development comprises 70 dwellings (inclusive of one and two bedrooms) within a four-storey building. Apartments are designed to Liveable Housing Australia Silver Level compliance and are highly sustainable, targeting 5-star Green Star and 7 star NatHERS accreditation.

The proposal aligns with the relevant policy and provisions of the *Moreland Planning Scheme* including the local Design and Development Overlay and Better Apartment Design Standards. The design has been informed through extensive engagement with planning and urban design officers at Moreland City Council as well as officers at Homes Victoria, the Department of Environment, Land, Water and Planning (DELWP) and the Office of the Victorian Government Architect (OVGA).

The proposed building makes a meaningful contribution to its context and accommodates a significant number of new social housing dwellings in a location that is well serviced by transport and services without imposing amenity impacts to surrounding residents.

BIG HOUSING BUILD – RAPID GRANTS ROUND

This project forms part of the Big Housing Build Rapid Grants Round and is undertaken on behalf of the Director of Housing (*Housing Act 1993*) and facilitated by Homes Victoria.

Once submitted, the application will be assessed by DELWP officers, with Moreland City Council providing planning feedback as well as internal referral to relevant departments to inform the assessment. The Minister for Energy, Environment and Climate Change is the Responsible Authority for the proposal.

Darren Camilleri (Coordinator) and Alex Osborne (Senior Urban Planner) have been briefed and will continue to provide detailed feedback on this application.

CONSULTATION TO DATE

To date, extensive consultation has been undertaken. The initial design concept was conceived by JCB architects. The project team undertook consultation regarding this scheme on the following dates:

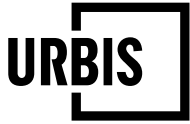
- 16th June 2021 with City of Moreland officers
- 17th August 2021 with OVGA Panel
- 20th August 2021 with DELWP officers

Following resourcing issues with JCB architects, Caleb Smith Architects was appointed. The scheme has since been revised to reflect the proposal as outlined above. The amended scheme has been revised to improve the initial scheme by addressing the issues of concern as identified in the above consultation meetings.

To date, further consultation regarding the revised scheme has been undertaken on:

- 21st September 2021 with OVGA Panel
- 5th October 2021 with City of Moreland Officers
- 6th October 2021 with DELWP Officers

The final scheme has made clear amendments that address feedback from all consultation sessions identified above. As such, it is considered the proposal will deliver high quality housing which respects surrounding amenity and provides a positive contribution to the Pascoe Vale community and wider municipality.



CONSULTATION

Projects assessed under Victoria's Big Housing Build (Clause 52.20 of the Moreland Planning Scheme) must undertake consultation with key stakeholders including the local community.

In accordance with Homes Victoria's requirements the project will commence a three-week consultation program with surrounding residents from Monday 18th October 2021. To accommodate postage timeframes submissions will close on Monday 8th November 2021.

The consultation program includes an online information session to be held on Wednesday 3rd November 2021.

The application material and information regarding the online information session is hosted at <https://www.housingchoices.org.au/northumberland-road> and can be accessed for your further information.

CONTACT INFORMATION

Our team would be pleased to assist should you have any questions in relation to this project or wish to attend the online information session.

We are also able to facilitate a briefing session with you over video conference should you wish to discuss the project with the team directly.

We thank you for your time and consideration of this project.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Billy Rebakis". The signature is fluid and cursive, with a horizontal line extending from the end.

Billy Rebakis
Associate Director
03 9617 6638
brebakis@urbis.com.au

APPENDIX D

LETTERS SENT TO SURROUNDING OWNERS & OCCUPIERS

21-25 Northumberland Road, Pascoe Vale - Community Consultation

Dear Resident/Owner,

We are writing to advise of a proposed development under Victoria's Big Housing Build at 21-25 Northumberland Road, Pascoe Vale by Housing Choices Australia Limited (Housing Choices Australia).

Housing Choices Australia is a not-for-profit Registered Housing Association in Victoria under the Housing Act 1983. It builds and manages high quality, well-designed, affordable housing for people struggling to find a home in Australia's challenging private rental market, working with partners to create resilient and inclusive communities. More information on Housing Choices can be found at housingchoices.org.au.

What is the Big Housing Build?

The Big Housing Build is a partnership between the Victorian Government and not-for-profit community housing organisations which provide safe, secure and affordable homes for renters. The Big Housing Build is expected to deliver over 12,000 new dwellings and will boost social housing across Victoria by 10%.

Streamlined planning processes have been introduced for Victoria's Big Housing Build to assist with achieving these targets. The new Clause 52.20 of the Victoria Planning Provisions provides for planning approval from the Minister for Energy, Environment and Climate Change for developments funded through the Big Housing Build. The provision does not provide for the conventional notice and referral of applications, and results in a decision to approve the application, rather than the issue of a planning permit. More detail can be found at planning.vic.gov.au.

Housing Choices is also liaising with the Moreland City Council during this consultation process.

Why are we contacting you?

Housing Choices Australia is writing to seek your feedback in relation to a proposed development. No application has been submitted to the Minister for Energy, Environment and Climate Change at this time.

We are inviting feedback from the local community to assist with informing our application, and we welcome your feedback on this proposal.

What is proposed to be built?

Housing Choices has secured a funding contribution under the Big Housing Build to build a four-storey community housing development with 70 apartments and 42 car spaces at 21-25 Northumberland Road, Pascoe Vale. All apartments achieve 5 Star Green Star and 7 Star NatHERS and meet 'Silver' standard according to Liveable Housing Australia's guidelines. The apartments are a mix of 1 and 2 bedrooms and range in size between 50m² and 81m².

Our proposal has been informed by a professional team of architects, town planners, and engineers. It has been designed to respond to the planning regulations that apply to the subject land.

Once construction is complete, Housing Choices Australia will manage these dwellings on behalf of the Victorian Government.

A full suite of documents, including architectural drawings, plans and other relevant consultant reports can be accessed at <https://www.housingchoices.org.au/northumberland-road>.

How can I participate in the Community Consultation process?

Community Information Session

In light of COVID-19 safety measures and restrictions, a virtual information session will be held on Wednesday 3rd November from 5:30 – 7:00pm AEDT. This will provide an opportunity to view the plans, meet the team working on the project and ask questions. To RSVP, please complete the online form at <https://www.housingchoices.org.au/northumberland-road> by 5pm on Sunday 31st October and you will receive the link to this session via email.

This session will be recorded and made available at <https://www.housingchoices.org.au/northumberland-road> for members of the community who are not able to attend the session.

Written feedback

Written feedback can be submitted at <https://www.housingchoices.org.au/northumberland-road>. Feedback must be received by 5pm on Monday 8th November.

What will be done with feedback and how will I find out the outcome?

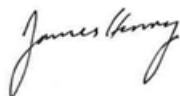
Any feedback received by the due date will be compiled into a consultation report, which will be provided with the application for approval to the Minister for Energy, Environment and Climate Change under Clause 52.20. This consultation report will include Housing Choices' response to the feedback and how this has been incorporated into the final plans (where applicable). Not all issues raised in consultation may be able to be resolved to the satisfaction of the person raising the issue, however Housing Choices is required to demonstrate how the issues have been considered.

The responsible authority (the Minister for Energy, Environment and Climate Change) will then assess the application and make a determination accordingly.

The outcome of the matter under Clause 52.20 will be posted on the Homes Victoria website.

We look forward to your participation in this process and receiving any feedback you may have through the link outlined above.

Kind regards



James Henry
General Manager Development
Housing Choices Australia



English:

If you need an interpreter, please call TIS National on 131 450 and ask them to call **Housing Choices Australia** on **1300 312 447**. Our business hours are **9am to 5pm, Monday to Friday**.

You can also visit the TIS National website for translated information about the service TIS National provides. Visit: www.tisnational.gov.au

Arabic:

إذا كنت بحاجة إلى مترجم، يرجى الاتصال بـ TIS الوطنية على الرقم 131 450 وأطلب منهم الاتصال بـ **Housing Choices Australia** على هاتف رقم **1300 312 447**. ساعات العمل الخاصة بنا **9am to 5pm, Monday to Friday**.

يمكنك أيضا زيارة موقع TIS الوطنية للحصول على معلومات حول الخدمات التي تقدمها TIS الوطنية. قم بزيارة: www.tisnational.gov.au

Farsi (alt Persian):

اگر به مترجم نیاز دارید، لطفاً با شماره تلفن تی‌ایس نشنال 131 450 تماس بگیرید و از آنها بخواهید با **Housing Choices Australia** به شماره **1300 312 447** تماس بگیرند. ساعت کاری ما **9am to 5pm, Monday to Friday** است.

شما همچنین می‌توانید به وب‌سایت تی‌ایس نشنال برای اطلاعات در مورد خدماتی که تی‌ایس نشنال فراهم می‌کند مراجعه کنید. به www.tisnational.gov.au

Vietnamese:

Nếu quý vị cần thông dịch viên, xin hãy gọi cho Dịch vụ Thông Phiên dịch Quốc gia (TIS Quốc gia) theo số 131 450 và yêu cầu họ gọi cho **Housing Choices Australia** theo số **1300 312 447**. Giờ làm việc của chúng tôi là **9am to 5pm, Monday to Friday**. Quý vị cũng có thể vào thăm trang mạng của TIS Quốc gia để có thông tin về các dịch vụ mà TIS Quốc gia cung cấp. Hãy vào thăm www.tisnational.gov.au

Somali:

Haddii aad u baahan tahay turjumaan, fadlan ka wac TIS National taleefanka 131 450 waxaad ka codsataa inay kuu wacaan **Housing Choices Australia** iyo **1300 312 447**. Saacadaha Shaqadu waa **9am to 5pm, Monday to Friday**. Waxaad kaloo booqan kartaa website-ka TIS National ee macluumaadka turjuman oo ku saabsan adeegga TIS National ay bixiso. Ka eeg: www.tisnational.gov.au

Simplified Chinese:

如果您需要口译员，请拨打TIS National的电话131 450，请他们打电话给**Housing Choices Australia**，电话号码：**1300 312 447**。我们的营业时间是**9am to 5pm, Monday to Friday**。

你也可以访问TIS National的网站，了解TIS National提供的服务。网址：www.tisnational.gov.au

Traditional Chinese:

若您需要口譯員，請撥打TIS National電話131 450並請他們轉接 **Housing Choices Australia** 的電話 **1300 312 447**。我們的工作時間是**9am to 5pm, Monday to Friday**。

你也可以瀏覽TIS National網站瞭解TIS National的服務資訊，網址：www.tisnational.gov.au

Spanish:

Si necesita un intérprete, por favor llame a TIS National en el 131 450 y pida que lo comuniquen con **Housing Choices Australia** en el **1300 312 447**. Nuestro horario de oficina es **9am to 5pm, Monday to Friday**. También puede visitar el sitio web de TIS National para obtener información acerca de los servicios que provee TIS National. Visite www.tisnational.gov.au

Italian:

Se hai bisogno di un interprete, telefona a TIS National al numero 131 450 e chiedi di chiamare **Housing Choices Australia** al **1300 312 447**. I nostri orari d'ufficio sono **9am to 5pm, Monday to Friday**. Puoi visitare anche il sito web TIS National per informazioni tradotte sul servizio che TIS National fornisce. Visita il sito: www.tisnational.gov.au

For other languages, access to an interpreter is available by contacting **Housing Choices Australia** on **1300 312 447**.

APPENDIX E

ADVERTISING SIGN

VICTORIA'S BIG HOUSING BUILD



PROPOSED COMMUNITY HOUSING DEVELOPMENT: 21-25 NORTHUMBERLAND ROAD, PASCOE VALE

The \$5.3 billion Big Housing Build is the largest social and affordable housing building program in Victoria’s history. This project is funded by Big Housing Build and is undertaken by Housing Choices Australia.

The proposed development comprises 70 affordable housing units (inclusive of one and two bedrooms) and 42 car parking spaces within a four-storey building. Apartments are designed to Liveable Housing Australia Silver Level compliance, 5 star Green Star and 7 star NatHERS. The development will be managed by Housing Choices Australia.

Housing Choices Australia is an independent, national, not-for-profit housing provider that delivers high quality, accessible and affordable housing for people who struggle to find a suitable home in Australia’s challenging private rental market.

We are seeking the community’s feedback on our proposal. Feedback can be provided at <https://www.housingchoices.org.au/northumberland-road> until 22 November 2021 or scan the QR code for more information.



**APPLICANT
PROPOSAL**

**MORE INFORMATION
INFORMATION SESSION
WRITTEN FEEDBACK**

Housing Choices Australia
Construction of a 4-storey residential building pursuant to Clause 52.20 of the Moreland Planning Scheme
<https://www.housingchoices.org.au/northumberland-road>
Online, 3 November, 2021 5.30 – 7.00pm AEDT
Closing Date, 22 November 2021

APPENDIX F

FOLLOW UP QUESTIONS FROM COMMUNITY INFORMATION SESSION

Follow-Up Questions – 21-25 Northumberland Rd, Pascoe Vale

Last updated: 8th November 2021

Has demolition already commenced?

Some investigative work has commenced at the site, including the removal of some weatherboards towards the rear of the property. This is not considered demolition and does not require a permit.

Can the site be cleaned up?

The developer has agreed to tidy up the site before demolition commences.

How can neighbours keep up-to-date with what's happening at the site?

Homes Victoria has set out specific requirements regarding keeping the community informed. When consultation with all parties is complete (including the local community and the Moreland City Council), a Consultation Report will be prepared as part of the planning application. The Consultation Report will be published on the Homes Victoria website, and also on <https://www.housingchoices.org.au/northumberland-road>.

The outcome of the planning application (under Clause 52.20) will be communicated on the Homes Victoria website. If the application is successful, prior to construction, adjoining occupiers up to 50m from the site will be notified and a notice will be placed on the site with a phone number and email address for enquiries.

During construction, any impacts on local residents (e.g. temporary road closures) will need to be approved and will be communicated to neighbouring residents in advance.

What can be done to limit overlooking and noise from the rooftop terrace?

We are not currently planning for any specific screening of the rooftop terrace. However if feedback from neighbouring properties identifies overlooking as a concern, then we're happy to develop solutions to minimise the risk of overlooking. Potential solutions could include:

- A solid planter box on the western edge of the roof terrace, or
- A solid balustrade (rather than a visually transparent balustrade), set back approximately 1m from the edge of the roof. This would provide a lower maintenance solution than the planter box.

With regards to noise, limitations may be put in place when the property is tenanted to minimise noise. For example access to the rooftop may not be permitted between certain hours so that neighbours are not inconvenienced by noise.

We welcome your feedback on how your property may be affected by noise or overlooking from the rooftop terrace.

APPENDIX G

WRITTEN SUBMISSIONS FROM THE COMMUNITY

#	Feedback
1	<i>I have not been provided enough information. This does not provide any positive contribution to the community. Honestly this is forcing me out of the area which I have lived in my entire life. So disappointing that I did not get any paperwork in the mail.</i>
2	<i>Four stories is ridiculous on the hill. I support the idea, but 70 apartments and over 40 cars just seems insane for the location.</i>
3	<p><i>Housing choices, council and or homes Victoria has not provided any details and or significant information about this new project. It will be great to see how this project makes sense in providing essential living within a budget and in this current market and shortages we are currently facing in the construction industry. A four storey 70 apartment building with 42 car spots does not suit this neighbourhood. Traffic control is bad enough down Northumberland Rd with a bus route and we are expected to potentially have 42 cars entering or exiting the apartment at once. I thought Hume was looking at being greener not greedier.</i></p> <p><i>Can't wait to see the errors of the architectural drawings. Have fun with this one housing choice. All negative and down hill reception from here.</i></p> <p><i>Also still waiting for my refund for parking permits to the front of my house that Hume made me pay. I now know where that money has gone towards.</i></p>
4	<i>My concern is the minimal amount of parking dedicated to this project, although people may use public transport there is no way that 28 apartments will not have a car and of the 42 other apartments there is no way that they will all be single car families especially when there are 3 bedroom apartments, all we will be seeing is people parking on the road and making the street narrow.</i>
5	<i>Land is a bit small for 70 apartments. So I am guessing; levels not including underground parking. If you really are interested in public housing why cram so many people and families in a small area with tiny apartments. Why not build less you would struggle to fit 5-6 townhouse on land. This seems just like maximum profit minimum land. I strongly object.</i>
6	<i>Concern about look of development, inadequate parking and size.</i>
7	<i>To have a development of 70 units on a patch of land where 3 houses once stood is not proportionate to the area. There are many single story houses on this strip of Northumberland Road who will lose natural light and be overlooked by a multitude of people. The amount of car parking is also not proportionate for the amount of dwellings.</i>
8	<p><i>This is devastatingly terrible news. We already partially fought off this giant monstrosity of a building, it's just going to be an eyesore and totally out of character with the neighbourhood. Even councillors said that during the planning meeting a couple of years ago. It may be within planning laws, but certainly not within the spirit of the laws. This should be 3 storeys max and should not be a single mass structure.</i></p> <p><i>Someone needs to get out from behind their desk and actually look at the street and what it will do to it.</i></p>
9	<i>70 dwellings in this small street is totally inappropriate 40 car parks again totally inappropriate, not 1 additional hospital bed not 1 additional school position. This narrow street cannot accommodate 20-30 extra vehicles parked here. Not what this area needs.</i>
10	<i>Hi Team, I have no issues with this project but am seriously concerned with the lack of parking dedicated to 70 apartments, 27 apartments do not have a parking space. This means that people who live in those apartments and do not have a car will be parking on Northumberland Road which is already really difficult to drive on when all the cars are parked on each side. This also doesn't take into consideration some of the apartments who may have a couple residing in the property and have 2 cars</i>

#	Feedback
	<i>for one apartment. If we look at the example on Cumberland road and Ohea Street, the owners of those apartments are always parking on Ohea street making it a very difficult drive.</i>
11	<i>You are forcing me to sell! I am in a single story next door! I will have no sunlight, no privacy, probably won't even get a car park at the front of my property anymore either!</i>
12	<i>Build is too high. Blocks all available light. Looks directly into my sons bedroom. Not enough parking for amount of residences.</i>
13	<i>Community was not consulted, privacy and sunlight will be removed, does not flow with the aesthetics of the street, will create parking chaos, will no longer be a quiet residential street.</i>
14	<p><i>The reality is that any feedback that we give will just be ignored, you have your plans and you are not going to change them. You are the government, you do whatever you like despite the impact to residents. I bet not a single change will be made from all of the residential anger you are getting right now.</i></p> <p><i>That said, why don't you go back and look at all the feedback that residents gave about this proposal before. This building was a cynical attempt by a developer to squeeze as much money out of one site as possible. It is may be within planning laws, but it was designed within the spirit of the current planning laws and not as they intended,</i></p> <p><i>There is NOTHING like this around us. This is going to be a GIANT eyesore and burden on the street. It is too large. MAKE IS 3 STOREYS!!!. DON'T MAKE IT ONE LARGE BUILDING.</i></p> <p><i>40 Car parks? You are joking right? The whole street will be lined with cars as they get visitors. The street is a thoroughfare, where is this taken into account.</i></p> <p><i>Adding more units up to 70 is a joke.</i></p> <p><i>Secondly, yes, public housing is essential, but building single enclaves in an area with no amenities is crazy.</i></p> <p><i>I grew up in an area with a lot of public housing. Getting bashed, having people bang on your door in the middle of the night because people got stabbed, having your parents threatened for not taking people to the shops to buy alcohol, getting hassled for money all the time, seeing lots of drugs, noise issues. And don't think we are not social people, we took one child into our home for ~6 months.. this is my reality that I got away from, I do not want it at this density near me. I know the problems it will bring. Don't even try to put rose coloured glasses on this.</i></p> <p><i>If you build high density public housing like this it will bring social problems. Social housing should be low density, giving people the opportunity to belong to the wider community rather than clumped into a single giant building together.</i></p> <p><i>Why not go developers that build large scale developments like this and add a small percentage of each build to public housing.</i></p> <p><i>Why not provide more public housing and encouragement for people to move to regional areas, where it's cheaper and less competitive.</i></p> <p><i>Why not just say make 10% of the housing social housing??</i></p> <p><i>In regards to amenities, yes we have a train station, but where are the shops located near us? Unless your grand plan is to put a stack of at risk people as close to the Pascoe Vale Hotel where they can play pokies all day or bet on houses, it's beyond stupid. There will be nothing for people to do.</i></p> <p><i>I have to say I am beyond angry and disgusted by this. I am stressed about the social impact of this build. I am stressed that it is ugly and does not fit it. I am stressed that it will make it impossible for people to visit me as the roads will be full all the time. I am stressed that planning has taken a quiet local area and turned it into an urban slum, from the quiet neighbourhood</i></p>

#	Feedback
	<i>it used to be. I am stressed that all of my neighbours now want to sell their houses. I am stressed that this will devalue my property when I sell mine as well.</i>
15	<p><i>- Residents engaged with the planning process, and agreed to a design and a number of key outcomes, including sufficient carparking accommodated on site - yet now our efforts have been completely ignored, and an undemocratic fast track planning process has been pursued despite a complete redesign - which only engages council and residents on a tokenistic basis, completely removing our appeal rights eg VCAT</i></p> <p><i>- The new design is significantly less attractive visually from the street - and is a poor outcome compared to the previous</i></p> <p><i>- The new design impacts my property negatively in a number of ways</i></p> <p><i>- We require further detail on the privacy measures that will be included on the north elevation - at present the plans show eight balconies and a number of windows which will over look our home and garden</i></p> <p><i>- The carpark exit has been relocated so that traffic is driving toward my boundary fence, and turning alongside it - in the previous design this was a solid precast wall with no 90 degree turn, and entry / exit direct onto Northumberland Road. The proposed change will result in unacceptable light spill and noise impacts to my property.</i></p> <p><i>- A substation is proposed to be located adjacent to our boundary - we find this unacceptable and need confirmation of EMF shielding to be undertaken to this infrastructure.</i></p> <p><i>- The proposal to only include 42 carparks for 70 apartments is grossly inadequate. This will result in carparking spilling onto the street which is already congested with the introduction of the bus service in the last five years and unit carparking. We request that 82 carparks are reinstated as per the original plans. This was an important concern for us and critical in agreeing to the terms of the VCAT compulsory conference. We would not have agreed to 42 carparks at VCAT and the matter would have proceeded to a hearing.</i></p> <p><i>- In the event this development does proceed, we are concerned about the impact that excavation will have on our property, and require a full dilapidation report to be completed at the developer's expense with copies provided to us. Any damage to our property must be rectified, at the developers expense. For the avoidance of doubt our property includes 27 Northumberland and 1 Fawkner Roads in Pascoe Vale.</i></p> <p><i>- Furthermore, having a consultation session the day after Cup Day is like trying to hide that it is happening and hoping that no one will be able to attend. It is also scheduled at a time difficult for residents who work or have young families.</i></p> <p><i>- This fast track process is grossly unfair, undemocratic and an insult to residents and Moreland City Council who spent time and money attending VCAT only to have the plans updated and jammed through with little regard for the concerns raised at the compulsory conference.</i></p>
16	<i>I have concerns that the height of the proposed development is not in line with the neighbourhood characteristics, especially the subject site is on the edge of the growth zone. As such, the build form, especially the height, should be transitional between the Growth zone and the lower density neighbourhood rather than protrusive in nature.</i>
17	<i>We feel this project contributes negatively to this neighbourhood. Having lived for 3 years next to a community housing block before, there is a negative perception of the residents living in such buildings. As a result, noise levels, general cleanliness and safety levels will deteriorate. This would in turn cause an otherwise premium suburb like Pascoe Vale to lose some of its reputation. We are certainly not against community housing, merely against the proposed location as it directly affects our suburb that is known for its prestige.</i>

#	Feedback
18	<p><i>I feel that the project will have many negative impacts on the neighbourhood. The 0.6 parking ratio is grossly unrealistic. Grocery stores in the area are not walking distance away. Many residents will have visitors, support workers and there are not sufficient on street parking to support 70 apartments.</i></p> <p><i>A lot of us are very concerned about the communal roof top terrace. A common area on top of the building would be looking directly into our house, back/front yards. There needs to be some kind of privacy screens, hedging plants to protect privacy of those living nearby. Who will be responsible to manage the crowd and noise if residents end up using it as a party space regularly?</i></p>
19	<p><i>The size and location of this build is detrimental to the area and the neighbouring properties. I live what would be the back of this abomination. All 15 town houses in my site have roof top terraces that would be over looked losing significant privacy. This also gives potential for access to our Terraces and poses a significant security risk that is 100% avoidable. The ambient noise levels due to the terraces will dramatically increase the noise inside the properties.</i></p> <p><i>This build is not safe or going to benefit the area in any way shape or form. I urge you to pick another location for the communities sake and change your design to a smaller more sustainable one that will have a lower impact on people's lives.</i></p>
20	<p><i>I attended the information session on Wednesday 3rd of November 2021 and raised a significant concern regarding the potential for overlooking directly into neighbouring properties. My townhouse neighbours the proposed southside apartments and I have concerns regarding the potential for overlooking into my third storey bedroom with a north facing window and my second storey balcony and family room. I note that my third storey north facing window is slanted back to maximise sunlight.</i></p>
21	<p><i>The ratio of 70 apartments to 42 car spaces is disproportionate. Most households have one or more cars resulting in further increased parking on the street. The residents of the adjacent units all park on the street despite having allocated car spaces on the property. It is impossible to exit and enter our property at the majority of times, particularly as this is the route of 2 bus lines. Rubbish is also a major issue. The construction of 70 dwellings seems excessive and we feel that this will devalue the price of our property. We are not happy with the such a proposal built in a residential area. We feel it would be more appropriate to construct a dwelling with fewer apartments or townhouses. We were present at the virtual information session and feel that the feedback to the queries raised have not been addressed or included on this website. I ask one question of housing choices: would you be happy if a 70 apartment building with 42 car park spaces built for social housing was built opposite your house or in your street?</i></p>
22	<p><i>We followed a proper planning process and then a developer that is pissed off can just dump the property onto public housing and you can just ignore everything that has occurred and ensure the worst possible outcome for residents.</i></p> <p><i>What you are doing is allowing developers to blackmail residents that go to VCAT. If residents (like me) negotiate, but the developer does not like it, they just wait and then dump it on public housing.</i></p> <p><i>You just ignore everything that is there and do whatever you want. This is a very bad outcome for residents and sets a horrible precedent for the future of development in Victoria.</i></p> <p><i>Let's face it, your plans are an absolute disgrace. I demand they be reverted back to what was agreed at VCAT.</i></p>
23	<p><i>This development was previously rejected due to destiny and lack of parking, which was then decreased in number of apartments and number of car parks increased. Since 14 units were built across from our house, we have to reverse into our driveway each day (usually takes 5-10 mins) because of congestion on the road. 42 car parks is just not sufficient as the assumption taken is that people can use public transport. However, this is not always the case. It is discriminant to decide that perhaps someone can't afford or need a car for their job or to access local amenities. The nearest supermarket-Coles is 2 Km away. They will park their car on already congested main thoroughfare where buses and emergency services come through. The local primary school is already at capacity even after 2 recent developments. All other schooling is not within</i></p>

#	Feedback
	walking distance. This type of development is not within keeping of the area. With recent flooding in the area, more storm water will increase the propensity of flooding again.
24	I believe that this project does not contribute to our current neighbourhood. The location is not appropriate for a development of that size. Parking is already a problem and traffic would become even worst.
25	<i>This suburb is already jammed with units and you want to build even more? There are many other suburbs that need prospective growth. I will be writing to our local MP.</i>
26	<i>I am concerned about the lack of car spaces. Currently the streets are filled and now there will be in excess of 100 new residents. 0.6 ratio that the council requires is a joke and causes many issues on our streets currently. This will be an issue for your residents too. In particular for people with disabilities - how can you expect your residents to be self sufficient when they don't have a car space. Moreland is not that accessible.</i>
27	<i>I do NOT feel this development will benefit our neighbourhood at all if anything I believe a 75 apartment complex will be a burden to us all over populating and congesting our nice quiet suburb will definitely have a negative affect on house prices and lifestyle in the area.</i>
28	<i>While I support social housing and offering people affordable homes, I don't support having minimal car spaces for so many apartments, and I don't think the development needs to be 4 storeys high. The street is not wide enough to safely deal with the capacity of cars that will be parked along it. Why make it 4 storeys when it could be 3 and fit into the neighbourhood with much less controversy. I think the design looks ok, but the size and scale needs to be revisited to fully accommodate the people who will live there.</i>
29	<i>I'm really concerned about the traffic on the street, and the density of the apartments. Northumberland, Devon road and Danin street are already horrible to drive down and this project will make that traffics flow even worse.</i>
30	<i>Totally against it. Who would think this is suitable? Unit to parking space ratio is way off, parking in streets is always at a premium as it is but this will make it even worse. I see this turning into a slum area. Leave Pascoe Vale nice and do NOT allow this development!!!</i>
31	<i>Not well thought out.... Street is WAYYY too small.. poor planning.</i>
32	<i>Ridiculous plan!!! Pascoe Vale is not a suburb to hold disgusting sardine boxes like that. The apartments on Bell St, and Cumberland Road are an eye sore already.</i> <i>It's very apparent that it's all about money, how about you listen to your current residents of this suburb. leave Pascoe vale that way it is with its heritage.</i>
33	<i>I am extremely disappointed that this is being considered in an overly congested area. The street is narrow and with that amount of car spots there will be no option but for people to park on the street. This makes it unsafe for residents and our children. The schools are already full and this leads to further over development. Not to mention the fact that it changes the look of the street. Apartment buildings don't belong in a neighbourhood street they should be on primary roads. This is the worst and most negative move I have seen in the community. It will completely devalue the street and surrounding properties.</i>
34	<i>I'm in favour of the development and support the governments social housing program. In light of the pandemic it might be necessary to re-examine car parking requirements . While the development is near public transport, which is why it is exempt from Victoria Planning Provisions (VPP), public transport patronage has significantly decreased and unlikely to return to pre pandemic levels for some time. Without the provision of onsite appropriate car parking, there is a risk the street and it</i>

#	Feedback
	<i>surrounds will experience increased congestion through increased on street parking. This could lead to issues of pedestrian and cyclist safety. Car parking</i>
35	<i>The street is already over developed with the majority of house blocks now unit and townhouse sites, this over development has caused massive parking issues in the street and had turned Northumberland road into a single lane street. Adding 70 apartments with only 42 car parks to this street is insane and downright dangerous given that there is a school, 3 parks and a bus line all on the street. If any of the people that have proposed this development lived on this street they would know that it's not the right place for it. It will become a safety issue not to mention an eyesore as it is not in keeping with the street, there is no major development on Northumberland road as it a residential street. A major development like that should be on a main road and with a much larger car park to accommodate all of the residents.</i>
36	<i>A 70 unit development is significantly out of character with that area of the neighbourhood. This should be moved into a higher density housing area.</i>
37	<i>Seriously??? This narrow street is a nightmare at the best of times with cars parked on either side of the road often busy and narrow to drive along ! If it's for public housing. We have enough riff raff hanging around at the best of times. Don't need all theses extra people, the area is already flooded HEAPS OF UNIT AND APARTMENTS No no no I say !!!</i>
38	<p><i>With 70 units proposed, there will likely be many families moving into this complex (especially since it is being promoted as being close to primary and secondary schools).</i></p> <p><i>The local primary school is already stretched to capacity on very limited land space, and our secondary school is also already a very large school with resourcing issues. What consideration has been given to the impact on the local schools, and the additional funding/resources that will be required for those schools to accommodate the likely sizeable increase in children within their catchment areas (which they have to accept) as a result of the proposed development?</i></p>
39	<i>Whilst I support public housing. this really is gross over development. the street is far to narrow to support such a high density building. the building it self is in a food dessert with walkable food options outside of the 1km radius. 70 apartments with 42 car spaces is ludicrous. This kind of density housing puts added pressure of schools and childcare in the area. I do not support it</i>
40	<p><i>I have watched your presentation on your proposed planned development in Northumberland Road I am afraid that housing choices and the Victorian government have absolutely no idea of the demographics of the area in question and i doubt very much that research was done on the demographics of the of the area before plans were drawn.</i></p> <ul style="list-style-type: none"> <i>1 - the area is totally over developed</i> <i>2 - no supermarkets or essential services within walking distance</i> <i>3 - already overly busy and highly congested and dangerous road</i> <i>4.- Local primary school bursting at the seams as is the only co-ed school in the area</i> <i>5. Very a sloping block which adds substantially to building cost</i> <i>6 - people living underground</i> <p><i>And much more .where as in Glenroy the is site of the old Glenroy market on the corner of Glenroy Road and Harrington street Glenroy is a much better proposition</i></p> <p><i>Bigger land block, flat land easier and cheaper to build on, with the opportunity for more apartments close to train station, busses, supermarket, RSL, Glenroy shopping centre and sooo much more.</i></p>

#	Feedback
	<p><i>This site is so much more logical than Northumberland road if housing choices and the Victorian government did their homework you would clearly see the advantage in this choice, clearly you are not aware of the downfall of Northumberland road when it comes accessibly to services within the community.</i></p> <p><i>Yes i object to your proposed plan as the area not have easy accessibility to the community Except for train and busses period!</i></p> <p><i>Cheers</i></p> <p><i>Mirella</i></p>
41	<p><i>This is awful idea. The housing already around Pascoe Vale station is already crazily packed but then to add this monster of apartments.</i></p> <p><i>The streets alone that housing could not handle the extra parking.</i></p> <p><i>Pascoe Vale is a family area with many houses. We don't want to turn into Brunswick where it's over crowded.</i></p> <p><i>And lastly if Midlan had voted on this project it should be scrapped. The man fraudulent gained votes to be on the council and therefore it should only be right that everything be revoted on again without his vote!</i></p>
42	<p><i>The Northumberland Rd is already very congested, wouldn't be liveable for the community people anymore if this is built sweat:</i></p>
43	<p><i>This over development of the site is very concerning. From 3 properties to 70 is far too many for this street to handle. My biggest concern is the lack of car parking. 70 apartments with 1 and 2 bedrooms and only 42 car spots!? That is madness. I would be supportive of this project if the reality of car ownership was catered for properly. Assuming that people who need affordable housing don't own or use cars is ridiculous. I could be supportive of this project if the number of apartments would be reduced and the number of parking spots increased. The bus route and traffic along Northumberland road I do not think have been properly assessed. The photo of the neighbouring streets is also labelled incorrectly- (Gaffney St is not there) with the station being located in such a close proximity, parking is already an issue for the many commuters. Aesthetically the design is reasonable, but the overshadowing and privacy impacts to residents is a concern. Rubbish disposal and collection is also of a grave concern, along with visibility for motorists and pedestrians using the steep street. This is not a design that fits our neighbour or realistically caters for the volume of people who could potentially inhabit these overcrowded apartments.</i></p>
44	<p><i>42 carparks for 70 apartments is insufficient. At an absolute minimum there needs to be 1 per apartment, but better 2 per apartment. Most adults have a car, it is ridiculous to plan 70 apartments with only 42 car spaces.</i></p>
45	<p><i>As a neighbour to a mentally ill tenant in a transitional property who has been terrorising the neighbourhood in the last 3 years, i. e, spitting at people, screaming at traffic, screaming in the streets in the early hours, etc. My concern is that sufficient mental health support is provided to those with severe mental illness to minimise any negative impact to the wider community. Also, there's a concern of the potential attraction of illegal drug dealing that already exists in the area that may increase in this higher density scenario. How will that be monitored to protect the wider community. Thanks</i></p>
46	<p><i>This is the first time that I have heard of this development. With such a huge development there should have been notification to residents in Pascoe Vale so that residents could review the plans. I think that the size of the development is much to big for the position that it is being built. With so few car parks in the building there will be huge congestion of cars parked along the street. There isn't a train station or a supermarket close so residents will require a car to get anywhere. 70 apartments is way too many people to be put into such a small area, only 3 house blocks in size. There doesn't appear to be much in the way of a green area for residents to go, there is a courtyard which is essentially the entrance to the buildings and not much else. Four stories is too high in comparison to the other houses and units, in the area, it will overshadow the existing houses. I think that 3 stories maximum should be allowed in residential streets within Pascoe Vale, this is not a commercial area, it is residential.</i></p>

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	<i>Overall, I think that the project is way too big, it should be reduced by at least a third, there should be more parking for residents. I do think that it is situated in an area that is not suitable as there aren't transport links or shops close by. I have not been provided with any information about this project. The public have not been advised properly about this development which I have only now just heard about.</i>
47	<i>This design incorporates too many individual habitable spaces for the current services and infrastructure available in the community. At most it should house 50 habitable spaces- not 70. The size of the apartments is aiken to student housing not long term residential housing. Again reducing the qty of habitable spaces from 70 to 50 will enable the extra space to be utilised more appropriately for living areas. All of our surrounding schools are at capacity and are struggling to accommodate the current zoned residents - where do you foresee any additional children being schooled from this new development? We also already have an on street parking issue with the current number of residents- where do you foresee the additional 20+ on street car spaces to be? Lastly peak hour the trains has been at capacity the last 10 years coming from the development Craigieburn way - how do you foresee additional transport infrastructure being implemented to cater for an additional 70 families utilising the current public transport system?</i>
48	<i>There is already alot of people parking on Northumberland road, I am seriously concerned about the lack of parking spaces, can there not be a request of more parking spaces?</i>
49	<i>This project is grossly disproportionate for the neighbourhood. There are no other four story buildings which exist in the local area. To build a four story building next to other single story dwellings encroach on privacy, especially with the fact that there is a 'rooftop' proposed. In addition to privacy issues, lost sunlight will also be a factor. The amount of car spaces which are proposed do not reflect the amount of residents who will reside here. Our street is already full with parked cars from the many townhouse complexes. On rubbish collection day it is already impossible to walk along the footpath without being forced onto the road. This is quite dangerous as we have two bus routes which use this street and due to all of the parked cars an accident is bound to happen. I question the ease with which someone who suffers a disability is able to walk to their place of residence. This complex is situated on a very steep hill which would be extremely difficult to navigate if one had physical impairments. Another fact which is not mentioned is there are 89 pokies within a 1km radius of this proposed development. 42 are located at the Pascoe Vale Hotel and 47 at the Pascoe Vale RSL. Two TAB's are also close, one located on Cumberland Road and the other at the Pascoe Vale Hotel. It mentions there is a supermarket on Gaffney St. This is no longer in existence and has been turned into a massive bottle shop. There are now two bottle shops in close proximity which is a concern. There is also a tobacco shop right near the train station. To propose 90 apartments on this site is an indictment and assault on the local neighbourhood of Pascoe Vale.</i>
50	<i>I have concerns regarding this project considering that this will affect our privacy. Existing property (individual house) does not pose any of this issue. However, a multi-storey project will take away the entire view, natural light and privacy we have currently. Can you please provide how the privacy issue has been catered to in the apartment design?</i>
51	<i>I'm very supportive of the development, we need more affordable housing for people within Moreland and in Melbourne. There will be more foot traffic generated for business and will diversify the area.</i>
52	<i>The traffic engineering assessment makes the assumption that only dwellings with parking spaces will generate traffic and does not consider the potential impact of on-street parking. Given the Green Travel Plan does not commit to the Council deploying parking permits in the area it would seem appropriate to assess traffic generation with both on and off-street parking. Furthermore, the traffic engineering assessment does not assess the impact on the local roads, no existing conditions are reported and the assessment makes the crude assumption that peak hour traffic generation will be evenly distributed across the peak hours and does not consider a peak within the peak. Given the development is in close proximity to a level</i>

#	Feedback
	<p>crossing which experiences traffic during the peak hours a more detailed traffic impact assessment is warranted. The traffic generation does not provide a source for the 0.6 vehicle movements per dwelling with a parking space.</p> <p>The Green Travel Plan identifies the walking distances to existing bus stops however, it may be more appropriate to introduce a new stop (or relocate an existing stop) to better serve the residents of the development.</p> <p>Will the bicycle parking include facilities to allow residents / visitors to charge e-bikes?</p> <p>Will the car parking be future-proofed for electric vehicle charging?</p> <p>Given not all dwellings will include car parking will the development include pick-up / drop-off facilities to all shopping deliveries without impacting vehicle movement along Northumberland Road? The Town Planning Report states loading activities occur relatively infrequently however, no evidence is provided and given not all dwellings include car parking this may result in higher levels of loading activities.</p> <p>Was consideration given to making the ground floor retail / commercial (and potentially increasing the building height to five storeys to maintain the number of dwellings)? This could provide wider benefits to the dwelling occupants and wider-community in the form of jobs and local retail facilities.</p>
53	<p>This project is not in the community feel of Pascoe vale . I live one block away this will be an eyesore over populated for the surrounding area. Parking will be full. The area has already been overdeveloped and the period homes have been knocked down to build this ! There are plenty of blocks of land available already IE Sydney road, Pascoe vale road and Devon road that should be looked at. This development will kill the area and take the value away from people who have worked hard and saved to buy a house and create a family home .This desperately needs reconsideration and take into account the neighbours welfare first as they are here for the long term and will be dealing with this construction in 20/30 years .</p>
54	<p>All for community housing, but this is definitely in the wrong location. You require a bigger street. This just seems like improper planning :/</p>
55	<p>We, as owners of property in the nearby street, strongly oppose to this Community Housing Proposal, it does not meet community expectations for this type of property or demographic for Pascoe Vale. There was no council or community consultation for neighbouring streets, this will devalue the suburb in terms of property values, there is no increased infrastructure in the area to cater for residents, parking and we believe crime in the area will also increase. We object to this development in the strongest possible way.</p>
56	<p>This is an excellent location for further housing. Happy with the SMP. Please ensure this is adhered to.</p>
57	<p>Good afternoon,</p> <p>I am the owner occupier of 3 Fawkner road, and my entire back fence (about 18 metres) is shared with 25 Northumberland Road. There is currently a retaining wall in one corner of my property, and a significant waterflow coming downhill, often flooding by backyard. I was hoping for details around what the storm water management plan is for the build, to see if the water flow issue can be reduced, and ensure it doesn't get worse.</p> <p>In regards to the north facing balconies and windows, which would be looking directly into my yard and back rooms are of concern.</p> <p>How many balconies would there be? What is being done to reduce noise and invasion of privacy? Are there any West facing balconies which would also be overlooking into my yard? I note from the plans that the privacy screens/partitions are straight but then angled at the top? This raises the concern that someone could peep there head through that gap.</p>

#	Feedback
	<p>Are there any plans to change the perimeter fencing? What vegetation can we expect to be around the perimeter, noting there is currently lots of lovely trees across all three blocks.</p> <p>Kind regards, Joseph Rocca 0405 041 101</p>
58	<p>Community housing is an essential requirement however the location and design of this development does not lend itself to the neighbourhood or contribute in a positive way. The information in the development presentation shows that the bare minimum number of car park spaces will be offered (being 42 spaces) for the number of dwellings (being 70). This is going to cause huge issues not just for the residents on Northumberland Road, but also the visitors, school teachers/students/staff/parents, and by passers since Northumberland Road is already a busy thoroughfare with traffic and parking issues already present before the development. The minimum number of car spaces will mean more cars parked on the streets which will create more chaos in the roads. This development is particularly close to the childrens play parks and with a higher rate of cars and traffic on Northumberland Road this will inevitably lead to a higher rate of accidents - regardless of the newly painted pedestrian zebra crossing. At the other end of Northumberland Road, the new bike lanes have caused issues already for many local residents, school staff and parents, and at peak hours the traffic is becoming an increasing problem. I suspect the development will add to this even further as the road is not designed for such a high level of traffic. The nearby local schools are already full so more mums and dads will need to take their children to other schools meaning even more cars and traffic on Northumberland Road. The trainline is already full at peak hours and is already at the maximum number of services available. When I get on the train to work in the city, it is often standing only and tightly packed in, it is neither pleasant, safe or hygienic having to stand under someone's armpit the whole way to the city! I note the Big House Build aims to ensure that development does not unreasonably impact of the amenity of adjoining dwellings, however I suggest this aim has not been met in this case. The proposed development will impact every single household on Northumberland Road and I do not feel as though the local residents of the area have been taken in to consideration. I appreciate public housing is required but would encourage a lower number of dwellings offering larger spaces internally and more proportionate car parking. From the plans and drawings I have been privy to, the dwellings look very small and I expect they will be densely occupied. I would suggest the development would be more fitting to apply quality over quantity, reduce the number of dwellings, increase the floor area/size of the apartments, offer a greater standard of living, provide ample parking to the residents within the development and having respect for the existing residents and users of the area/roads. Alternatively this development would be more appropriately located on a more suitable thoroughfare within the area or neighbouring suburbs... eg Sydney Road.</p>
59	<p>At a time when we've struggled to get permission to do simple things to a property that we own (like putting in a car port) and having been refused despite the councils suggestions of placement being a security risk, despite councils refusal to relocate the nature strip tree even though it's an absolute risk to my family if there's a fire and we have to get out fast - an inappropriate property like this is permitted? There is insufficient parking being provided here and while the intention of encouraging residents to make use of public transport that's unreliable and expensive, the reality is many cars will be parked on the already congested streets - this area was not designed for this amount of thoroughfare - the size of the apartments do not encourage families to reside - I'm also unconvinced about the building quality given previous projects</p>
60	<p>This application will have an immensely negative impact on the amenity of adjoining dwellings and also on the road network interfering with the 561 bus that my daughter uses to get to high school.</p> <p>Therefore this application is not suitable to be considered under Clause 52.20.</p> <p>I hope that the Responsible Authority will prove itself to be 'responsible' and reject this application.</p> <p>The failure to provide off-street loading facilities, and instead propose that delivery vehicles will load and unload via on-street parking in the surrounding vicinity, is particularly irresponsible and negligent.</p>

#	Feedback
	<p><i>The description of the site, surrounding area and existing uses is inaccurate and full of omissions, which does not meet the requirements of Clause 52.20-5.</i></p> <p><i>The Town Planning Report by Urbis gives the distinct impression that nobody even visited the subject site, and instead from the comfort of working at home read the numerous out-of-date strategy documents of Moreland Council, to pick and choose a few bits of beneficial information.</i></p> <p><i>The Traffic Assessment is not comprehensive, it picks and chooses the elements that will support this application. It ignores the reality that this section of Northumberland Road has a steep incline with vehicles turning from Fawkner Road that must also navigate oncoming buses.</i></p> <p><i>The idea that delivery vehicles would be able to park on the street near the subject site, without causing traffic collisions, is an embarrassment to the field of planning, urban design and architecture.</i></p> <p><i>Of course there is no carparking plan for this neighbourhood activity centre, because Moreland Council conveniently failed to do this work as part of the failed Planning Scheme Amendment C183.</i></p> <p><i>The Green Travel Plan is full of inaccuracies and omissions, giving a bad name to the use of the word 'Green'.</i></p> <p><i>There is no full-size supermarket within walking distance of this site, there are however 2 bottle shops, a pub, and 40+ pokies. The nearest full-size supermarket is 2kms away to the south-east.</i></p> <p><i>The most unreasonable aspect is that this proposal overturns an existing planning permit issued following a VCAT appeal.</i></p> <p><i>The Town Planning Report by Urbis incorrectly claims that 'it is noted an existing planning permit applies to the land for dwellings with a near identical built form (MPS/2018/471) and this application simply seeks to amend that permit by utilising the permit exemptions under Clause 52.20'. (Section 1, page 1).</i></p> <p><i>This is simply untrue. The existing planning permit, which was the result of a VCAT appeal by local residents, requires 82 carparking spaces not 42, and required articulation and other built form features.</i></p> <p><i>In section 2.1.2 Planning Permit History it outrageously states that 'The current proposal has however been further refined and amended, ultimately resulting in a further improved outcome for the site'.</i></p> <p><i>Again this is untrue. The application is overturning everything that residents of adjoining dwellings won at VCAT. It reeks of reprisal.</i></p> <p><i>This means that residents of adjoining dwellings wasted their time, money and energy at VCAT, and will not be compensated for any of it, in spite of the Big Housing Build having a \$5 billion dollar funding pipeline.</i></p> <p><i>This is the very opposite of a fair and reasonable planning system.</i></p> <p><i>Amendment VC190 was gazetted without any public exhibition process, submissions or independent planning panel process.</i></p> <p><i>I'm not sure that there could be any better example of an abuse of power than this planning application. Please reject this application.</i></p> <p><i>The site context in Section 3.1 of the Town Planning Report fails to mention the steep incline of that section of Northumberland Road.</i></p> <p><i>Section 3.2.1 'Immediate Interfaces' incorrectly states that the 542 bus passes the subject site, whereas it is actually the 561 bus from Pascoe Vale train station to Latrobe University Macleod.</i></p> <p><i>Section 3.2.2 'Wider Area' also has incorrect information, failing to mention the Gaffney Street / Cumberland Road Local Activity Centre 700 mtrs south-east (which has two bottle-shops), and the 561 bus. It is as if the town planners have never</i></p>

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	<p>even visited the subject site, and are relying on outdated strategies such as the Moreland Council Activity Centre Framework of February 2014 and the Neighbourhood Centres Strategy of 2017 for information.</p> <p>Section 4.2 'Parking, loading and waste' - under the heading of loading and waste it states that 'Loading activities are considered to occur relatively infrequently. It is therefore considered appropriate for delivery vehicles to utilise on-street parking in the vicinity of the site.'</p> <p>This is entirely unsuitable and inappropriate. If anybody bothered to visit the subject site, and also bothered to catch the 561 bus down Northumberland Road, it is plain for all to see that on-street parking will have to be removed in the vicinity so that the 561 bus will still be able to safely navigate this very difficult stretch of road which is on a steep incline.</p> <p>Traffic Engineering Assessment by Traffix (to be read in conjunction with their Green Travel Plan)</p> <p>Vehicle and Bicycle Access (page 3) will have a detrimental impact to Northumberland Road. The safety of cyclists cannot be maintained at this particular stretch of Northumberland Road.</p> <p>Car parking considerations (page 4) - claims that the carparking provisions are acceptable purely on the basis that Clause 52.20 stipulates 0.6 spaces per dwelling. This does not consider the site context.</p> <p>Access and ramps (page 5) this is not satisfactory. Purely meeting some arbitrary standards is not the same thing as being realistic.</p> <p>Traffic generation and impacts (page 5-6) this claims to be satisfactory, yet gives no consideration or assessment of the impact to existing traffic on this street.</p> <p>Loading (and waste) considerations (page 7) in my opinion this has not been considered properly and does not fulfil the requirements of Clause 65.01 of the Planning Scheme.</p> <p>The report states that 'Loading activities for residential dwellings associated with furniture movers/removalists when residents move in/out are anticipated to occur relatively infrequently. It is therefore considered appropriate for delivery vehicles to utilise on-street parking in the vicinity of the site'.</p> <p>But there is no information given as to the supply and demand of existing on-street parking in the vicinity of the site.</p> <p>If this proposed development goes ahead, then it is most definite that on-street parking will need to be removed from Northumberland Road so that the 561 bus can still safely navigate the road.</p> <p>That means that delivery vehicles, which is more than just furniture movers / removalists, would need to park on Fawcner Road or Prospect Street. That is an absurd proposition for a development of 70 dwellings.</p> <p>There is not even consideration for food deliveries, especially supermarket deliveries which are always small trucks.</p> <p>This is not a detailed traffic and carparking assessment. It is wishful thinking, let's hope for the best approach.</p> <p>It proves why this proposal is not suitable for Clause 52.20.</p> <p>The Green Travel Plan by Traffix</p> <p>Section 5.2 Pedestrian Network Accessibility contains false, inaccurate information.</p> <p>It states that 'The site is well located to promote walking to everyday services, being within walking distance to the Gaffney Street/Cumberland Road Activity Centre at approximate 700 metres south-west, which provides access to a wide range of everyday services such as restaurants, supermarket and essential services'.</p>

#	Feedback
	<p><i>There is no supermarket in this activity centre - that supermarket was replaced with a large First Choice Liquor Store four years ago. There are now two bottle-shops at that local activity centre on Gaffney Street / Cumberland Road</i></p> <p><i>The closest full-size supermarket is 2 kms to the south-west Coles Coburg North on the dangerous Sussex Street roundabout, and a Piedmontes IGA on Bell Street Pascoe Vale South.</i></p> <p><i>This is not mentioned in the Green Travel Plan or other planning documents.</i></p> <p><i>It states that 'Other significant land uses in the nearby areas that are easily accessible by walking are detailed as follows: The Gaffney Street Neighbourhood Activity Centre, which includes restaurants, cafes and some essential services, located just 400 to the south-west of the site;</i></p> <p><i>This fails to mention the Pascoe Vale Hotel with 42 pokie machines, or the small Foodworks supermarket that has expensive prices.</i></p> <p><i>It states that 'Esslemont Reserve is located 720 metres to the south-west of the site, suitable for activities and exercise activities for residents'</i></p> <p><i>The name of the reserve is Austin Crescent Reserve, not 'Esslemont Reserve' this gives the appearance that nobody has bothered to visit the area or proof-read their work.</i></p> <p><i>It states that 'Pascoe Vale Railway Station is located 450 metres to the south-west of the site, providing access to Melbourne CBD and suburbs along the Craigieburn Line train service; and• This fails to mention the bus terminus for the 561 and 542 buses (which is located outside the Pascoe Vale Hotel).</i></p> <p><i>The Green Travel Plan fails to mention that there are no signalised pedestrian crossings on Gaffney Street neither at Pascoe Vale Train Station, nor at the top of Gaffney Street hill where the 561 bus stop is.</i></p>
61	<i>Too many apartments, very few garages.</i>
62	<i>I have an issue with number of apartments being offered. The approval of 70 apartments (100+ bedrooms) with only 42 car spots seems ill-considered. I do not live on Northumberland Rd, but do live relatively close. I actively avoid driving on the street as it is now. There already are a high number of high density buildings in the area which in turn has flooded the streets with parked cars. These parked cars cause regular blockages on Northumberland Rd, which is already a thoroughfare given its link from the south to north of Pascoe Vale. Similarly, due to the limited parking available in the area, I have people parking in front of my house for daily train commuting. I personally don't have an issue with people parking there, but the issue is I live more than 1km from the train station. How reasonable is it to expect people to part >1km away from a train station for a daily commute to work? The construction of said building will only increase the issue with accompanying vehicle ownership.</i>
63	<i>The design team should be congratulated on their commitment to sustainable design on this project. However, my wife and I have some serious misgivings about the appropriateness of the size and positioning of this proposal, and the potential negative impacts upon both neighbouring properties and the wider community. Our townhouse borders the southern boundary of the proposed development. I note that the south-western boundary aspect of the development is only 2.5m from the fence line. This is too close to the boundary and given this distance and the height of the building it is evident that it will loom over our property, blocking out almost all of our light through our north facing window in our living area and balcony. Our view of the sky in this area will be replaced with the view of wall or window into the adjoining property. In addition to this, there is a significant privacy issue with overlooking of balcony, our living area, and our main bedroom on the third floor I note that this bedroom has a slanted window to maximise sunlight, which be very easy for people on the top floor of this proposed development to look through. The development is also going to steep our backyard in shadow throughout almost the entire day and will be visible to anyone on the high floors of this development. Additionally, it's clear that the amount of parking provided in the proposal is vastly inadequate for the number of apartments. This will likely result in a significant increase in the number of cars parked on the street, impeding flow of traffic and parking for existing residents in the area. The reliance on the</i>

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	<i>train station and biking as primary means of transport for residents especially those who may be elderly or disabled - is unrealistic given the incredibly steep hills that this property sits amongst. Furthermore, the communication about this development has been very poor indeed, with my wife and I only finding out about this project via chance on social media, and only being made aware of the consultation meeting two hours before it occurred. We don't feel like our concerns have had an opportunity to be heard or addressed.</i>
64	<p><i>As Ratepayers and Property Owners in the neighboring street, we strongly object to this development as we believe the local infrastructure will not support this substantial increase in a dense area.</i></p> <p><i>We believe it will lower the property values of the surrounding area and be detrimental to all nearby areas when you add in 70 units, cars and the population uplift. We also believe it will impact the crime rate in the area.</i></p> <p><i>We strongly oppose this development for the Pascoe Vale area.</i></p>
65	<p><i>I strongly oppose this development. This will degrade the dynamic of the street and neighbouring streets. Northumberland Road is a low density area, not medium or high density.</i></p> <p><i>The design does NOT at all fit in with the aesthetic of the surrounding dwellings.</i></p>
66	<i>It's way too huge and out of place on this spot on a cosy neighbourhood. 70 apartments in this little community is going to hinder our off street parking and more</i>
67	<p><i>This development is not suited for this area, due to high frequency in traffic up and down this road, inadequate parking for the development - there is already on going parking issues in this area, crossing at the bottom of the hill (Northumberland rd and Prospect st) is not safe and always so many people crossing here. From the station through to Northumberland the residential development and growth is over 1000 %. This is causing congestions to primary and state school zoned in the area, traffic issues - just to name a few.</i></p> <p><i>A development similar to this was knocked back from vcat a few years back and yet we are at square one. If this plan does ahead, it will definitely show the community wasn't heard or listened to. Town planning section 4.2 for loading and unloading - advises activities will be infrequent - how is that so if over 100 plus people will be living in this development? Where can these vehicles park?</i></p>
68	<i>This is not a suitable development for the area. Will increase traffic, littering, crime rate and grossly occupy limited off street parking on northumberland Rd. The size of the project is grossly disproportionate to the size of land that affords it and the building design is non encompassing of the area. I object to this project progressing in its current form.</i>
69	<i>Potentially 50 - 100 cars will be introduced to the street as a result of this development. 40 car parks is not sufficient and will add to the congestion in the area with existing town house development. Think of the residents, not just maximizing housing opportunities without considering all implications of this development.</i>
70	<i>The proposed building will ruin the character of Pascoe vale south. Apartment block should be limited to 2 stories only as it is a residential street and create traffic congestion from residents and congestion from parked cars. Buildings to this scale should be limited to main roads</i>

