



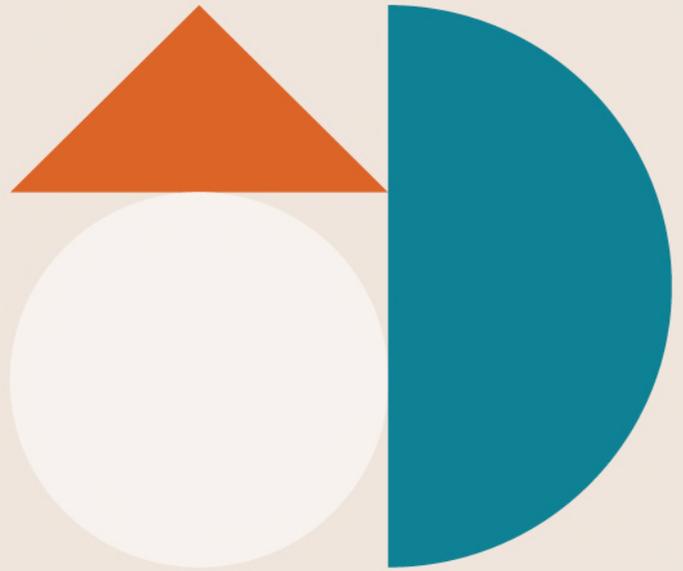
Consultation Report

BHB Banksia Gardens, 71-81 Pearcedale Parade,
Broadmeadows

April 2024

OFFICIAL





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1. Executive Summary

This development forms part of the Victorian Government's Big Housing Build, a \$5.3 billion investment in social and affordable housing, delivering more than 12,000 new homes across Victoria. Homes Victoria supports all Victorians to have safe, secure and affordable housing.

The development at 71-81 Pearcedale Parade, Broadmeadows (the site) will deliver 120 much-needed, contemporary, comfortable and energy-efficient social housing dwellings to the Banksia Gardens neighbourhood in Broadmeadows (the project).

The project represents an important opportunity to improve the broader precinct with high-quality architecture and public realm and safer connections across the site. The project consists of 2 new 4-6 storey buildings accommodating 120 dwellings, 2 commercial offerings (located each end of the building) along with 75 at-grade car parking spaces to the west of the site. Associated private and communal open spaces are located throughout the site with a new pedestrian and cycling connection linking the site to the existing Banksia Gardens neighbourhood at Cob Close and through to Coleraine Street.

This consultation report (the report) outlines the outcomes of an extensive consultation and engagement program with stakeholders including community. It details how feedback from Hume City Council (Council), Department of Transport and Planning (DTP), the Office of the Victoria Government Architect (OVGA), the community and other stakeholders have been considered and inform the project's final design.

The engagement program was carried out by Homes Victoria (HV) and completed in accordance with the consultation requirements at Clause 52.20-4 of the Hume Planning Scheme and in accordance with the Homes Victoria Consultation Guidelines 52.20-53.20 July 2021.

Project consultation with stakeholders and community (consultation) constituted of two phases, Phase One and Phase Two, with Phase One commencing immediately after the project's announcement on 12 October 2023.

Throughout the design process, the engagement program facilitated multiple project briefings and enabled all stakeholders opportunities to provide feedback. This program is summarised below.

Pre-application sessions allowed for early and ongoing feedback into the design as work progressed. Discussions focused on site layout, architecture, infrastructure, community consultation and planning requirements.

Two pre-application meetings were held with the Responsible Authority (DTP). The first session on 24 November 2023 with schematic design documentation and second on 13 March 2024 with finalised detail design documentation incorporating stakeholder and community consultation feedback.

Two pre-application meetings were held with Council. The first session with introductory project documentation on 9 November 2023 and the second on 24 November 2023 with schematic design documentation. Council was provided with project documentation on 21 December 2023 with further information provided on 20 February in response to Council's initial feedback. Council's feedback has been addressed through design changes or responded to, as detailed below in this report. A Councillor briefing was also presented by Homes Victoria on 4 March 2024 with the project receiving generally positive support.

OVGA were engaged through 2 rounds of the Victorian Design Review Panels, on 2 November 2023 and 7 February 2024. Feedback and guidance from these sessions was crucial in refining the site plan and finetuning the architectural design. The comprehensive feedback is summarised and responded to in section 4.2 of this report.

52.20 Phase 2 consultation was undertaken for 3 weeks between 5 February and 26 February and invited views on the proposed draft development plans and associated technical documents which would form part of the planning submission.

A summary of activities included:

- Phase 1 consultation occurred from November to December 2023 including the inaugural Resident Voice Group (RVG) workshop.
- Phase 2 consultation occurred from January to March 2024 and included:
 - Online survey via Engage Victoria website.
 - Facilitated workshop with the RVG.
 - Two in-person community drop-in events.
 - Stakeholder briefing sessions facilitating opportunities for project design feedback. Briefings by the project occurred with Broadmeadows Suburban Revitalisation Board, Hume City Council, Stakeholder Reference Group, Northern Health, Banksia Gardens Community Services, Kangan Institute, DPV Health and the Broadmeadows Housing Office.
 - Notices mailed to owner/occupiers within 150m of the site.
 - Two notices placed at entrances to the site in prominent locations.
 - Email communications to local community groups and stakeholders.
 - Social media posts.

During Phase 2 over 500 people visited the Engage Victoria website. Feedback was received from 57 people via

- The Engage Victoria online survey (19 respondents).
- RVG workshop (18 residents).
- Drop-in sessions (20 attendees over two sessions).

This report summarises pre-application work completed, consultation undertaken, feedback received and explains how the feedback has been considered and responded to in realising the project's design outcomes.

Homes Victoria submits the report and supporting documentation for consideration by the Responsible Authority (DTP).

2. Introduction

The report has been prepared by Homes Victoria with its purpose to support submission for planning approval for redevelopment of underutilised HV owned land at 71-81 Pearcedale Parade, Broadmeadows. The project is being co-funded through the Australian Government's Social Housing Accelerator and Victorian Government's Big Housing Build.

The site has been identified as a strategic redevelopment site and will deliver new housing within the Hume region where there is significant social housing demand. As of 31 December 2023, Broadmeadows District is the fourth highest broadband demand area on the Victorian Housing Register

The redevelopment will also act as a catalyst for wider rejuvenation of the area with a concurrent master plan being developed for the existing Banksia Gardens Neighbourhood to the north of this site. This project will be an important precedent for the density, quality, character and improved amenity for residents and the wider community.

The proposed development seeks to construct 2, 4-6 storey buildings with a total of 120 dwellings, 75 car parking spaces are provided to the west, accessed from the Coleraine Street at the front of the site.

A shared pedestrian path and cycle path with open space runs along the east side of the site and substantial communal open space area is located centrally between the two buildings. The site is anchored at each end with two commercial spaces to activate each end of the building at ground level.

The dwellings will be of high architectural quality and meet best practice environmentally sustainable design to ensure excellent pride of place for future residents.

Combined with the excellent locational attributes close to shops, services, employment and education the proposed development will provide high quality social housing to assist with meeting local housing demand.

Planning Provisions:

On 1 December 2020 Amendment VC190 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 outline the consultation process undertaken in accordance with the requirements of Clause 52.20-4 which require 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.'*

The Clause 52.20 process brings engagement to the beginning of the process, working closely with DTP, OVGA and Hume City Council in a dialogue with Homes Victoria and its design team to develop a high-quality and well-designed housing proposal.

As per the Homes Victoria Consultation Guidelines, after considerable initial engagement and pre-application feedback from the community, agencies and authorities, there is a further three-week consultation period during which the proposal is made publicly available for review. Submissions can be made during this period. As noted above there are multiple opportunities to engage and discuss the proposal with the design team and the applicant through consultation sessions.

Once all these items have been considered, the application can be lodged with DTP for consideration and final determination by the Minister for Planning.

3. Who was consulted?

The Banksia Gardens BHB project was announced by the Australian and Victorian Governments on 12 October 2023 on site at the Broadmeadows Housing Office with attendance from Hume City Council Councillors.

Project stakeholders were engaged immediately following project announcement and up to design finalisation in accordance with the requirements of Clause 52.20.

This section outlines when and how each stakeholder was consulted.

3.1 Council and Department of Transport and Planning

Council and DTP have been engaged throughout the project's design development in accordance with the requirements of Clause 52.20-4.

A summary of meetings between Homes Victoria, Council Officers and DTP is provided below at **Table 1**.

Following the pre-application meetings, project design materials and technical reports were issued to Council on 21 December 2023 and 20 February 2024 to seek referral feedback. Written comments were received from Council dated 23 January and 29 February 2024. Pre-application comments were also received from DTP on 5 December 2023. A summary of these comments and associated design responses are detailed in **Table 2**.

Table 1: Meetings held between Homes Victoria and officers from Council and Department of Transport and Planning

Date	Topic	Authority
09 November 2023	Project introduction	Council
24 November 2023	1st Pre-Application	Council
30 November 2023	1st Pre-Application	DTP
04 March 2024	Councillor Briefing	Council
13 March 2022	2nd Pre-Application	DTP

3.2 Office of the Victoria Government Architect (OVGA)

The Office of the Victoria Government Architect (OVGA) were consulted through two Victorian Design Review Panel (VDRP) sessions with prior pre-view sessions as detailed in Table 2. At the conclusion of the second VDRP support was given to the project's design process, progress, and outcome.

Consultation was also held with OVGA on the integration of the project with a developing site wide master plan due to the unusual nature of their concurrent activities.

Written feedback received from the VDRP has been incorporated into the project's design informing final design outcomes.

Table 2: Meetings held between Homes Victoria and OVGA

Date	Topic	Authority
17 October 2023	Project introduction prior to VDRP 1	OVGA
24 October 2023	Project and master plan overview and interfaces	OVGA
02 November 2023	Victorian Design Review Panel 1	OVGA
07 February 2024	Victorian Design Review Panel 2	OVGA with Council and DTP in attendance

3.3 Other Stakeholder Consultation

Numerous other stakeholder consultation sessions were undertaken in addition to Council, DTP and OVGA and are detailed in Table 3.

Sessions with stakeholders are over and above Clause 52.20-4 required consultation and were completed in the interests of good neighbour relations. All feedback was encouraged to be submitted formally during the Phase Two consultation via Engage Victoria webpage.

HV has also engaged via email correspondence with Head, Transport for Victoria on 15 April 2024.

One stakeholder submitted a letter of comment directly to the project which is detailed below in Table 2 Phase Two – Summary of Community Feedback.

Table 3: Meetings held between Homes Victoria and other stakeholder groups

Date	Topic	Authority
06 October 2023	Stakeholder's master plan including Coleraine Street interfaces.	Kangan Institute (Neighbouring stakeholder) Session 1 of 2
12 October 2023	Project introduction and Yarra Valley Water's requirements for sewer and water servicing	Yarra Valley Water (Services and Utility Authority)
13 October 2023	Project Introduction including project overview and timeframes.	Banksia Now (working group of Stakeholder, Broadmeadows Suburban Revitalisation Board)
24 October 2023	Project introduction including project overview and timeframes.	Stakeholder Reference Group representatives (Stakeholder)

02 November 2023	Project briefing with current design and timeframes.	DFFH Community Operations Practice Leadership (COPL)/ Local Housing Office (Neighbouring stakeholder) Session 1 of 5 and ongoing
13 November 2023	Master plan and project Introduction including project overview and timeframes.	Stakeholder Reference Group (Stakeholder) Session 1 of 2 and ongoing Representatives from: Homes Victoria, DFFH Broadmeadows Housing Office, Council, DPV Health, Northern Health, Kangan Institute, Banksia Gardens Community Services, Vic Police, Vicinity and DWLWP/ DEECA
23 November 2023	Project introduction including project overview and timeframes.	Northern Health (Neighbouring stakeholder) Session 1 of 2
02 December 2023	Project briefing with current design and timeframes.	DFFH COPL/ Local Housing Office (Neighbouring stakeholder) Session 2 of 5 and ongoing
06 December 2023	Project introduction and Jemena's requirements for electrical supply	Jemena (Services and Utility Authority) Session 1 of 2 and ongoing
15 December	Project introduction and design presentation. Discussion on opportunities of cultural expression, engagement and areas open to inform design.	Traditional Owners Session 1 of ongoing consultation
17 January 2024	Project briefing with current design and timeframes.	Northern Health (Neighbouring stakeholder) Session 2 of 2
17 January 2024	Project briefing with current design and timeframes.	DFFH COPL/ Local Housing Office (Neighbouring stakeholder) Session 3 of 5 and ongoing
24 January 2024	Project briefing with current design and timeframes.	Kangan Institute (Neighbouring stakeholder) Session 2 of 2

01 February 2024	Project briefing with current design and timeframes.	DFFH COPL/ Local Housing Office (Neighbouring stakeholder) Session 4 of 5 and ongoing
05 February 2024	Project briefing with current design and timeframes.	DPV Health (Neighbouring stakeholder) Session 1 of 2
05 February 2024	Project briefing with current design and timeframes.	Vicinity Group (Neighbouring stakeholder)
08 February 2024	Project briefing with current design and timeframes.	DFFH COPL/ Local Housing Office (Neighbouring stakeholder)
13 February 2024	Project development and Jemena's requirements for electrical supply	Jemena (Services and Utility Authority) Session 2 of 2 and ongoing
14 February 2024	Project briefing with current design and timeframes.	Broadmeadows Suburban Revitalisation Board (Stakeholder) Members include Kathleen Matthews-Ward MP, Sheena Frost CEO, Council, Sally Curtain CEO, Kangan, Professor Gregory Baxter, Jeroam Whittington, Gina Dougall CEO, BGCS, Don Tidbury CEO, DPV Health, Terry Larkins OAM PSM, Robert Hannaford
21 February 2024	Presentation at executive board meeting of project briefing with current design and timeframes.	DPV Health (Neighbouring stakeholder) Session 2 of 2
01 March 2024	Council requirement for Legal Point of Discharge and connection to stormwater system	Hume City Council (as Services and Utility Authority)
07 March 2024	Project briefing with current design and timeframes.	DFFH COPL/ Local Housing Office (Neighbouring stakeholder) Session 5 of 5 and ongoing
19 March 2024	Project briefing with current design and timeframes.	Stakeholder Reference Group (Stakeholder) Session 2 of 2 and ongoing

3.4 Community

The community was engaged in accordance with the requirements of Clause 52.20-4 of the Hume Planning Scheme, Home's Victoria Consultation Guidelines and the Victorian Government Public Engagement Framework.

Summary of the Community Engagement Report is provided below.

3.4.1 Resident Voice Group

A Resident Voice Group (RVG) was established to boost voices from Banksia Gardens public housing tenants throughout the master planning and BHB design process.

Homes Victoria worked with Banksia Gardens Community Services to form the group via an expression of interest process. Participants were invited to attend a series of workshops and were supported to pursue additional conversations with their community networks to promote and encourage participation across consultation phases.

Two RVG workshop sessions were held at the Banksia Gardens Community Centre, as part of Phase One consultation on 6 December 2023 and during Phase Two consultation on 8 February 2024. The purpose and intent of these workshops is detailed in Section 3.4.2 and 3.4.3 below.

During both workshops, translation and interpretation services were provided to support Somali and Arabic-speaking community members to understand the project and participate in the consultation.

3.4.2 Phase One Consultation

Phase One engagement occurred in December 2023 comprising the first RVG workshop session that sought feedback for the development and broader neighbourhood area on four key themes;

- New homes,
- Open spaces,
- Welcoming and safe, and
- Connectivity and access.

Feedback received from this session helped inform the project's design and plans.

3.4.3 Phase Two Consultation

Phase Two of community consultation took place over 3 weeks between 5 February 2024 and 26 February 2024 with consultation activities detailed in Table 4. This consultation sought feedback on the detailed designs to help finalise the project's design.

During this consultation HV invited the wider community and stakeholders to view the proposed design plans and associated technical reports and provide feedback noting these plans had already been informed by the Phase One feedback.

Feedback was sought on five themes:

- New homes,
- Shared open spaces,
- Creating a welcoming and secure neighbourhood,
- Moving around the site, and

- Community and culture.

Table 4: Community consultation activities

Date	Activity	Participants
06 December 2023	Facilitated project briefing session with current design and timeframes.	RVG Session 1 of 2
24 October 2023	Community Drop-In Session	Open public forum
5 February 2024	Engage Victoria website launch	Open public forum
5 February 2024	Flyers and letters delivered	Owners and residents
5 February 2024	Development signs erected	Open public forum
8 February 2024	Facilitated project briefing session with current design and timeframes.	RVG Session 2 of 2
10 February 2024	Community Drop-In Session	Open public forum
15 February 2024	Community Drop-In Session	Open public forum
26 February 2024	Development signs removed	NA
26 February 2024	Engage Victoria website close	NA

Key findings were overall community support for the new homes making suggestions mostly focused on infrastructure, safety, connections, and open space improvements. The majority of survey respondents agreed that building more homes will help ease demand and give more people a place to call home.

HV supported participation through the following engagement activities:

- Second RVG workshop on 8 February. Eighteen renters from the Banksia Gardens housing site participated in a Project specific 2-hour workshop providing feedback on the detailed plans and designs. Participants were also asked to share information on the project with other renters on the site as a part of their commitment to the group.
- An online survey and Engage Victoria webpage. The survey and webpage included translation and interpretation services to support Somali and Arabic speaking participants.
- Two community drop-in events held on 10 and 15 February at Banksia Gardens Community Services with 20 attendees at both sessions.
- Dedicated project webpage via Engage Vic providing information about the application including:
 - Architectural Plans and Design Report
 - Landscape Plans
 - Technical Reports:
 - Transport Impact Assessment
 - Integrated Transport Plan
 - Waste Management Plan
 - Environmental Wind Assessment

- Acoustic Brief
- Arboricultural Impact Assessment
- Planning Submission Report
- We promoted the engagement through the following communication activities:
 - Letters and flyers were distributed to all Banksia Gardens residents, and owners and households within 150m of the housing site on 5 January, as per Figures 1 and 2 below,
 - Email communications to local community groups and key stakeholders (including Hume City Council),
 - Posters at Banksia Gardens Community Services,
 - Social media posts, and
 - Two physical posters/signposts displayed fronting Coleraine Street and Cob Close. The signs included, background information, details of the proposal, contact details (phone, mail, email), and instructions for providing feedback.



Figure 1 - 150m distance map highlighting letter distribution.

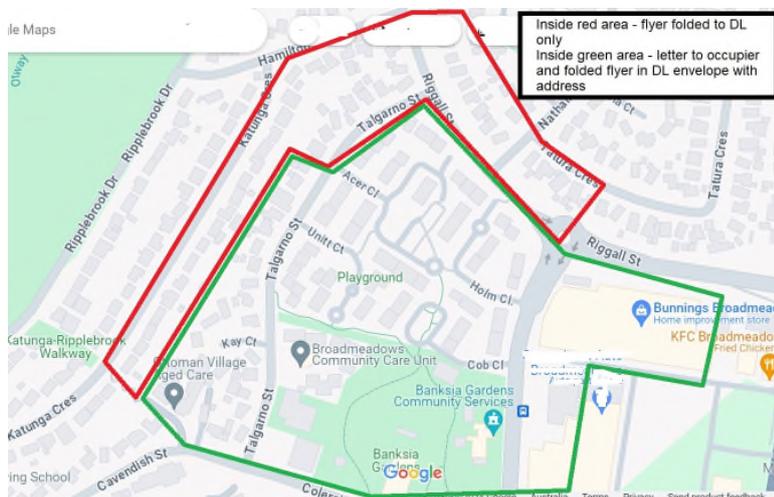


Figure 2 – Flyer and letter drop precincts

Stakeholders were also briefed and provided opportunities in addition to the Engage Victoria survey to provide feedback on the proposed development (See Table 2). This included the Broadmeadows Suburban Revitalisation Board, Hume City Council, Northern Health, Banksia Gardens Community Services, Kangan Institute, DPV Health, and the Broadmeadows Housing Office, infrastructure, and service providers. This feedback received from stakeholders has been considered as part of this consultation report.

3.4.4 Participation overview

Over 500 people visited the Engage Victoria website, and 57 people shared their feedback via the online survey (19 respondents), RVG workshop (18 residents) or at an in-person session (20 attendees over two sessions).

In total, 26 public housing residents, 10 neighbours and 2 visitors/workers attended the in-person sessions.

Most survey responses came from people who visited or worked in the area (8), and people who were interested in social and affordable housing (8). In total, 4 residents from the Banksia Gardens housing site and five neighbours in the local area completed the online survey. One ‘other’ respondent used to live in Banksia Gardens.

4. Consultation Feedback

4.1 Council Feedback

Pre-application meetings were held with officers from the Council on two occasions, and written comments were received following each of these meetings. Feedback on the development was overwhelmingly supportive.

Written comments were received from Council dated 23 January and 29 February. A summary of these comments and our responses are below:

Table 5 Summary of comments

Council comment	Homes Victoria response
Council feedback – emailed dated 23/01/2024	
<p><i>Although a full set of plans has not been provided at this stage, it is strongly recommended that the proposed design make take into consideration and comply with Clause 52.20-7 (Development standards for apartments) of the Hume Planning Scheme. This includes but is not limited to:</i></p> <p><i>52.20-7.1 (Energy efficiency)</i></p> <p><i>52.20-7.3 (Solar access to communal open space)</i></p> <p><i>52.20-7.5 (Integrated water and stormwater management)</i></p>	<p>The refined proposal responds to the relevant development standards of Clause 52.20-6 and Clause 52.20-7, a response to each clause specified by Council is provided below and in the Planning Assessment Report accompanying the application.</p> <p>52.20-7.1 (Energy efficiency):</p> <p>Where practicable, living areas and secluded private open space (SPOS) areas have been oriented to face north, albeit the configuration of the site lends itself to</p>

<p>52.20-7.7 (Noise impact) 52.20-7.11 (Storage) 52.20-7.16 (Natural ventilation) 52.20-7.21 (Wind impacts)</p>	<p>a logical arrangement of most apartments facing east and west. The development will have minimal, if any solar impacts on adjacent lots.</p> <p>The Sustainable Management Plan prepared by Stantec confirms the dwellings will not exceed the maximum cooling loads (i.e. less than 22MJ/m²).</p> <p>52.20-7.3 (Solar access to communal open space)</p> <p>An additional shadow diagram showing the proposed overshadowing at 10am on 21st June has been prepared, this demonstrates that the communal outdoor open space will receive a minimum of two hours of sunlight between 9am and 3pm on 21 June, in line with the expectations of the Planning Scheme.</p> <p>52.20-7.7 (Noise impact)</p> <p>Noise sources have been located centrally within the building at ground and roof level.</p> <p>The development is not located within a noise influence area.</p> <p>An acoustic report has been prepared by Volta Acoustics since Council comments were received, which provides a detailed assessment against Clause 52.20-7.7.</p> <p>52.20-7.11 (Storage)</p> <p>Each dwelling has been provided with ample internal storage which meets the requirements for 1-, 2- and 3-bedroom dwellings. The latest plans demonstrate compliance with this design standard.</p> <p>52.20-7.16 (Natural ventilation)</p> <p>At least 40% of dwellings have been provided with natural cross ventilation in accordance with the standard.</p>
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	<p>52.20-7.21 (Wind impacts)</p> <p>The proposed development complies with the wind conditions in this standard. Please refer to the Wind Report prepared by Mel Consultants, which provides a detailed assessment.</p>
<p><i>The use of a private contractor to collect waste from the subject site is supported. It is recommended to consider any amenity impacts to residents that may result if waste bins from Building B are required to be moved to the southern portion of the site for collection.</i></p>	<p>The design of the waste rooms has been amended to avoid the need for waste from Building B to be moved to Building A for collection. Bins for the residential and commercial waste will be stored within a shared bin storage room on the ground floor of each building. Bins will be emptied from within each bin storage room. Both the architectural plans and Waste Management Plan has been updated to reflect this design change</p> <p>Private collection is be utilised to manage the collection and disposal of all waste streams associated with the development.</p>
<p><i>The staircase of Building A is noted to protrude from the building façade on the northern elevation. We recommend exploring opportunities to construct the staircase discreetly with the building façade for aesthetic purposes.</i></p>	<p>The staircase of Building A has been deliberately designed to protrude from the building façade to achieve greater articulation and visual interest across the development as a whole. A patterned concrete finish is proposed to further enhance articulation and interest.</p>
<p><i>We note that the ground level proposes pump rooms (fire tank/fire pump room) with shared walls to apartments. Investigations are recommended to determine if these buildings functions will have a noise impact for residents.</i></p>	<p>An acoustic brief has been prepared by Volta Acoustics, since Council’s comments were received, which outlines the acoustic design criteria and regulatory requirements applicable to the project and provides preliminary recommendations to achieve the identified criteria for the development.</p> <p>Please refer to the acoustic report prepared by Volta Acoustics for a detailed assessment.</p>
<p><i>The submitted arborist report does not indicate if the proposed development will require a permit trigger for the removal of native vegetation in accordance with</i></p>	<p>The Arboricultural impact assessment prepared by Treetec confirms that: ‘Based on the existing urban environment, relatively young age of the trees and species identified, it</p>

<p><i>Clause 52.17 and Clause 52.20-8 of the Hume Planning Scheme.</i></p>	<p>is reasonable to assume that all native vegetation considered under 52.17 has been planted and is subject to the table of exemptions 52.17-7.'</p> <p>As such, a planning permit is not required to remove native vegetation in accordance with Clause 52.17 and Clause 52.20-8 of the Hume Planning Scheme.</p>																								
<p>Comments from Council's Traffic Engineer</p>																									
<p><i>The proposed development would generate an anticipated car parking rate as shown below, noting that no tenancies/land uses are confirmed for the commercial spaces.</i></p> <table border="1" data-bbox="188 797 780 1003"> <thead> <tr> <th>Proposed Land Use</th> <th>Rate</th> <th>Measure</th> <th>Requirement</th> </tr> </thead> <tbody> <tr> <td>Dwellings</td> <td>As per CI 52.20 0.6 to each dwelling</td> <td>120 dwellings</td> <td>72 Spaces</td> </tr> <tr> <td>Shop</td> <td>3.5 to each 100 sqm of leasable floor area</td> <td>559 sqm</td> <td>19 Spaces</td> </tr> <tr> <td colspan="3">Total Spaces Required</td> <td>91 Spaces</td> </tr> <tr> <td colspan="3">Total Spaces Provided</td> <td>75 Spaces</td> </tr> <tr> <td colspan="3">Shortfall</td> <td>16 spaces (18% of the total requirement)</td> </tr> </tbody> </table>	Proposed Land Use	Rate	Measure	Requirement	Dwellings	As per CI 52.20 0.6 to each dwelling	120 dwellings	72 Spaces	Shop	3.5 to each 100 sqm of leasable floor area	559 sqm	19 Spaces	Total Spaces Required			91 Spaces	Total Spaces Provided			75 Spaces	Shortfall			16 spaces (18% of the total requirement)	<p>Noted.</p> <p>For the planning application the use of the non-residential tenancies has been resolved as office and retail. Pursuant to Clause 52.20 there is no specified car parking requirement. Car parking for the non-residential uses is to the satisfaction of the Minister for Planning.</p> <p>Neither Council nor DTP have raised issues specifically relating to the insufficient provision of car parking through pre-application consultation.</p>
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<p><i>The following further information would be required before the development can be assessed on traffic grounds:</i></p> <p><i>Swept path analysis prepared by a suitably qualified traffic engineer in accordance with AS2890.1.</i></p> <p><i>Traffic impact assessment including: Assessment of parking requirements and empirical assessment for any shortfall in parking.</i></p> <p><i>Swept path analysis of all types of vehicles utilising the site.</i></p> <p><i>Traffic generation and distribution including impacts on the road network.</i></p> <p><i>Assessment of proposed and existing property access.</i></p>	<p>The final Traffic Impact Assessment prepared by One Mile Grid includes:</p> <ul style="list-style-type: none"> • Swept path diagrams • Traffic impact assessment including: <ul style="list-style-type: none"> ○ Assessment of parking requirements and empirical assessment for any shortfall in parking. ○ Swept path analysis of all types of vehicles utilising the site. ○ Traffic generation and distribution including impacts on the road network. ○ Assessment of proposed and existing property access. 																								
<p><i>A reduction in the number of parking bays required would be unlikely to be supported without strong justification including an empirical assessment to determine the shortfall in parking is acceptable.</i></p>	<p>Based on the car parking requirements at clause 52.20, 72 car spaces are required to be provided for the dwellings and car parking for other uses (such as the proposed commercial uses) must be to the satisfaction of the Minister for Planning.</p>																								

	<p>The proposal provides 0.6 car parking spaces to each dwelling, resulting in a compliant total of 72 residential car parking spaces. In addition, 3 car spaces are provided for the commercial premises.</p> <p>The Traffic Impact Assessment prepared by One Mile Grid provides a car parking demand assessment in relation to the commercial uses which concludes:</p> <ul style="list-style-type: none"> • Typically, the car parking demands of retail and commercial tenancies are broken up into two components; staff and visitor/customer demand. It is generally accepted that staff demand for the types of retail premise proposed in an activity centre environment is 1 space per 100m² of floor area, which has been adopted for this assessment. • This equates to the staff demand of 5 car parking spaces. • Based on the location of the commercial tenancies and the surrounding uses, it is expected that the majority of customers to the tenancies will be either residents of proposed buildings, patrons of the Kangan Institute or already within the area for other shopping and education purposes. It is therefore reasonable to assume that individual retail tenancies do not generate their own visitor/customer parking demand specific to the site, but that visitors will utilise the development as part of the overall precinct. • Therefore, it is proposed that each of the tenancies will generate a visitor parking demand lower than that of the underlying Planning Scheme control. Therefore, a combined car parking demand rate of 2 spaces per 100m² will be adopted for three retail tenancy visitors/customers.
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	<ul style="list-style-type: none"> • This equates to the visitors/customers demand of 10 car parking spaces. <p>As a result, we consider that the shortfall of 2 staff spaces and 10 retail customer spaces is acceptable as:</p> <ul style="list-style-type: none"> • Customers and visitors are likely to visit other establishments located within the subject site and adjoining properties as part of a single trip. • Off-street car parks located at Broadmeadows Central, and the Kangan Institute house a large portion of off-street parking spaces that are all within walking distance of the subject site. These off-street parking spaces will help to accommodate the shortfall of 10 short-stay car parking demand generated by the proposed development. • The site has good access to Public Transport, with numerous train and bus services in the immediate vicinity. The provision of good public transport ensures that staff with no on-site parking will have good access to alternate transportation modes. Similarly, the provision of adequate bicycle facilities allows staff to have access to a viable alternative transport mode to access the site.
<p><i>It appears that the applicant is seeking to reserve 72 spaces for residential parking via an access gate according to the plans. How will this be managed? Is the gate proposed to be closed at all times with residents being able to control the gate for access?</i></p>	<p>Access to the resident parking will be controlled via a gate and fob system.</p>
<p><i>There is an existing pedestrian crossing point on Coleraine Street at the southeastern corner of the property consisting of pram crossings, pedestrians do not have right of way at this crossing point and must give way to vehicles. An additional pedestrian crossing in front of the property is unlikely to be not supported by Traffic. If the applicant</i></p>	<p>A pedestrian and cycling path linking Cob Close to Coleraine Street via the subject site is proposed.</p> <p>It is noted that Council is likely to support an additional pedestrian crossing in front of the property and that Council approval for any future access points will be required.</p>

<i>wishes to upgrade the existing crossing point, they must do so via applying for it as a Developer Funded Project.</i>	
<i>All manoeuvring of loading vehicles to be accommodated on site with no manoeuvring on the road allowed. Swept paths would be required to show the largest service vehicle required for the site, entering and exiting in a forward motion.</i>	The final Traffic Impact Assessment prepared by One Mile Grid includes swept path diagrams that demonstrate no manoeuvring on the road
<i>All manoeuvring of loading vehicles to be accommodated on site with no manoeuvring on the road allowed. A turning area for loading vehicles is to be provided on site.</i>	The final Traffic Impact Assessment prepared by One Mile Grid includes swept path diagrams that demonstrate no manoeuvring on the road.
<i>No on-street parking will be considered as part of this application to satisfy parking requirements. All parking is to be provided on-site.</i>	No on street parking is considered or proposed as part of this application.
<i>The parking bays are designed to be 2.4m wide typically. The parking bays should be designed in accordance with Cl 52.06, which states bays to be 2.6m wide, 4.9m long and accessed from a 6.4m wide access aisle.</i>	<p>All applicable design requirements have been met with the exception of the standard car space size. Standard car spaces have been designed with a length of 5.4 metres a minimum width of 2.4 metres in accordance with the Australian/New Zealand Standard for Parking facilities, Part 1: Off-street car parking (AS/NZS 2890.1:2004).</p> <p>The aisle width exceeds the Australian Standards requirement by an additional 100mm to improve ingress and egress to the spaces.</p> <p>It is noted that clause 52.22 – 6.7 recommends the use of the Planning Scheme dimensions in preference to the Australian Standard, however the Australian Standard dimensions still provides for safe and efficient access to car spaces and are considered acceptable.</p> <p>In addition, the Australian Standard for parking spaces have been adopted to:</p> <ul style="list-style-type: none"> • Maximise the number of car spaces to support resident amenity, noting that access to car spaces is a crucial element to supporting residents to obtain and retain employment. • Utilise the site’s north – south orientation to its full potential.

	<ul style="list-style-type: none"> • Improve manoeuvrability with extra aisle width. • Provide more landscaping breaks within the carpark. • Mitigate the impact of urban heat island effect by reducing the overall surface area of the asphalt carpark containing a low Solar Reflectance Index (SRI).
<p>Council feedback – email dated 29/02/2024</p>	
<p>Environmentally Sustainable Design</p>	
<p>1</p>	<p><i>Statement in the SMP - '7 Star NatHERS average all apartments with no individual dwelling less than 6 Stars'. The 2022 National Construction Code (NCC) requires 'all apartments to meet a minimum energy efficiency rating of 7 stars under the Nationwide House Energy Rating Scheme (NatHERS)'.</i></p> <p><i>As such, it appears that some of the apartments do not meet the minimum requirement from this statement.</i></p> <p><i>See below for apartments which do not meet minimum requirements;</i></p> <p><i>B2-503-Type-1</i> <i>B1-G04-Type-1</i> <i>B1-502-Type-1</i></p> <p>The project ESD consultant advised the:</p> <ul style="list-style-type: none"> • Project is complying under NCC 2019 using transition phase of Section J as per the building surveyor report. which requires 6 Star NatHERS average all apartments with no individual dwelling less than 5 Stars. The project is exceeding these value acheiving 7 Star NatHERS average with no individual dwelling less than 6 Stars'. The planner is also mistaken in their view that under NCC 2022 Section all apartments shall meet 7 stars. 7 Star is the average with no Class 2 apartment below 6 Star. Refer to NCC2022 Vol 1 J3D3 (1)(a). • All apartments exceed minimum requirements of the applicable NCC. <p>On this basis no amendment to the design is considered to be necessary.</p>
<p>2</p>	<p>Greenstar 5 Stars</p> <p><i>Whilst Greenstar appears to demonstrate ESD commitment, the scores do not always align with NatHERS and BESS rating, i.e; 5 green stars does not indicate that it will be above Victorian standards for ESD.</i></p> <p>City of Hume Planning Scheme identifies Green Star and as an appropriate assessment tool. This has been preferred by the project team in favour of the BESS tool for this project.</p>
<p>3</p>	<p>Strongly recommended to submit a BESS-8 Assessment in the SMP for residential and non-residential components.</p> <p>BESS will not be submitted on the basis that the project is registered under Green Star Buildings.</p>

	<p><i>A BESS-8 Assessment aligns with NatHERS 7-star rating, which enables Council to better determine whether the development is above what is nationally required.</i></p> <p><i>The BESS-8 Assessment should demonstrate, the following minimum requirements under each category:</i></p>	
3.1	<p>Water Efficiency</p> <p><i>3.1.1 Rainwater capture and reuse for toilet flushing</i></p> <p><i>3.1.2 BESS water category assessment of 50 per cent.</i></p>	<p>The Sustainable Management Plan includes rainwater capture and reuse for toilet flushing.</p> <p>BESS water category assessment is not relevant as the project is being assessed under Green Star Buildings.</p>
3.2	<p>Energy Efficiency</p> <p><i>3.2.1 BESS energy category assessment of 50 per cent.</i></p> <p><i>3.2.2 Cooling loads to not exceed (the required as per BESS) mega joules per square meter for any dwelling</i></p> <p><i>3.2.3 External natural clothes drying facilities where possible</i></p>	<p>The Sustainable Management Plan includes:</p> <ul style="list-style-type: none"> • All cooling loads will meet Apartment Design Guidelines for Victoria • External natural clothes drying facilities where possible. <p>BESS energy category assessment is not relevant as the project is being assessed under Green Star Buildings.</p>
3.3	<p>Stormwater Management</p> <p><i>3.3.1 A 100 per cent <u>STORM</u> score or <u>MUSIC</u> modelling demonstrating best practice standards for managing stormwater</i></p>	<p>The Stormwater Management Plan demonstrates the MUSIC modelling conducted to meet best practice standards for managing stormwater.</p>
3.4	<p>Indoor Environmental Quality</p> <p><i>3.4.1 A minimum BESS score of 50 per cent.</i></p> <p><i>3.4.2 Adequate daylight to all living areas and bedrooms (as defined in BESS)</i></p> <p><i>3.4.3 Openable windows in all habitable rooms</i></p> <p><i>3.4.4 Cooling load information/data to be provided and meet BESS standards</i></p> <p><i>3.4.5 Appropriate shading to all windows receiving direct sunlight.</i></p>	<p>The Sustainable Management Plan addresses and concludes:</p> <ul style="list-style-type: none"> • Adequate daylight to all living areas and bedrooms is provided, refer to daylight modelling report • Openable windows in all habitable rooms • All cooling loads will meet Apartment Design Guidelines for Victoria • Internal blinds with VLT < 10% provided

		BESS indoor environmental quality score is not relevant as the project is being assessed under Green Star Buildings.
3.5	<p>Building Materials</p> <p>3.5.1 <i>To minimise environmental impact of materials i.e. options to address may include the submissions of a Life Cycle Assessment Report (LCA) by an accredited provider and/or include details regarding 'design for disassembly' (this can be included within the Green Star Assessment).</i></p>	As part of the Green Star assessment, a LCA will be conducted, and upfront carbon will be reduced by 20% compared to reference building.
3.6	<p>Transport</p> <p>3.6.1 <i>1 x Bicycle Parking per dwelling</i></p> <p>3.6.2 <i>Green Travel Plan</i></p>	<p>The proposal provides a total of 54 bicycle parking spaces which exceeds the minimum statutory requirement by 15 spaces.</p> <p>An Integrated Transport Plan has been prepared by One Mile Grid which includes information required as part of a Green Travel Plan.</p>
3.7	<p>Waste Management</p> <p>3.7.1 <i>Recycling facilities and general waste facilities are equally convenient</i></p>	<p>The design has been amended to ensure that bins for the residential and commercial waste will be stored within a shared bin storage room on the ground floor of each of the two buildings. Bins will be emptied from within the bin storage rooms and therefore transferring of bins will not be required.</p> <p>The waste room will include both recycling and general waste facilities.</p>
3.8	<p>Urban Ecology</p> <p><i>No minimum requirement under BESS but must align with Hume Policy and other guidelines.</i></p>	Noted.
3.9	<p>Innovation</p> <p>3.9.1 <i>This category is designed to recognise new or outstanding initiatives not recognised elsewhere. i.e; Could respond to the above and include an</i></p>	Noted.

	<p><i>LCA Report or Design for Disassembly innovations under Green Star. Other innovations may include where the response to above SMP criteria meets above the minimum criteria. Other responses could include, FSC Certification, Living Building Challenge Certification and/or other.</i></p>	
3.10	<p>Construction and building management <i>3.10.1 Sustainability should be incorporated throughout the process of design and construction. Good decisions made early will always deliver the maximum benefit for the lowest cost. i.e. Consider committing to achieving an 'As Built Score' under NatHERS and/or providing residents the information they need to be able to run their apartments in the most efficient way</i></p>	<p>A Building User Guide will be provided to residents once operator is determined.</p>
4	<p><i>If a BESS Assessment is not submitted, an accredited consultant to confirm that the 5 Star Green Star aligns with the above BESS minimum requirements across all its mandatory categories.</i></p>	<p>The Sustainable Management Plan confirms that the project will seek an independent certification from the industry recognised Best Practice sustainability framework, Green Star for New Buildings.</p>
<p>Elevations</p>		
5a	<p>Glazing - Perimeter Fenestration (i.e. windows and glazed doors). <i>No tinted glazing to be used within the development. Alternative design solutions to be incorporated which achieve the design thermal insulation and ESD results. Detail on the elevations the type of glazing and whether window/doors are operational. Clear glazing will support active frontages and provide a sense of safety within the community. This information to be shown on Plan and on Elevations.</i></p>	<p>No tinted glazing is proposed as part of this development.</p>
5b	<p>Awnings. <i>Show all Awnings on elevations that correspond with the views shown.</i></p>	<p>Please refer to amended architectural plans prepared by MCR architects which have been updated to clearly show all sun shades.</p>

5c	Natural Ground Level. Detail the natural ground level on the elevations.	Please refer to amended architectural plans prepared by MCR architects which shows natural ground level on all elevations.
Landscaping		
6a	As per Hume Landscape Guidelines, ensure 1 canopy tree per every 6 car parks.	The design has been amended to increase the extent of canopy tree planting within and surrounding the car park and to provide permeable pavers to the eastern car parking spaces. It is acknowledged that this does not accord with Hume City Council's preference for 1 canopy tree per every 6 car parks. However, the extent of landscaping has been increased whilst also balancing the need to maximise the number of car spaces to support resident amenity, noting that access to car spaces is a crucial element to supporting residents to obtain employment.
6b	Indicate where services will run, so as not to conflict with canopy tree growth	Please refer to the amended Landscape Package which has been updated to indicate where services will run.
6c	Consider additional trees on the western boundary in understorey planting to provide additional shade and screening to the car park.	The proposed landscaping is considered to strike an appropriate balance between greening of the car park environment and providing safe and legible interface conditions with the adjoining property to the west. Noting that feedback received from Northern Health has requested a minimal landscape buffer to the western boundary to improve passive surveillance of the fence line.
7		
7	Safety & Connectivity Safety is of real concern given pre-existing issues in the area. The housing development should not adversely impact or exacerbate known issues. Additionally, the development has the opportunity to unlock future redevelopment opportunities and align with the Broadmeadows Structure Plan.	The proposed has been developed with resident and community safety as a priority. To enhance safety within and adjacent to the site, Crime Prevention Through Environmental Design (CPTED). principles have been applied throughout the design. These principles include: <ul style="list-style-type: none"> - Natural surveillance - Natural access control - Territoriality - Space Management - Target Hardening

		<p>The urban design report prepared by MCR Architects has been amended to address this feedback.</p>
<p>7a</p>	<p>Vehicle Access <i>The development appears to have designed in isolation from surrounding sites, of which, also are also Victorian Government owned. Recommended to police and ambulance have access into the site from a minimum of 2 access points into the site, to the south on Coleraine Street and create an access point to the north, linking in with Cob Close, Fir Close and Talgarno Street.</i> <i>Recommended to ensure vehicle access is available and unlock future development opportunities to existing norther sites, aligning with the Broadmeadows Structure Plan.</i> <i>Create a northern vehicle connection into COB Close and onto Pearcedale Parade</i> <i>Create a northwestern vehicle connection onto Talgarno Street</i> <i>Link into Fir Close to support safety and future redevelopment</i></p> 	<p>The Banksia Gardens site is within Precinct 2 – Health, Education and Wellbeing of the Broadmeadows Structure Plan.</p> <p>Within Precinct 2 it is identified as a ‘Strategic Redevelopment Site’ for ‘Residential and Community Use’. A proposed development residential development with some non-residential function is a suitable use of the currently underutilised site. It is also noted that the proposed pedestrian and cycling path has been deliberately designed to provide north – south connections and to align with the Broadmeadows Structure Plan.</p>
<p>7b</p>	<p>Ground Floor Apartments <i>Further detail should be included regarding the types of fences</i> <i>Further detail regarding separation of bedroom windows which face the public realm, detail how privacy will be provided to these bedrooms from onlookers</i></p>	<p>The ground level apartments include outdoor spaces directly in front of the proposed bedroom and living room windows. These spaces will be enclosed with 1.8-metre-high fencing to ensure privacy.</p>

Waste management plan	
<i>Private waste collection is preferred over use of Council services.</i>	The Waste Management Plan prepared by One Mile Grid proposes private waste collection.
<i>Ensure waste collection vehicles can easily enter and exit the site in a forward direction.</i>	The Waste Management Plan prepared by One Mile Grid has been updated to reflect the amended plans, which incorporate integrated waste rooms for each building. The WMP includes swept path diagrams which confirm that waste collection vehicles serving both buildings can easily enter and exit the site in a forward direction.
<i>Waste stored appropriately and out of view from streetscape for convenient collection.</i>	Within the amended design, waste will be stored within an internal waste room for each building. These are not visible from the streetscape.
Arborist report	
<i>Any impacts to council trees will need to be gain permission from Hume City Council Parks for assessment and approval. This includes trees along Colerain St.</i>	Noted.
<i>Council's databases indicate that Hume manages the trees within Banksia gardens. Hume's Parks department which be consulted with to confirm whether there are any requirements or approvals required for removal of trees within banksia Gardens.</i>	Noted.
	
<i>Based on historical aerials all trees on site have been planted.</i>	Noted.

<p><i>The trees on site are mature and provide shading, cooling, habitat, and amenity for the neighbourhood. Effort should be made to retain these trees.</i></p>	<p>Whilst there are no tree controls applicable to the site, the application / design approach has sought to retain trees where arboriculturally viable and/or where they can be practically and meaningfully retained.</p> <p>Please refer to the updated Arboriculture impact assessment prepared by Treetec for further details.</p>
<p><i>Some trees on site have been marked for retention in landscaping. This should be made clearer on the site plans. The colours used in the arborist report are difficult to interpret. For example, one symbol shows "removed" in green, while another shows "proposed for removal" in red dashed lines. There is no symbol for retained trees.</i></p>	<p>Noted.</p>
<p><i>The section 5 recommendations of the arborist should be included as planning permit conditions:</i></p>  <p>The screenshot shows a section titled '5 Recommendations' from an arborist report. It includes several bullet points: 'TMP - Develop and implement a Tree Management Plan (TMP) to ensure tree protection measures are implemented and maintained throughout the development.', 'Shared use path - Construct on or above grade within TP2s of retained trees using minimal compaction.', 'Trees 134 and 135 - Engage a qualified arborist to supervise any excavation required for the construction of the carpark. If roots are exposed at any point during works, they must be managed by the supervising arborist in accordance with Section 4.5.4 of Australian Standard 4970-2009 Protection of trees on development sites.', 'Tree 159 - Retain existing retaining wall if practicable or if replaced, do not position any closer to the tree than existing wall.', 'Engage a qualified arborist to supervise the demolition of the wall and any excavation required for the construction of the new one. If roots are exposed at any point during works, they must be managed by the supervising arborist in accordance with Section 4.5.4 of Australian Standard 4970-2009 Protection of trees on development sites.', 'Underground services/utilities - Ensure underground installations are routed outside of TP2s. If they must pass through a TP2, utilise low impact methods for the installation, such as: - horizontal boring at a depth greater than 700mm - hydro excavation under arborist supervision, ensuring significant roots (to be determined by the arborist) are retained and protected from damage.', 'General - Design of any landscaping should be cognisant of root protection. Do not excavate within the nominated tree protection zones of retained trees including those trees on neighbouring properties unless permitted by the responsible authority.', 'Remedial tree works - Some general remedial tree works are recommended to maximize the ULE of retained trees and the general tree related amenity at the site. - Remove and replace storm damaged Tree 125f - Consider removal and replacement of the low amenity Tree 144 - Engage a qualified arborist to undertake formative pruning works on retained Mugga Ironbarks (groups 125, 137 and 138) to rectify structural issues with included bark unions.</p>	<p>Noted. The arborist report/tree protection will likely be endorsed as part of the 52.20 approval process.</p>
<p>Environmental assessment</p>	
<p><i>It is unclear to Environmental Planning if the proposal is exempt from the requirements of CL 13.04-1S- Contaminated and potentially contaminated land.</i></p>	<p>The PRSA auditor assessment deemed the risk of contamination on the project site negligible.</p> <p>The PRSA auditor considered it unlikely that contaminated land is present, and no environmental audit is required and no further ongoing management requirements.</p> <p>Please refer to the Preliminary Risk Screen Assessment prepared by PRENSA.</p>

<p><i>The proposal should have regard to Ministerial Direction 1 and Planning Practice Note 30</i></p>	<p>As noted above.</p>
<p><i>The assessment indicates that there are contaminants above human health and ecological criteria on site.</i></p>	<p>Please refer to the Preliminary Risk Screen Assessment prepared by PRENSA.</p> <p>The noted contaminants were located off the project site.</p> <p>The noted contaminants were removed and the site remediated in December 2023 as part of the recreational area upgrades.</p> <p>The PRSA auditor assessment deemed the risk of contamination on the project site negligible.</p> <p>The PRSA auditor considered it unlikely that contaminated land is present, and no environmental audit is required and no further ongoing management requirements.</p>
<p><i>Any planning permit issued should:</i></p> <p><i>Ensure contaminated or potentially contaminated land is or will be suitable for the proposed use, prior to the commencement of any use or development.</i></p> <p><i>Protect a sensitive use (residential use, childcare centre, kindergarten, pre-school centre, primary school, even if ancillary to another use), children's playground or secondary school from the effects of contamination.</i></p> <p><i>Facilitate the remediation of contaminated land to make the land suitable for future intended use or development.</i></p>	<p>The PRSA auditor assessment deemed the risk of contamination on the project site negligible.</p> <p>The PRSA auditor considered it unlikely that contaminated land is present, and no environmental audit is required and no further ongoing management requirements.</p> <p>Please refer to the Preliminary Risk Screen Assessment prepared by PRENSA.</p>
<p><i>Ministerial Direction 1 and planning Practice Note 30A indicate that a preliminary risk screen assessment or environmental audit under Part 8.3 of the Environment Protection Act 2017 is the appropriate level of assessment for a proposed sensitive use on potentially contaminated land.</i></p>	<p>The PRSA auditor assessment deemed the risk of contamination on the project site negligible.</p> <p>The PRSA auditor considered it unlikely that contaminated land is present, and no environmental audit is required and no further ongoing management requirements.</p> <p>Please refer to the Preliminary Risk Screen Assessment prepared by PRENSA.</p>

<p><i>The assessment provided is preliminary, and a statement of whether the site is or will be suitable for the proposed use is required prior to the commencement of any use or development. Approved approaches to make the land suitable for future intended use or development are also required.</i></p>	<p>The site has been assessed as suit for proposed use.</p> <p>The PRSA auditor assessment deemed the risk of contamination on the project site negligible.</p> <p>The PRSA auditor considered it unlikely that contaminated land is present, and no environmental audit is required and no further ongoing management requirements.</p> <p>Please refer to the Preliminary Risk Screen Assessment prepared by PRENSA.</p>
<p><i>Ensure the Banksia Gardens Nature Reserve is not impacted by the proposed works (mainly during construction)</i></p> 	<p>The Banksia Gardens Nature Reserve is away from the subject site and will not be impacted during construction works.</p>
<p>Other: Native vegetation</p>	
<p><i>An assessment of native vegetation in accordance with CL 52.20-8 is required.</i></p>	<p>The Arboricultural impact assessment prepared by Treetec confirms that 'Based on the existing urban environment, relatively young age of the trees and species identified, it is reasonable to assume that all native vegetation considered under 52.17 has been planted and is subject to the table of exemptions 52.17-7.'</p>
<p><i>Grassland vegetation may be present onsite.</i></p>	<p>The Arboricultural impact assessment prepared by Treetec confirms that 'Based on the existing urban environment, relatively young age of the trees and species identified, it is reasonable to assume that all native vegetation considered under 52.17 has been planted and is subject to the table of exemptions 52.17-7.'</p>

4.2 Office of the Victoria Government Architect (OVGA) Feedback

The discussion below summarises feedback received based on 2 OVGA reviews dated 2 November 2023 and 7 February 2024. The feedback was overwhelmingly positive particularly at the second review session where the majority of the issues had been closed out from the first review with only minor design refinement suggested. The project team’s rigorous interrogation of the initial feedback received from the Victorian Design Review Panel (VDRP) in the first session was commended by the panel. Homes Victoria and its design team considered and responded to comments received and the reviews helped to refine the design. The key issues/themes are discussed below.

Table 3 Summary of Victorian Design Review Panel comments

VDRP Session 1	
VDRP comment	Homes Victoria response
Site Organisation	
<i>Strategy for two separate buildings is supported.</i>	Noted
<i>Narrow building forms feel a little lost in the width of the landscape/car park setting</i>	This comment has been taken onboard with the buildings now staggered through the site to maximise passive surveillance of the public realm and landscape buffer. Changes in height have also been introduced contributing to a diverse streetscape along the shared path and breaking down of the massing into smaller components. The final landscape design also breaks down the linear site into smaller, useful, green, and well-designed areas. The introduction of an L-shaped building massing to Coleraine St presents a wider street frontage, holding the building within the landscape setting.
<i>We recommend the north building holds the north-east corner of the site.</i>	The revised design has sited the northeast block further north and further east, holding this corner of the site. The north-east block increases in height to 6 storeys and better orients apartments and balconies to the north and building corners.
<i>The retail/commercial tenancy to the south seems likely to have merit due to adjacencies such as Kangan/Batman Tafe. The north retail/commercial tenancy seems more challenging, and a community or residential focused enterprise may work more successfully in the short term.</i>	Noted. The planning application is proposing retail to the southern tenancy and an office to the north. The spaces are flexible and could be used for a variety of uses and could even be converted later to residential should the non-residential spaces prove unsuccessful.
<i>Both the north-south and east-west connections are important measures to reinstate</i>	Connections have been designed to be safe, well lit, have good passive surveillance and connect to know destinations.

<p><i>connectivity through the estate. Ensure links through the site enable natural connections to known desire lines beyond the site.</i></p>	
<p><i>Consider whether the north building could align with a (future) direct connection east to Pearcedale Parade.</i></p>	<p>The development has been designed to assist with wayfinding and a direct connection with pedestrian paths from Pearcedale Parade.</p>
<p>Movement Network and Car Parking</p>	
<p><i>We suggest the singular car park needs more design consideration. It currently dominates the ground plane and compromises the outlook from west facing dwellings. The unsheltered surface car park results in a potentially barren uninviting area. Car parking should be integrated into a more integrated landscaped solution.</i></p>	<p>Significant work has been undertaken to enhance the car park layout. This includes:</p> <ul style="list-style-type: none"> • The hard surfacing has been substantially broken up by introducing landscaped breaks allowing for the planting of shade trees. • A variety of surfacing types has been introduced to breakdown the extent of dark non-permeable surfacing. • The width of the access way linking the northern car park has been reduced to one lane to substantially increase the extent of landscaping. • Garden beds surrounding the car park have been maximised. • Rain gardens introduced for rainwater collection, filtering, and irrigation.
<p><i>Consider breaking the car park down into smaller areas and extending the landscape between the two buildings.</i></p>	<p>This is achieved as noted above.</p>
<p><i>We recommend further design consideration of fences and gates</i></p>	<p>The design of the front fence has been developed as a semi-permeable, perforated metal screen. The central open space has a solid masonry wall to the carpark to mitigate the effect of high winds. Ground floor dwellings have metal picket fences to create a domestic environment.</p>
<p><i>In developing the ground plane design, ensure movement within and through the site generally works to support activity, animation and eyes on the public realm.</i></p>	<p>Substantial work has been undertaken to ensure movement through and around the site is functional, safe and convenient for residents and people moving along the shared path.</p> <p>The shared pedestrian and cycling path provide direct sight lines from one end of the site to the other.</p>

	<p>All public gathering spaces have significant passive surveillance from overlooking dwellings.</p> <p>There is a clear delineation of public, semi-private and private outdoor spaces with surface treatment, landscape buffers and physical barriers such as fences.</p>
Landscape and Public Realm	
<p><i>Whilst we fully support the landscaped setbacks and buffers, we encourage the design team to ensure all areas of landscape are designed with purpose.</i></p>	<p>The final landscape design demonstrates that all landscaped areas serve a purpose.</p>
<p><i>Ensure the north-south pedestrian link feels safe by designing in clear site lines. Avoid entrapment spaces.</i></p>	<p>As noted above the north south link has been designed with clear site lines, good lighting and has excellent surveillance from the apartments to promote safety.</p>
<p><i>Retain existing vegetation. We consider there is significant value in established trees.</i></p>	<p>The landscape plan demonstrates the retention of existing trees where appropriate. These are along the east side of the north south link and on adjoining properties to the west and east.</p>
<p><i>Ensure public spaces are designed to suit a variety of age groups and are well overlooked to by adjacent dwellings to mitigate anti-social behaviour.</i></p>	<p>All open spaces and the car park are suitable for all ages and for those with limited mobility. Ground floor units have been introduced to activate the central communal space whilst ground and upper-level apartments overlook all four sides of the building.</p> <p>It is determined that the development provides for excellent passive surveillance.</p>
Massing and Built Form / Architectural Expression and Materiality	
<p><i>We support the scale, mass and height of the buildings proposed.</i></p>	<p>Noted.</p>
<p><i>We consider the building expression and materiality is developing well and we support the elegant, pared back approach.</i></p>	<p>Noted.</p>
<p><i>The colonnade to Coleraine St needs to be part of a safe inviting entry to the site and provides more privilege to the residential address.</i></p>	<p>The colonnades have been developed to maximise usefulness, site lines, lighting, and safety.</p> <p>The colonnades provide a covered walkway for pedestrian/entry exit, improving the experience during inclement weather and providing a clear point of entry for residents, visitors, and</p>

	<p>deliveries. The colonnades to each end of the site are open to the sides to allow for views in and out. Each colonnade has a timber soffit lining and paving treatment to improve the sense of residential address.</p>
<p>Internal Layout and Amenity</p>	
<p><i>Further consider the south building address to ensure a sufficient sense of quality of address for the south building residences.</i></p>	<p>The entries and foyers for both buildings have been developed following this comment.</p> <p>Entry foyers are located at the centre of each building and have been designed to provide a safe and welcoming experience for residents.</p> <p>The foyers are spacious and have the parcel room and bike store located adjacent for convenience and to promote active transport.</p> <p>With access from both the East and West, the foyers are light, transparent and have clear sight lines. This contributes to an uplifting entry experience and promotes safety.</p> <p>The entry facades are distinguished from the primary building façade to assist with wayfinding and provide a sense of identity to each building. External canopies and walls extend from the building entry towards the share use path, improving the entry visibility from the public realm. Semi-private seating areas are provided to the East of the building entries which are separate from the public realm with a defined threshold. These areas provide residents with an easily accessible open space and enhance the entry experience.</p> <p>Vertical transport is provided with elevators and open stairs from each foyer. Stairs are designed to be open with natural light and ventilation to promote their use</p>
<p><i>We like the visible vertical staircases and their impact on public areas. Can staircases be designed to be open, visually active and safe?</i></p>	<p>This is achieved as detailed above</p>
<p><i>Maximise the northern orientation for apartments.</i></p>	<p>This is achieved as noted above.</p>
<p>VDRP Session 2</p>	
<p>Site organisation</p>	
<p><i>Consider shifting the northern building further to the east to improve landscape buffer to car</i></p>	<p>This shift was undertaken following the first VDRP session. The design team believes the current siting provides the correct balance in regard to</p>

<p><i>park, ensure better surveillance of the open space and community facilities to the east, enhanced visual interest and entry and to better respond to the shape of the site.</i></p>	<p>the offset. It is determined that the landscape balance to each side of the building, the available surveillance and visual interest has been maximised in the current layout and form.</p>
<p><i>Name the pedestrian spine to give each building and ground floor apartments an address.</i></p>	<p>Noted. This will be implemented at a later date and is not required for the initial planning application.</p>
<p><i>The central communal open space mistakenly reads as a primary entry. The panel suggests that the central space could be refined to become less public and more legible/available for residents.</i></p>	<p>This space has been revised in the final landscape designs to become slightly more segregated from the more public north south route suggesting more availability as a communal space for residents.</p> <p>It's noted to access this space an individual would need to walk from either end of the site, directly past the very well-defined residential entries.</p>
<p>Car Parking</p>	
<p><i>The revised 'L' shaped building from Coleraine Street provides an improved civic address for the building and minimises visual impact of the car park from the street.</i></p>	<p>Noted and also discussed above.</p>
<p><i>In particular we are concerned that the use of Hume City Council Car park dimensions (Planning Scheme dimensions) is having undue impact on the extent of soft landscaping. The use of Australian Standard car park dimensions, which are narrower and longer would allow for increased landscape, reduced bitumen (and heat island effect) and improved amenity.</i></p>	<p>The final car park utilises a hybrid design between the Australian Standards and Planning Scheme Requirements. Australian Standards car parking space dimensions are used but with an aisle width that exceeds Australian Standards requirements by 100mm.</p> <p>Reasons behind this design solution is to maximise the efficiency of car parking within a long linear site where the width of the car parking spaces is a key constraint.</p> <p>It was important for the design team to ensure the best balance maximising landscaping, rain gardens and tree provision with the number of car parking spaces required whilst providing excellent manoeuvrability for residents which exceeds Australian Standards.</p>
<p><i>The creation of undercroft for commercial tenancy parking creates a potentially unattractive/unsafe space and presents poorly to the main street frontage,</i></p>	<p>Staff parking for commercial tenancies is considered necessary ensure the long-term viability of these tenancies. In turn these tenancy's help to ensure continual activity of the frontage which would limit unsafe and antisocial behaviour. The design of the undercroft has been developed to provide a prominent resident entry</p>

	with timber soffit and masonry is brick wall. High visibility is provided from the street with adequate lighting and CCTV to deter antisocial behaviour.
<i>The pedestrian entrance to the building from the car park will be heavily used, ensure that this experience is well considered in relation to lighting, vegetation, paving and integrated signage.</i>	All of these matters have been provided for in the final design response ensuring a functional and safe experience for residents.
<i>Employ water sensitive urban design techniques to improve the car park environment.</i>	Rain gardens have been introduced to the car park to improve WSUD outcomes.
<i>The two-way road connecting the northern car park seems excessive and significantly limits landscaping opportunities.</i>	The development has been redesigned to achieve the landscape response referred to in this comment.
<i>Review the need for a high-level fence at the car park entrance. A lower fence may provide a more neighbourly street presence.</i>	This has been revised from 2.2m to 2.1m high to address this comment and may be further reduced. The current design includes a perforated metal fence that improves visibility to the carpark and presents a more neighbourly, recessive frontage and is under review to further improve street presence.
Landscape and Public Realm	
<i>The north south path could be seen as a 'gun barrel' and would benefit from further design refinement. While the straight view line is important for safety, consider opportunities where the edges might be overlapped by landscape.</i>	The final landscape designs provide additional opportunities for activation and wayfinding along the path as suggested in this comment. At key nodes along the shared use path (south, central and north) the edges are blurred into these public spaces.
<i>Review fencing and balustrading to ensure there is sufficient screening of residential outdoor private spaces.</i>	As noted above the central communal open space has been revisited to provide some additional privacy to this space ensuring additional value for residents. Fencing and balustrading has been increased to improve privacy for ground floor dwellings.
<i>Ensure low maintenance plants are selected for long term viability.</i>	The landscape response includes only native and indigenous plant species. Native plant species are generally more drought resistant and require less maintenance. All plants have been selected from Hume City Council's recommended plant species list which provides a list of plant species that are known to be more viable long term within the specific environment.

<i>Extend north-south public path to kerb lines beyond the title boundary.</i>	Paths connect to necessary walkways beyond the site as far as practicable.
<i>If the substation is not able to be located under the building explore how the kiosk could be better integrated into the site and landscape.</i>	The design has been developed to proceed with an enclosed kiosk substation with a fence that integrates with the carpark security gate. Planting is provided to the south and north of the substation to provides shrubs and canopy trees that soften the interface.
<i>The balance of resident specific areas and public space would benefit from further consideration. Avoid designing spaces that are inhabited by non-residents.</i>	This is covered above.
<i>Consider wind impacts resulting from the buildings. Consider permeable options over solid fencing. Ensure public spaces achieve acceptable wind conditions to encourage use.</i>	A wind report has been prepared for the development. The report demonstrates that wind conditions are within the required limits and allow spaces to be used as necessary. Physical screens are provided to key seating areas at the north commercial space, central open space and building forecourts. The landscape design has also been developed to further mitigate the impact of wind with shrubs and canopy trees.
Massing and Built Form / Architectural Expression and Materiality	
<i>We support the amended massing to Coleraine Street; increased apartments provide additional 'eyes on the street' and an improved urban street frontage.</i>	Noted. HV agrees and the final design response is for a wider building to Coleraine Street. This is a positive urban design outcome for the site providing a more active frontage and better balances the massing across the street frontage.
<i>The under-croft parking for non-commercial use and lack of active frontage is disappointing. Consider alternative design options.</i>	The undercroft design has been revisited and improved as noted above.
<i>The building entry and stair elements are working well as separating elements between apartment building. Is there any way that the building entries may be expressed from Coleraine Street, as currently entrances are recessive/hidden.</i>	The entry designs have been revisited and improved in line with these comments as noted above.
<i>The expression of stair wells and service cores would benefit from further design refinement. Consider opportunities for</i>	The stair designs have been revisited and improved in line with these comments as noted above.

<i>expression from all facades. The gridded post-modern expression is supported.</i>	
<i>Consider continuation of lift lobby paving pattern and colouration along east-west pathways to create a welcoming arrival sequence from either car park or public pathway.</i>	The entry designs have been revisited and improved in line with these comments as noted above.

In conclusion, the two rounds of VDRP reviews have been highly beneficial for Homes Victoria and the design team to best refine the development and provide a high quality, environmentally sustainable and functional building for future residents.

4.3 Community Feedback

4.3.1 Background

A master plan for the entire Banksia Gardens site is also in development and a key directions consultation took place in late 2023.

In February 2024, we invited the community and stakeholders to provide feedback on the proposed design plans for the new social housing homes in Banksia Gardens.

This section of the report outlines the community engagement approach and what we heard from community during the three-week consultation period. This feedback is one of the many inputs that helped to inform the final design plans.

Community consultation was guided by the International Association of Public Participation and the principles outlined in the Victorian Government’s Public Engagement Framework and Homes Victoria’s own Consultation Guidelines to deliver meaningful, principled and inclusive public engagement. This engagement also meets the requirements of the planning process.

4.3.2 Banksia Gardens Resident Voice Group

A Resident Voice Group was established to boost public housing voices throughout the master planning and BHB housing design process.

Homes Victoria worked with Banksia Gardens Community Services to form the group via an EOI process. Participants are invited to attend a series of workshops and supported to pursue additional conversations with their community networks to promote and encourage participation across consultation phases.

4.3.3 Phase One

Feedback from the community during phase one is summarised below in **Table 7**. This has been summarised from the engagement summary of the Resident Voice Group Key Directions workshop in December 2023. At this earlier stage, a schematic design was not presented, so the feedback from the community was based on the site and context.

Table 4 Phase One – Summary of Community Feedback

Community comment summary	Homes Victoria Response
New Homes	

<i>Feedback regarding housing included preferences for single-level structures, private open space, good-quality adaptable designs, security features, and better ventilation.</i>	The project will provide private open space to each dwelling, good-quality adaptable designs (meeting Livable Housing silver standard), security features, and will have ventilation. Single level structures will not release the yield requirements required of the project.
<i>Residents also expressed a desire to influence the look of the future buildings.</i>	Residents have influenced the look of the future buildings through RVG consultation and drop-in sessions during Phase Two. Feedback with regard to materials being domestic in nature i.e. brick look.
<i>The community appreciates the current mix of residents and the sense of family, emphasising the need for a mix of private and public housing.</i>	The Banksia Gardens BHB proposal would be all social housing dwellings. It is noted that the work being undertaken through the site wide master plan would be considering a mix of social, affordable and private housing.
<i>Suggestions were made to include facilities for older children and teenagers and better infrastructure for larger families.</i>	The development includes substantial areas of communal open space for residents along with an active public north south shared path. The project site is in close proximity to a range of established recreation facilities for all ages which are likely to be further developed as part of the wider Banksia Gardens master plan work. As such no further play facilities or infrastructure is proposed as part of the BHB development.
<i>The community would like to see more sustainable practices, including increased solar energy production, better drainage and more affordable electricity.</i>	The development is accompanied by a Sustainable Management Plan which outlines substantial sustainability initiatives that are incorporated into the development.
Open Spaces	
<i>The idea of interlinked parks and open spaces was well-received, promoting connectivity and inclusivity. Including suggestions to relocate and enhance existing parks.</i>	The proposed development provides an excellent public realm and improved, safer connections through the BHB site. The proposal begins the foundations of providing a higher quality and connected public realm throughout the Banksia Gardens housing area.
<i>The community expressed a desire for an improved aesthetic look, including more vibrant murals and community gardens.</i>	The proposed new building will be high quality and architecturally attractive within a well-designed landscape setting.

<i>Residents emphasised the need for playgrounds with modern and safe equipment.</i>	No new playgrounds are proposed at the BHB site given proximity to existing parks and playground facilities. There would be however substantially improved and activated communal spaces for residents and the wider public. The site wide master plan will consider additional playgrounds across the wider housing site.
<i>A consensus emerged for the inclusion of more trees, particularly native ones, to bring natural elements to the neighbourhood.</i>	A comprehensive landscape plan has been prepared which includes retention of existing trees where possible and the planting of substantial landscape across the site. Native trees are proposed.
Connectivity and Access	
<i>Proximity to amenities, public transport, schools, and health clinics was highlighted as positive, with some concerns raised about the movement of Centrelink to Roxburgh Park.</i>	The subject site is ideally located in a major activity centre with access to a full suite of shops, services, education, employment and entertainment options.
<i>Issues related to traffic, parking, and the need for better walkways and safer roads were discussed.</i>	A transport assessment has been prepared and no issues are raised in respect to car parking and traffic generation. Good passive surveillance of walkways and the car park is provided in the design to promote safety and has been a key design principal for the project.
<i>Safety was a major consideration. Suggestions were made for better visitor parking, improved lighting, and security measures to deter antisocial behaviour.</i>	Safety has been a key design consideration and incorporated into the plans by designing more active streets, visibility, shared open spaces and using crime prevention strategies through environmental design principles.

4.3.4 Phase Two

Feedback received from the community during phase two is summarised below in **Table 8**. This has been extracted from the *Banksia Gardens Big Housing Build Community Engagement Report* dated April 2024, prepared by Homes Victoria. Where community comments and Homes Victoria's responses were detailed above in phase one, they have not been repeated here.

In this consultation we invited the community to provide feedback on the detailed plans for the SHA/ BHB project. These plans were informed by the initial feedback received during the phase one consultation.

Eighteen renters from the existing Banksia Gardens housing site participated in a 2-hour Resident Voice Group workshop, providing feedback on the detailed plans and

designs. Participants were also asked to share information on the project with other renters on the site as a part of their commitment to the group.

Stakeholders were also provided with briefings and opportunities to provide feedback on the proposed development. This included the Broadmeadows Suburban Revitalisation Board, Hume City Council, Northern Health, Banksia Gardens Community Services, Kangan Institute, DPV Health, and the Broadmeadows Housing Office. The feedback received from stakeholders has been considered as part of the planning application process and is not part of the scope of this report.

In addition to the RVG session and stakeholder meetings, we supported community participation through the following engagement activities:

- An online survey and Engage Victoria webpage.
- Two community drop-in events held at Banksia Gardens Community Services.

We promoted the consultation through the following communication activities:

- Letter and flyer to all owners and households within 150m of the housing site.
- Email communications to local community groups and key stakeholders.
- Posters at Banksia Gardens Community Services
- Social media posts.

Translation and interpretation services were provided to support non-English speaking community members to understand the project and participate in the consultation.

Participation overview

Over 500 people visited the Engage Victoria website, and 57 people shared their feedback via the online survey (19 respondents), RVG workshop (18 residents) or at an in-person session (20 attendees over two sessions).

In total, 26 public housing residents, 10 neighbours and two visitors/workers attended the in-person sessions.

Most survey responses came from people who visited or worked in the area (8), and people who were interested in social and affordable housing (8). In total, four residents from the Banksia Gardens housing site and five neighbours in the local area completed the online survey. One ‘other’ respondent used to live in Banksia Gardens.

Table 5 Phase Two – Summary of Community Feedback

Community comment summary	Homes Victoria response
New Homes	
<p><i>Almost all of the survey respondents agreed with the proposed priorities of the new homes.</i></p> <p><i>Respondents agreed that the new homes should be modern, comfortable and cheaper to run (95%) and that the design should fit within the surrounding area (94%). Most respondents also agreed that the new homes should all have access to both</i></p>	<p>We are pleased to share that this project will achieve a 5-star Green Star Building Rating which demonstrates excellence in environmental performance. And there will be a minimum average 7-star NatHERS rating for energy efficiency.</p> <p>As noted above in responses to the OVGA comments it is demonstrated that the building design is an excellent fit for the site area.</p>

<i>private and shared outdoor spaces (89%).</i>	All of the new dwellings will have access to private and communal open space.
<i>Regarding the building design, most respondents were comfortable with the location (69%), building height (58%) and number of apartments (53%).</i>	<p>It is agreed that the location within the Broadmeadows Activity Centre provides for excellent access to facilities and services.</p> <p>As noted above in responses to the OVGA comments it is demonstrated that the building height is suitable for the site and area.</p> <p>The scale of the development and the number of apartments is commensurate with the site and contexts and its location within the Broadmeadows Activity Centre.</p> <p>In addition, the development does also provide a good mix of 1-, 2- and 3-bedroom apartments in a variety of configurations. The development has been designed to allow the joining of smaller apartments to create larger apartments should these be required in the future.</p>
<i>Some concerns were raised about the increased number of social housings in the one area.</i>	<p>The dwelling allocation aims to meet the needs of those on the Victorian Housing Register (VHR).</p> <p>As of 31 December 2023, Broadmeadows District is the fourth highest broadband demand area on the VHR. 6,495 of applications on the VHR listed Broadmeadows District as a preferred area. Of these, 3,632 were Priority applications and 2,863 were Register of Interest applications.</p>
<i>There were also suggestions about the need to prioritise improvements to the existing housing site.</i>	<p>In addition to this project, Homes Victoria is developing the Banksia Gardens master plan and undertaking ongoing maintenance works and upgrades to recreation and sports facilities.</p> <p>The master plan will consider future opportunities to better utilise existing Homes Victoria housing and open spaces in the neighbourhood. It will set a long-term vision for future housing, open spaces such as outdoor green or recreational areas, community facilities, and street and path networks to improve links to surrounding transport, educational and retail facilities.</p> <p>External maintenance works have been recently completed to all 143 homes in Banksia Gardens including façade painting, addressing trip</p>

	<p>hazards, exterior cladding works, and assembling new fencing and letterboxes to improve the overall amenity of the neighbourhood.</p> <p>Recent upgrades to recreation and sports facilities jointly funded by key local partners include upgrades to the futsal pitch, a new half basketball court, better lighting, CCTV surveillance cameras, undercover shelter, landscaping and more seating.</p>
<p><i>Community members also provided suggestions at the in-person events, including the need for good ventilation, adequate storage, laundry facilities inside each home, and the importance of soundproofing and reasonably sized bedrooms and lifts.</i></p>	<p>This project will achieve a 5-star Green Star Building Rating which demonstrates excellence in environmental performance and there will be a minimum average 7-star NatHERS rating for energy efficiency.</p> <p>The apartments will receive good light and ventilation and will have appropriate storage, and this is assessed in the Planning Statement against the relevant standards.</p> <p>Each home has its own laundry facilities, internal storage has been maximised and soundproofing between each apartment has been carefully considered.</p> <p>All apartments will be suitably accessible with at grade entries and lifts and six DDA apartments have been provided within the development.</p> <p>The size of all bedrooms meets planning scheme requirements, have built-in robes and provide for good amenity for future residents. All bedrooms are sized to accommodate a queen-sized bed.</p> <p>The application is accompanied by an Acoustic Report prepared by a suitably qualified consultant. Noise levels will be consistent with relevant planning and Australian standards.</p>
<p><i>We also heard about the importance of having an increased number of adaptable and accessible homes</i></p>	<p>All homes have been designed as Silver rating as per the Liveable Housing Australia guidelines and provide aging in place support such as no thresholds to balconies.</p> <p>Of the new homes, 5 per cent of the one- and two-bedroom apartments will be designed for Victorians with disabilities.</p> <p>Some apartments have been co-located and designed as flexible, meaning they can be joined to create larger homes if required.</p>

Shared open spaces	
<p><i>Most survey respondents would like to see spaces to relax with trees and gardens (84%), followed by spaces for people to grow food (68%) and spaces to socialise with friends and family (63%). This sentiment was echoed at the RVG and drop-in sessions.</i></p>	<p>Multiple communal gathering areas within garden settings and seating areas have been incorporated throughout the design.</p> <p>The development includes substantial areas of communal open space for residents along with an active public north south shared path.</p> <p>The project site is in proximity to a range of established recreation facilities for all ages which are likely to be further developed as part of the wider Banksia Gardens master plan work.</p> <p>Communal gardens have not been incorporated at this point due to the close proximity of the Banksia Gardens Community Centre gardens.</p>
<p><i>Other suggestions shared at the in-person events included more and diverse recreational facilities for all ages, spaces designed to minimise anti-social behaviour, barbeque areas and more seating.</i></p>	<p>A key aspect of the design work has been to maximise passive surveillance throughout the site, activate spaces, provide good lighting and improve safety.</p> <p>The master plan will also explore future opportunities to better utilise open spaces in the neighbourhood such as outdoor green or recreational areas.</p>
Creating a welcoming and secure neighbourhood	
<p><i>Pathways that are visible with good view lines, eyes on the street and spaces that are inviting and well used by community were ranked as the most important factors that would make survey respondents feel welcome and secure when moving through the site.</i></p>	<p>The shared path achieves these attributes with key aspect of the design work to maximise passive surveillance throughout the site, activate spaces, provide good lighting and improve safety.</p> <p>Community safety has been incorporated into the plans using crime prevention through environmental design principles including clearly visible shared open spaces, lighting along the public path and passive surveillance across the development from upper balconies and CCTV over the carpark.</p>
<p><i>Participants at the in-person events felt that good lighting and clean public spaces were the most important, with other suggestions including pathways with clear sightlines and security measures such as CCTV. Littering and antisocial behaviour were</i></p>	<p>Community safety has been incorporated into the plans using crime prevention through environmental design principles including clearly visible shared open spaces, lighting along the public path and passive surveillance across the development from upper balconies and CCTV over the carpark.</p> <p>Together with Homes Victoria, a Community Housing Provider will maintain the communal</p>

<p><i>raised as the main issues that need to be addressed</i></p>	<p>open spaces under a 30-year Management Service Agreement.</p> <p>The master plan will also consider future opportunities to provide spaces that are accessible and inclusive and reflect and enhance the community's respect for one another.</p>
<p>Moving Around the Site</p>	
<p><i>Survey participants were asked to select the method of transport they use to move around the site. Most respondents walk (58%) or drive a car or motorbike (53%) to move around the site, followed by the use of public transport (37% participants).</i></p>	<p>Noted.</p> <p>These two transport methods are well catered for in the proposed designs with a particular focus on improving walking links.</p>
<p><i>Overall, most survey respondents rated paths that connect with shops, transport, and other nearby facilities the most important factor that would encourage them to walk or ride more in the neighbourhood, this was closely followed by wider paths with good lighting. This sentiment was echoed at the RVG and drop-in sessions.</i></p>	<p>As noted throughout this report these aspects have been key drivers of the design.</p> <p>The design incorporates a new cycling and pedestrian path connecting from Cob Close within Banksia Gardens through to Coleraine Street, next to the nearby education precinct. Footpaths will also connect into the newly upgraded recreational facilities.</p> <p>The master plan will explore further opportunities to better utilise neighbourhood connections such as shared paths that provide different ways to move around.</p>
<p><i>Cycling connections to other cycling paths was also suggested. However, participants had concerns with the safety of shared-use paths and suggested 'slow-down' measures, especially for bike and scooter users. Other suggestions included separated paths for different modes of transport.</i></p>	<p>The shared use path has been sized and constructed to allow coexisting walking and cycling activities with spaces to stop and rest throughout. Slow down measures have been included through paving and clear sightlines have been prioritised to improve pedestrian safety.</p>
<p><i>Amenities such as shade, shelter, seating for groups and conversation, bike parking and water taps were also shared as needed near pathways.</i></p>	<p>Amenities encouraging use of the external shared areas and path such as seating for groups and public bike parking have been included in the design plans.</p>

<p><i>Sufficient car parking was an important consideration for participants, including accessibility, location away from children’s play areas and suggestions for underground car parking to save space on site.</i></p>	<p>Car parking is provided in accordance with the Clause 52.20 requirements at a rate of 0.6 spaces per dwelling.</p> <p>The car park is securely fenced and away from children play areas, has good manoeuvrability, is landscaped and well lit.</p> <p>Options for underground car parking were explored however options proved unviable including shadowing on open space and neighbours considering it detrimental to the project’s social contribution</p>
<p>Community and Culture</p>	
<p><i>In response to how they would like to see community celebrated in the new build, most survey participants chose places that support the community coming together for events and celebrations (68%), followed by designs that show the history and rich Aboriginal and multicultural heritage of the area (63%). Community involvement in designing shared spaces, such as through art and murals, was also shared as an opportunity to celebrate community and culture in the project.</i></p>	<p>The project is exploring community involvement activities in shared spaces to celebrate community and culture.</p>
<p><i>Participants saw the project as an opportunity to bring services, retail and community spaces together, creating a cohesive community area. Small businesses and social enterprises were preferred for potential commercial uses. Participants also shared that larger community spaces where they can host events and activities may help bring people together.</i></p>	<p>The project is exploring sustainable long term viable tenancies, including community spaces, that facilitate bringing people together at the ground floor non-residential areas.</p> <p>Currently the development provides for two non-residential spaces which are flexible and could be used for a variety of different uses. These spaces can help to activate each end of the building, bring services/retail and provide some vibrancy to the precinct.</p> <p>Noting these spaces have been designed to accommodate additional residential apartments should sustainable long-term tenancies not be possible.</p>

A written response was received to the application from Northern Health who operate community care units and prevention & recovery centre in Talgarno Street Broadmeadows adjoining the subject site to the west.

The HV project team met with Northern Health to discuss the proposal on 23 November 202 and 17 January 2024. Northern Health are also a member of the Stakeholder Refence Group and participated in the briefing session conducted 13 November 2023 and 19 March 2024.

The letter was issued following the 17 November 2024 project briefing and notes that Northern Health considers the building of public housing to be critical to caring for the most vulnerable in the community however the location of the build and the subsequent impacts are considerable. In order to mitigate the impacts, Northern Health has provided a number of comments to be included in the construction by Housing Victoria.

Comment summary	Homes Victoria design response
<p><i>Request is for an impermeable fencing material with zero sound transmission.</i></p> <p><i>Minimum of 3 meters in height for the length of boundaries adjoining CCU and PARC to the new build.</i></p> <ul style="list-style-type: none"> <i>Fencing has historically been a vulnerability and our premises frequently experienced property trespass and wilful damaged, items thrown over the fence leading to significant trauma to staff and residents.</i> 	<p>The project is exploring a new 2.4m high fence to the western boundary to secure the boundary and limit noise transmission.</p> <p>The fence will have horizontal railings on the Northern Health side to improve lateral stability and be non-climbable from the subject site.</p> <p>Zero sound transmission is not an achievable outcome however fencing can assist in limiting sound transmission.</p> <p>Further security to the shared fence will also be provided by it being enclosed within the secured carpark area and passive surveillance from developments apartments.</p>
<p><i>We note that the plans reflect no screening to balconies overlooking CCU/PARC.</i></p> <p><i>This lack of privacy will impact on consumer and staff wellbeing. Consumer and staff movement throughout the entire premises will be in clear sight of all elevated balconies.</i></p> <p><i>A significant number of consumers at our facilities experience agoraphobia and paranoia. This will likely lead to consumers restricting the use of open spaces leading to a detrimental effect on their recovery and wellbeing.</i></p> <p><i>Concern for residents of the new complex as their privacy will also be affected by consumers and</i></p>	<p>The proposed new building is setback a minimum of 15 metres from open space within Northern Healths’ private and open spaces and their car park.</p> <p>The Planning Scheme at a high level would suggest screening of windows or balconies where there are views into the secluded open space of dwellings within a distance of 9m.</p> <p>Furthermore, the screening residential balconies would unlikely be supported in a planning application as it would provide substandard amenity for future residents.</p>

<p><i>staff of CCU/PARC being able to view them in their private space.</i></p> <p><i>This exposure could be quite triggering, particularly if residents have had previous or current involvement with Mental Health services.</i></p>	
<p><i>CCTV to the car park area, with the field of vision to survey the entire fence boundary but not to overlook the CCU/PARC residence.</i></p>	<p>CCTV will be provided to the entire secured car park with field of vision surveying the fence boundary but not overlooking the CCU/PARC residence.</p>
<p><i>Speed humps and barriers strategically placed in the car park to reduce the potential for speed through the car park area.</i></p>	<p>Traffic Engineer has advised that car parks are an inherently low speed environment and with the access control ensuring only residents are in the parking area, it is not considered necessary to provide speed humps within the car park.</p>
<p><i>Tree planting along the fence line to be kept to a low height to prevent climbing and to enable passive surveillance.</i></p>	<p>Strappy plants and non-weight bearing climbing plants have been proposed along the western fence line to maintain passive surveillance and prevent climbability.</p>
<p><i>Car park to the complex to have security access and not to be available to guests or general public.</i></p>	<p>The car park will be secured by a gate with access provided to residents. Staff or contractors may utilise the car park as required by the facility managers.</p>
<p><i>Request for secured fencing during construction to reduce the risk of vulnerable consumers, pedestrians entering construction site and resulting in accidental or intentional injury/death.</i></p>	<p>The construction site and any associated work areas will be secured by fencing/ hoarding to ensure public safety during works.</p>
<p><i>Contact details for a 24/7 authority over the site.</i></p>	<p>Contact details for key project personnel will be provided upon commencement of the on-site works.</p>
<p><i>Security and surveillance during construction period.</i></p>	<p>Various means of security and surveillance, that may include in-person and CCTV, will be employed during construction period.</p>

5. Conclusion

This report demonstrates a thorough stakeholder engagement and community consultation process has been undertaken in accordance with the requirements of Clause 52.20, and the Homes Victoria Consultation Guidelines. Feedback received through these processes has been reviewed, considered and responded to within the report, and relevant feedback has been actively incorporated into the design, as appropriate.

The report will form part of the application material submitted to the Department of Transport and Planning for consideration by the Minister for Planning. If approved, a copy of the report will be made publicly available.