

**ratio:**

Report  
Prepared for

November 2021

**Homes Victoria  
Consultation Report**

8 Egan Street,  
Carnegie

**consultation:report**

**r:**

**Prepared for:**

Housing Choices Australia &  
Goal Number 7 Pty Ltd  
Our reference Consultation report

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# 1 Executive Summary:

In March 2021, Ratio Consultants on behalf of Housing Choices Australia and Goal Number 7 Pty Ltd, commenced engagement with key stakeholders and local community on the development of No. 8 Egan Street, Carnegie. This development is part of the Victorian Government's Big Housing Build, which is a \$5.3 billion investment in social and affordable housing, delivering over 12,000 new dwellings across Victoria. The proposed development comprises a mixed building comprising 106 dwellings for affordable housing, 351sqm of office space and 71 car spaces at basement level for residents and 8 car spaces at ground floor for the office tenancy.

This report outlines the outcomes of the engagement program that commenced in 2021 and how submissions provided by the City of Glen Eira (Council), relevant Service providers, the Office of the Victoria Government Architect (OVGA) and community have been responded to in the final design proposal. This report will be provided as part of the documentation for lodgement of the planning application for consideration by the Minister for Energy, Environment and Climate Change under Clause 52.20 of the Glen Eira Planning Scheme.

The engagement program sought to provide opportunities for stakeholders to provide their feedback in accordance with the consultation requirements of Clause 52.20-4 of the Glen Eira Planning Scheme from 2021. This engagement program occurred in accordance with the Homes Victoria Consultation Guidelines (the guidelines) and was developed alongside Homes Victoria's Planning officers.

Council have been engaged since March 2021 to provide feedback on the development of the current design. This includes initial pre-application advice back in March 2021 prior to funding being awarded to the development, and was also part of the wider consultation process commencing in October 2021. It included an online briefing with Councillors. Council was formally referred the proposed planning application on 4 October 2021, with additional reports provide on 8 October 2021 and provided a number of recommendations based on their assessment of the proposal against the design standards of Clause 52.20 and in general.

The proposal was also referred to the Department of Transport on 5 October 2021, as the application proposes to construct a residential development comprising over 60 dwellings. The Department of Transport did not provide a response.

Other stakeholders including the Office of Victorian Government Architect (OVGA) and the Department of Environment, Land, Water and Planning (DELWP) have also been consulted. Their feedback has also been considered within this report.

Summary of community consultation activities include:

- A three week consultation period commenced 11 October 2021 and concluded on 1 November 2021;
- Mail out of letter providing link to website where all plans and reports were provided;
- Provision of sign on site with QR code link to website;
- One online information session / Q&A; and
- Online form for submission of comments.

Various changes have been made to respond to the consultation comments, including revised ground floor layout to provide improved connectivity with the public realm, some apartment layouts revised to increase proportion with north-facing solar access, revised materials and finishes schedule to delete curtain wall glazing, enhanced landscaping,

further detail to rooftop terrace and specification of western boundary fence treatment.

In summary, consultation has been undertaken in accordance with the requirements of the Homes Victoria guidelines. Much of the feedback received related largely to external amenity impacts (particularly in relation to No. 1010 Dandenong Road), traffic impacts and detailed design / architectural considerations. Not all feedback has been able to be addressed for varying reasons, however, this report outlines where the feedback has led to changes. Where no change was possible, a detailed response is provided.

## 2 Introduction:

Housing Choices Australia and Goal Number 7 Pty Ltd propose to construct affordable housing at 8 Egan Street, Carnegie. The plans show a mixed use development 106 dwellings. In particular:

- 106 affordable dwellings;
- 351sqm of office space;
- 71 car spaces at basement level for residents; and
- 8 car spaces at ground floor for the office tenancy.

On 1 December 2020 Amendment VC190 introduced a new particular provision into the Victorian Planning Provisions at Clause 52.20 (Big Housing Build), to streamline the planning approval process for projects funded by the Build 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*

Homes Victoria Consultation Guidelines July 2021 provide the most useful guidance in terms of the manner, duration and extent of consultation to be undertaken by the Applicant to ensure high quality stakeholder engagement.

## 3 Who was consulted?:

As part of this phase of engagement, the following stakeholders were engaged between 15 March 2021 and 27 July 2021 in accordance with the requirements of Clause 52.20-4. This section outlines how each stakeholder was consulted.

### 3.1 Council

The City of Glen Eira (Council) have been engaged in accordance with the requirements of Clause 52.20-4. Council was initially approached through a formal pre-application process in March 2021.

Council was formally referred the application on 4 October 2021 and a Councillor briefing was held on 5 October 2021.

The officer recommendations were presented to the City of Glen Eira Councillors on 9 November 2021. Council supported the officer recommendations.

### 3.2 Service Providers

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

Pursuant to Clause 66.02-11 (Integrated Public Transport Planning), the proposal was referred to the Department of Transport on 5 October 2021, as the application proposes to construct a residential development comprising over 60 dwellings. No response was received at the time of finalising this report.

### 3.3 Office of Victorian Government Architect (OVGA)

The design response was refined to respond to OVGA feedback after a Design Review Panel session.

### 3.4 Community

#### DIRECT ENGAGEMENT

Ratio Consultants sent an explanatory letter to the owners and occupiers of properties within a 150 metre radius as shown at Figure 1 below on 8 October 2021. The letter provided instructions regarding accessing the relevant information on the project website.

A sign was also placed on site, with a QR code which directed persons to the project website.

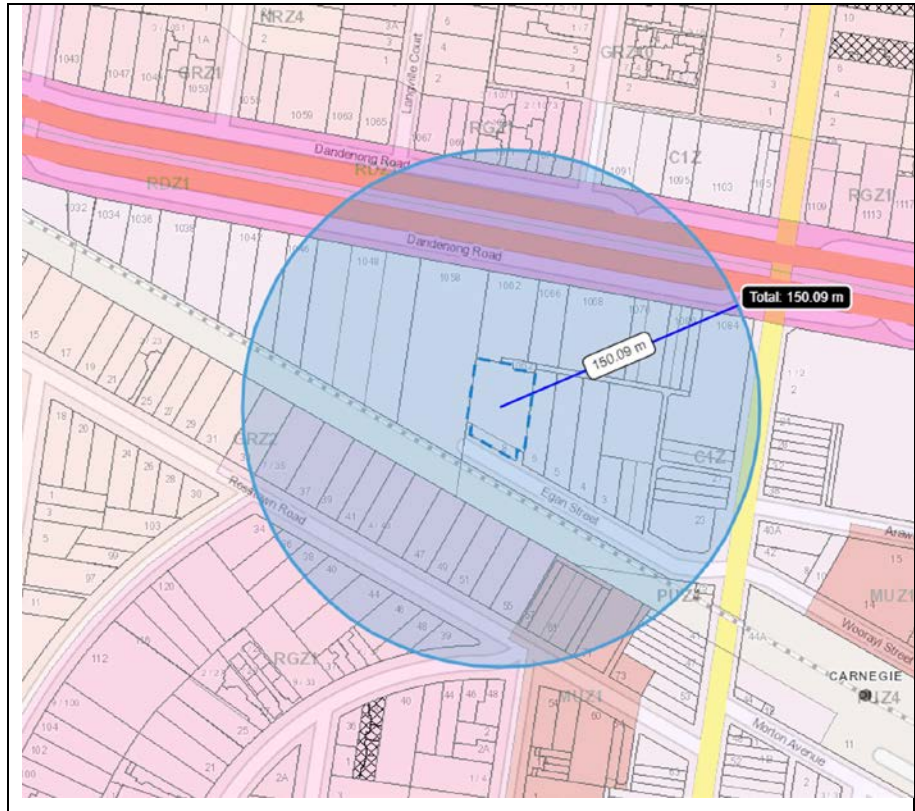
An online information session / Q&A was held on 27 October 2021.

Feedback on the proposal was requested to be provided by 1 November 2021.

# 4 Consultation Feedback:

**Figure 1**

Notification map generated by Homes Victoria



## 4.1 Community Consultation

Public notice was given to approximately 470 owners and occupiers within a 150 metre radius of the subject site. Correspondence outlining the project and process and providing directions to the project page on the Housing Choices Australia website was sent out on 8 October 2021. Signage also directing passersby to the project was erected on site across the consultation period from 11 October 2021. An online information session was held on 27 October 2021.

Feedback received is summarised below in Table 1 below. A total of 30 submissions were received (some submitters provided multiple submissions), with redacted copies provided at Appendix



**Table 1**

## Feedback Summary

COMMUNITY COMMENT	RESPONSE	SPECIFIC CHANGES
<p>Height and scale of development / visual bulk / neighbourhood character</p>	<p>The proposed development has had regard to the existing 8 storey approval (GE/PP-31821/2018) and maintained consistent setbacks to all boundaries, with the additional two levels consistent in this regard.</p> <p>The 10 storey scheme has had appropriate regard to the Design Objectives at Clause 1.0 of DDO9. While higher than the mandatory height control specified under DDO9, it responds appropriately to higher building forms in the area north of skyrail.</p> <p>As noted above, the development responds appropriately to the Design Objectives of DDO9 which seek to encourage a new character for development north of skyrail within the Carnegie activity centre.</p>	<p>No further changes were proposed to address comments</p>
<p>Insufficient car parking</p>	<p>The proposed car parking provision for dwellings complies with the rate in Clause 52.20 and is supported by an independent traffic assessment.</p> <p>Car parking spaces will be allocated to tenants who own a vehicle by application.</p> <p>Car parking for the office tenancy remains consistent with the rate approved for the retail component of the existing 8 storey permit, which included</p>	<p>As detailed under 'response', no further changes were warranted given the residential component complies with the rates outlined at Clause 52.20 and the commercial component remains consistent with the approved 8 storey scheme</p>

	<p>a larger area of retail space at ground floor.</p> <p>In addition, the subject site has excellent access to the Carnegie train station and other public transport in the immediate area (namely Koornang Road and Dandenong Road)</p>	
Increased traffic congestion	<p>The traffic report prepared by Ratio Consultants and provided as part of the consultation package was prepared during COVID-19 lockdown, when car parking surveys and traffic counts were difficult to undertake.</p> <p>It found that there were no unreasonable impacts to the community due to traffic congestion. The assessment found that there is sufficient capacity for the surrounding road network to cater for traffic generated by the development, noting that as less car parking is provided on site relative to the existing 8 storey approval, traffic generation will be lower.</p>	Ratio Consultants have provided an updated traffic report which assesses the existing parking conditions and has due regard to the approval at 1060 Dandenong Road in terms of traffic generation.
Use of private driveway at 1060 Dandenong Road	<p>The proposed development does not propose vehicle or pedestrian access via the private driveway at 1060 Dandenong Road.</p> <p>A carriageway easement extends along the western boundary of the subject and runs parallel with the driveway. Vehicle access to the site is via the easement along the eastern boundary.</p> <p>At present, there is unrestricted access to the private driveway via Egan Street and</p>	None

	<p>Dandenong Road, so securing access is deemed to be the responsibility of the 1060 Dandenong Road OC.</p> <p>The Carnegie Structure Plan shows an indicative future pedestrian link between Egan Street and Dandenong Road, which would presumably be an extension of the existing western easement.</p>	
Boundary fencing	<p>The plans were unclear as to boundary treatment along the western boundary, between the private driveway at 1060 Dandenong Road and the western easement along the subject site.</p>	<p>Plans amended to indicate 1.2m high metal picket fence (charcoal powdercoat finish) along western boundary. The fence provides an appropriate balance between providing security, creating a barrier but enabling visual permeability.</p>
Behaviour of tenants	<p>The development provides community housing to service low income persons, who are all thoroughly vetted by Housing Choices Australia.</p> <p>Concerns raised regarding behavioural issues (such as being drug affected) are not associated with this form of community housing.</p> <p>Housing Choices Australia will retain a presence on site and manage any issues with tenants as they arise.</p>	None
Overpopulation	<p>The Big Housing Build is a program designed to address the critical shortage of social or affordable housing in Victoria.</p> <p>The design provides a balance between the</p>	None

	<p>significant need for affordable homes and a good design outcome.</p> <p>This process resulted in the existing 8 storey approval / 84 dwellings being increased to the proposed 10 storeys / 106 dwellings.</p> <p>At this time, Homes Victoria cannot predict the total number of future occupants, but notes they will service community housing, being for low-income persons.</p>	
Inappropriate location – HCA should locate in cheaper suburbs with larger and cheaper land	<p>A key tenet of the Victorian planning system is encouraging higher density development within proximity to existing activity centres and public transport, to ensure residents have good access.</p> <p>There is a need for affordable community housing to be provided in a range of locations / municipalities, so that residents can have good access to services and existing connections (ie – family, employment or education).</p>	None
Property values	<p>Impacts on existing property values and rents are not valid planning considerations, noting DDO9 encourages high density development north of the skyrail so further redevelopment is expected in this precinct.</p>	None
Noise	<p>The development is not expected to cause any unreasonable noise impacts, noting its location within the Carnegie activity centre and abutting the skyrail.</p>	None

	An acoustic report has confirmed glazing requirements for the development to ensure appropriate outcomes for future residents.	
ESD considerations	A brief ESD memo prepared by GIW Environmental Solutions formed part of the consultation package, which detailed the ESD components of the development.	A Sustainability Management Plan also prepared by GIW Environmental Solutions will form part of the application package with DELWP.
Accessibility	The development has been designed to comply with the accessibility requirements at Clause 52.20-7.8 and achieve LHA 'Silver' compliance, ensuring appropriate access for those with limited mobility.	None
Stormwater management	The proposed development maintains the existing site coverage of the existing conditions. The development contains a number of rainwater tanks (16,500L), to encourage reuse of rainwater through toilet flushing and irrigation, which minimises impacts on the stormwater system.	None
Landscaping	The development includes a landscape plan prepared by John Patrick Landscape Architect, which details landscaping at ground floor, including the creation of a generous nature strip within Egan St, along with further landscaping at podium and rooftop levels.	None
Rooftop design	A query was made about the rooftop design, suggesting the rooftop garden should	PV panels shown on plans in accordance with SMP

	<p>be replaced with solar panels.</p> <p>The consultation plans indicate rooftop plant, but the ESD memo confirms that solar panels are to be incorporated.</p>	
Setbacks and overlooking/privacy	<p>All habitable room windows and balconies are set back over 9 metres from the building at 1060 Dandenong Road, thereby not requiring screening in accordance with Clause 52.20-6.13.</p>	None
Overshadowing	<p>The development will cause additional overshadowing to some apartments at 1060 Dandenong Road at the equinox between 9am-10:45am.</p> <p>Clause 52.20-6.12 states that if the existing sunlight to SPOS is less than the requirements of this standard, it should not be further reduced.</p> <p>A detailed overshadowing analysis has been undertaken by Bruce Henderson Architects for 1060 Dandenong Road and compares the approved 8 storey scheme against the proposed 10 storey scheme, confirming that the existing approval would not technically comply with Clause 52.20-6.12.</p> <p>Given the scale of development proposed in this precinct via DDO9, the limited extent of additional overshadowing is not considered unreasonable, particularly given the shadow moves quickly.</p>	<p>Further clarification provided through detailed shadow analysis at Appendix A.</p> <p>As detailed in the 'response' column, given the site's location within an urban renewal area, it is unreasonable to expect overshadowing protection commensurate with the site being in a residential hinterland area.</p>

	The shadow diagrams indicate that there will be no overshadowing to 3 Egan Street at the equinox between 9am-3pm.	
Daylight to existing windows	The relevant test at Clause 52.20-6.10 is met in relation to existing windows at 1060 Dandenong Road.	None
Impacts on views from 1060 Dandenong Road	The Glen Eira Planning Scheme does not see to protect views in this location.  As detailed previously, the development is appropriately set back from 1060 Dandenong Road and provides a highly articulated western elevation, providing an attractive outlook.	None
Construction impacts	Impacts pertaining to construction and traffic management during construction are able to be dealt with via a Construction Management Plan through the relevant approval mechanism.  Impacts on surrounding buildings will be assessed prior to construction commencing, with the builder to prepare a dilapidation report.  The building surveyor will determine the extent of Protection Works Notices to be provided following review of the construction methodology.	A CMP equivalent document will be provided with the application
Proximity to Rosstown Hotel (impacts associated with low social economic housing relative to gambling and drinking venue)	The proposed development is 300 metres walking distance from the Rosstown Hotel. There is no line of site to the Hotel, which combined with the distance,	None

provides reasonable separation between the two land uses.

There is also little evidence that people in the lower socio economic brackets (i.e. those most likely to inhabit social housing) are predisposed to problem gambling, as evidenced in the 2014 Gambling Longitudinal Study, which shows people in the lowest income bracket are underrepresented as problem gamblers.



## 4.2 Service Provider / Referral Authority

Pursuant to Clause 66.02-11 (Integrated Public Transport Planning), the proposal was referred to the Department of Transport on 5 October 2021, as the application proposes to construct a residential development comprising over 60 dwellings.

**Table 2**

Service Provider Consultation

SERVICE PROVIDER	SERVICE PROVIDER COMMENTS	TRIGGER FOR REFERRAL IF NOT FOR THE EXEMPTION AT CLAUSE 52.20-5	RESPONSE	SPECIFIC CHANGES
Department of Transport	No comments provided	Clause 66.02-11 (Integrated Public Transport Planning), residential development > 60 dwellings	None required	None required

## 4.3 Council Consultation

Homes Victoria notified City of Glen Eira of the proposed development by means of emailing the package on 4 October 2021, along with hosting a briefing session for Councillors on 5 October 2021. Council was provided until 1 November 2021 to provide feedback on the proposal.

The officer recommendations were presented to the City of Glen Eira Councillors on 9 November 2021. Council supported the officer recommendations.

Council have provided a set of recommendations. These recommendations and Homes Victoria's response is provided at Table 3.


**Table 3**

Council Feedback

REF	COUNCIL COMMENT	RESPONSE	SPECIFIC CHANGES
<b>COUNCIL'S RECOMMENDATIONS BASED ON CLAUSE 52.20-6 AND CLAUSE 52.20-7 ASSESSMENT</b>			
1	Ground floor stacker car spaces and accessible space to be labelled on the ground floor plan as being for office use to distinguish it from residential spaces.	Plans to be updated.	Ground floor plan updated to annotate ground floor car stackers as being allocated to the office.
2	All accessible bathrooms to be labelled as choosing either design option A or B and to have hobless showers notated in accordance with Clause 52.20-7.8.	Plans to be updated.	Plans updated to confirm hobless showers and Option A being used where bathrooms are accessible.
3	Clarity is to be provided on where heating and cooling units are proposed to be sited for each apartment. If any heating or cooling units are to be sited on a balcony which is only 8m <sup>2</sup> in size, the balcony will need to be increased by at least another 1.5m <sup>2</sup> in accordance with Clause 52.20-7.10.	Plans to be updated to show location of A/C units within plant area on rooftop.	Plans updated to show A/C unit general location on rooftop within plant enclosure
4	A storage schedule should be provided in order to ensure adequate internal storage has been provided within kitchen, bathroom, bedroom and other related storage areas, in	Storage schedule to be provided.	Storage schedule provided

	accordance with Clause 52.20-7.11.		
5	A car stacker management plan prepared and form part of the approved documents.	A Car Stacker Management Plan is able to be prepared.	Car Stacker Management Plan has been prepared by Ratio Consultants.
6	A waste management plan prepared and form part of the approved documents	A WMP was prepared by Urban Waste Environmental Consultants and formed part of the package to Council.	No change

**RECOMMENDATIONS/SUGGESTIONS BASED ON STRATEGIC AND URBAN DESIGN FEEDBACK:**

1	<p>In comparison to the previous approved eight storey built form, the new 10 storey form with the proposed street setbacks for the upper two floors, poses an increase of shadow to the open space within the rail reserve during the mid-day period. In accordance with the Design and Development Overlay 9 (Carnegie Activity Centre), buildings should minimise shadowing on existing open spaces. Council recommends that the applicant explore the possibility of reducing the shadow impact towards the open space to be in line with the existing approval.</p>	<p>DDO9 seeks to minimise overshadowing impacts on existing open spaces. The linear park underneath skyrail has been established in recent years and provides open space within Carnegie.</p> <p>In order to reduce overshadowing to this space consistent with the previous approval for the 8 storey scheme, Bruce Henderson Architects have indicated that the following floor area would need to be removed at Levels 8 and 9 respectively:</p>		No change
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This would require the deletion and design of a number of apartments and result in a subsequent reduction of the roof terrace area.

We do not consider this warranted given:

- The reduction of apartments is a negative outcome and would result in less affordable housing being provided by this development.
- The reduction in area of the roof terrace would result in reduced communal open space for the proposed development.
- The changes would impact the architectural design response of the development. The architectural design by Bruce Henderson Architects currently provides a strong tower form, which provides a transition between the massing of 1060 Dandenong Road to the west, through to properties to the east along Egan Street, which will likely be redeveloped in accordance with DDO9 in the future. The further recessing of built form at the uppermost levels in the southwest would not achieve this transition and would impact the architectural integrity of the development.
- The shadow diagrams (TP105-TP114) prepared by Bruce Henderson Architects indicate that while the proposed development will overshadow the linear park, the shadows will move quickly over this area and will cease overshadowing by 2pm.
- The linear park currently experiences overshadowing throughout the day from 1060 Dandenong Road and from the sky rail structures themselves. It is not a pristine environment. Similarly, the grassed area Council wants to protect through the reduction in shadow at the midday period has been further reduced in its size through the construction of angled car parking on the southern side of Egan Street. Previously, on-street car parking only extended midway along Egan Street from the Koornang Road intersection, as detailed below.

8 November 2020



23 September 2021





These aerial photos clearly indicate the reduction in open space as a result of Council constructing more car spaces. The following photographs indicates the area which Council is seeking to protect from additional overshadowing (both prior to the construction of the additional on-street car parking and as per current conditions):

**Prior to car parking being constructed**



The lawn was being established, but indicates the extent of open space to the north of the shared path.

Current conditions





As detailed in the photographs, the area now comprises a pedestrian path directly south of the new car parking, a narrow strip of landscaping, with trees / shrubs planted directly under the skyrail and then the shared pedestrian / bicycle path which extends along the entire skyrail linear park. The space is quite clearly transient in nature, with the limited informal areas north of the shared path not really conducive to people lingering given its proximity to the shared path. Given this, we do not consider that increasing overshadowing to this small portion of the linear park will overall impact the quality or usability of this space.



2	<p>Section drawings to be updated to correctly notate proposed ground floor office use.</p>	<p>Plans to be updated.</p>	<p>Section plan corrected to reflect ground floor office use.</p>
3	<p>Council recommends a public realm management plan be prepared and form part of the approval documents. This should be specifically in relation to:</p> <ul style="list-style-type: none"> <li>- Paving and lighting for the laneways abutting the proposed building</li> <li>- The space between the back of the kerb and property boundary, including the footpath and nature strip adjoining the property on the northern side of Egan Street.</li> <li>- To create a safer space for pedestrians walking within the space on the northern side of Egan Street where the accessway to the subject site and the accessway to 1056-1060 Dandenong Road adjoin.</li> <li>- Creating visual cues to direct visitors from Egan Street to the residential lobby.</li> </ul> <p>Possible wording for a public realm management plan condition:</p> <ul style="list-style-type: none"> <li>- Before the development starts, a Public Realm</li> </ul>	<p>It is considered that the extent of information provided in the planning application package to DELWP, including: architectural plans, landscape plans, SMP and urban design statement provide sufficient details regarding the public realm treatment in this regard. Requiring a further document to be approved effectively creates a further administrative burden. We consider that updating the landscape plan to delineate the various areas provides sufficient clarity in this regard.</p>	<p>Landscape plan updated to provide further detail regarding public realm v private land</p>

Management Plan to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved the plan will be endorsed and will then form part of the permit. The plan must be prepared by a suitably qualified urban design professional and must be drawn to scale and dimensioned. The plan must include:

- a) Plans, elevations, treatments and materials schedules prepared in conjunction with the responsible authority for the following public areas:
  - The accessways abutting the proposed building.
  - The space between the back of the kerb and property boundary, including the footpath and nature strip adjoining the property on the

	<p>northern side of Egan Street.</p> <ul style="list-style-type: none"> <li>- Description of proposed works, including proposed landscaping, surface treatments, street furniture (including signage, bins, seats, bicycle facilities, gates, fences and the like);</li> <li>b) Details of any lighting or any suitable signage</li> <li>c) Details of water sensitive urban design;</li> <li>d) A plan defining the area the works are to be undertaken; and</li> <li>e) Vehicle and pedestrian access arrangements including any signage or safety measures.</li> </ul> <p>Before the development is completed, the requirements of the endorsed Public Realm Management Plan must be carried out and completed to the satisfaction of the Responsible Authority.</p>		
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4	<p>Consider some additional glazing on the western and northern office ground floor walls to increase passive surveillance towards the pedestrian areas.</p>	<p>The proposed office does not have any external elevations to the north or west, with these 'elevations' abutting the residential lobby / entry. It is considered inappropriate to specify internal treatments within the development.</p> <p>The proposed office provides extensive active frontages to the south (Egan Street) and east (laneway / ROW) elevations, with the residential lobby provide passive surveillance to the western laneway / ROW. This ensures an appropriate extent of passive surveillance and activation.</p>	None
5.	<p>The Permit issued by VCAT for the previous eight storey building required for:</p> <ul style="list-style-type: none"> <li>- Removal of any fencing between the subject site and 1056-1060 Dandenong Road and replaced with a high quality barrier;</li> </ul> <p>This should be incorporated into the final approval.</p>	<p>Plans have been amended to specify western boundary fencing treatment.</p>	Fencing to western boundary shown on plans.
6.	<p>Explore whether the walls on the northern side of balconies that adjoin western void spaces could be removed to increase sunlight penetration from the northwest. These could be replaced with 1.7m tall balustrades.</p>	<p>There are no balconies adjoining voids at L1 or L2. At L3 the plans have minimised 1.7m barriers adjacent voids as much as possible – only one now exists at north side of the void outside 3.11.</p>	None
7.	<p>It is noted that services are currently shown on the eastern easement side of the building. Council requests that any additional services which may need to be incorporated into the design, are not placed in the frontage facing Egan Street.</p>	<p>The plans have since been updated to indicate additional servicing requirements, with only a fire booster cabinet being proposed to Egan Street due to requirements from the Metropolitan Fire Brigade (MFB).</p> <p>The booster cabinet has been finished with black powdercoated metal to match materials used throughout the development. Its central location further references the central break at upper levels in terms of use of black, ensuring it is integrated with the development.</p>	None

8.	It is recommended that external building materials should not cause a nuisance by way of glare or reflectivity. This should be reflected in an endorsed material schedule.	Materials schedule prepared and confirms details regarding glare / reflectivity.	Further clarification provided on materials schedule.
9.	It is recommended that the office tenancy be equipped with infrastructure which would enable it to be used by other future commercial tenants, such as a future food and drink premises.	The office tenancy will be built as a shell, with future tenants required to undertake the fit out, as is consistent with commercial development throughout Melbourne.	None
10.	Council requests that the applicant enter into a binding agreement to ensure that the proposed social and affordable housing use will continue in perpetuity. This can be resolved by way of a Section 173 agreement.	As Homes Victoria are funding this project, they have a binding deed agreement with Housing Choices Australia that the project will be used for social housing for at least 20 years. Afterwards, the project will continue to remain as part of HCA's portfolio managed by them.  The Director of Housing is permitted to lodge a caveat on the property title to further firm up the exclusive use of this development for social housing.	None
OTHER MATTERS			
	The subject site is not located within an Environmental Audit Overlay, however the previous uses of the land may have led to site contamination. Before the development starts, it is recommended that the following occurs: - A Preliminary Risk Screen Assessment Statement be submitted to and approved by the Responsible Authority. The Preliminary Risk Screen Assessment	An Environmental Audit Report was submitted to Council in accordance with Condition 5 of Planning Permit No. GE/PP31821/2018 which confirms the site is suitable for a sensitive use to occur. Council approved this via correspondence dated 4 May 2021.  Some minor conditions are required to be met as part of site construction, but ongoing maintenance is not required. Accordingly, it is considered this matter has been addressed, noting that (under the current Condition 5) prior to the use of the site, written confirmation of compliance is to be provided by a suitably qualified environmental professional or other suitable person.	None

	<p>Statement must be prepared by a suitably qualified environmental professional in accordance with the Potentially Contaminated Land General Practice Note (Department of Environment, Land, Water and Planning, July 2021). The report must include recommendations as to whether the condition of the land requires an Environmental Audit to be conducted taking into account the proposed uses. The permit holder must comply with the findings of the Preliminary Risk Screen Assessment Statement to the satisfaction of the Responsible Authority, including if required the preparation of an Environmental Audit.</p> <ul style="list-style-type: none"> <li>- If, in accordance with the above, an Environmental Audit is required, then before the development starts (other than for necessary excavation, demolition and investigation works) an Environmental Audit must be undertaken pursuant to section 208 of the Environment Protection Act</li> </ul>		
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	<p>2017 and an Environmental Audit Statement prepared and provided to the Responsible Authority.</p> <ul style="list-style-type: none"> <li>- Where any condition of that Statement requires any maintenance or monitoring of an ongoing nature, the Owner must enter into an Agreement under section 173 of the Planning and Environment Act 1987.</li> </ul>		
	<p>The subject site is located within close proximity to a high pressure gas pipeline that runs along Dandenong Road. Pursuant to Clause 13.07-1S of the Glen Eira Planning Scheme, the applicant is encouraged to seek the views of the authority responsible for managing the pipeline.</p>	<p>APA Group owns the high pressure gas transmission pipeline which runs underneath Dandenong Road. They have provided verbal confirmation that this proposal is not problematic having regard to this asset either via construction or use. Written advice will be provided once received.</p>	<p>None</p>

Housing Choices Australia and Goal Number 7 Pty Ltd have made the following changes to the proposed development following its consideration of submissions:

### 5.1 Community

- Specification of 1.2 metre high metal picket (charcoal powdercoated) fencing along the western boundary with 1060 Dandenong Road;
- Indicate location of solar PV panels on rooftop;
- Following further analysis of existing traffic conditions and road network capacity, as detailed in updated traffic report from Ratio Consultants to be provided as part of the application package to DELWP, no changes are proposed to the development.

### 5.2 Council

- Additional details provided on the plans with respect to:
  - Annotating ground floor car stackers as being allocated to office;
  - Showing hobless showers and confirming Option A for accessibly apartments;
  - Air conditioning units shown on roof within plant enclosure;
  - Storage schedule confirmed;
  - Sections updated to show office;
  - Materials schedule confirms glare / reflectivity;
- WMP, which had been provided to Council, will be provided to DELWP as part of application package.
- Western boundary fencing treatment notated.

### 5.3 DOT

- No changes required.

### 5.4 OVGA

Following receipt of comments from the OVGA, Catherine Heggen (Ratio Consultants) was engaged to prepare an urban design statement and to work with Bruce Henderson Architects to address the OVGA comments.

An analysis of the OVGA comments and our response follows:



**Table 4**

OVGA Consultation

OVGA COMMENTS	RESPONSE	SPECIFIC CHANGES
<b>SITE ORGANISATION AND MOVEMENT NETWORK</b>		
<p>The interface with Egan Street and overhead rail with public open space under requires further resolution. The way the design proposal meets the street and how it works with the landscape to the south needs to be addressed. This is a unique opportunity to set up local connections. The railway undercroft is a handsome structure with well-developed green spine offering connection to activities such as running, walking and bike riding – this is positive amenity for residents. The relationship of the proposed building and this local amenity should be strengthened to contribute to the <i>Sense of Place</i>.</p>	<p>The ground floor layout has been revised to better connect with the public realm, including Egan Street and the public open space under the skyrail.</p> <p>The residential lobby has been relocated to the southwestern corner, immediately abutting the office entry. This provides a more visible expression of entry on the façade and will enable better linkages between external and internal spaces.</p> <p>A small path has been included within the new nature strip to Egan Street, to ensure improved linkages, while also noting linkages provided via the easement along the western boundary of the site.</p>	<p>Revised ground floor layout including:</p> <ul style="list-style-type: none"> <li>- Relocated residential lobby and office tenancy, with entries focused on southwestern corner.</li> <li>- Small path provided from proposed footpath to Egan Street through new landscaped nature strip to enhance linkages to same, noting additional pedestrian access is available via the eastern and western easements.</li> </ul>
<p>Egan Street is currently underperforming and needs to be developed to support pedestrian activity and the developing movement network. While this is primarily Council’s responsibility, the team should explore how the design proposal can support this. We recommend discussions with council on how interfaces might be improved. This includes the locations of entries and connections, urban treatments, extent of paving etc.</p>	<p>Council have identified various strategies through the Carnegie Structure Plan, including converting Egan Street to a shared vehicle and pedestrian space.</p> <p>The development has sought to respond to the pedestrian and movement network through:</p> <ul style="list-style-type: none"> <li>- Providing vehicle access along the eastern laneway only (noting vehicle access along the western easement will only be associated with its use as a carriageway easement for the property to the north).</li> <li>- Providing separate pedestrian access along the western side of the building, which has the ability to connect with any future connections with Dandenong Road,</li> </ul>	<p>Changes to lobby design / location as detailed above.</p>

	<p>in accordance with the Carnegie Structure Plan.</p> <ul style="list-style-type: none"> <li>- Improving the building's sense of address through consolidating location of office tenancy and relocating residential lobby, as detailed above.</li> <li>- A landscape plan has been prepared by John Patrick Landscape Architects which details paving treatments etc.</li> </ul>	
<p>We support the creation of the western north-south link and understand it to have great potential. However, clarity is needed regarding the relationship with the link located on the adjoining property and its accessibility. On the ground plane, patterns of use and public / private access is unclear.</p>	<p>As noted above, the Carnegie Structure Plan identifies a potential link between Egan Street and Dandenong Road, although it is not specified how it is to be achieved given No. 1060 Dandenong Road has a private driveway which achieves same.</p> <p>The easement along the western boundary of the subject site is a carriageway easement in favour of the property to the north. It is considered that, should this property (No. 1062-1064 Dandenong Road) be redeveloped in the future, the linkage between Egan Street and Dandenong Road can be realised.</p>	<p>A 1.2 metre high boundary fence is proposed along the common boundary between No. 1060 Dandenong Road and the subject site. This will ensure pedestrians are not encouraged to walk along the private driveway at No. 1060 Dandenong Road.</p>
<p>We support the inclusion of bike parking on the ground level as there is the potential to connect to the existing wider trail network. Access to the bike store through the building lobby is not appropriate and we recommend bike parking has external access from the street to add to the ground plane activation.</p>	<p>As noted above, the ground floor layout has been revised and now includes direct access to the bike parking from the pedestrian access along the western side of the building. An active frontage will be provided to same.</p>	<p>Bike parking consolidated in one location and accessed from the western pedestrian accessway / ROW. Lighting to be accommodated within the first floor undercroft to ensure safety for cyclists.</p>
<p><b>LANDSCAPE AND PUBLIC REALM</b></p>		
<p>The site planning, built form and extent of basement has limited the opportunity to integrate vegetation. The resolution of street interfaces is therefore of key importance. Additional vegetation is recommended along Egan Street.</p>	<p>Given the site's location within the Commercial 1 Zone and within the Carnegie activity centre, significant landscaping at ground floor is not warranted due to the context.</p> <p>Regardless, a landscape plans has been prepared by John Patrick Landscape Architects which details</p>	<p>Planter separation between the pedestrian accessway and the western carriageway has been improved to enable more significant planting.</p> <p>No other changes have been proposed given the landscape plan provides opportunities for</p>

	landscaping proposed to the reinstated nature strip to Egan Street (including establishing street trees), the pedestrian accessway (through planter boxes and window boxes) and at upper levels (podium and rooftop).	landscaping commensurate with the subject site's context.
A landscape buffer could be introduced to easements and laneways to soften both eastern and western interfaces and outlooks. If planters are used here, they need to be big / deep enough to be a viable proposition.	<p>The easements along the east and west boundaries are carriageway easements, meaning they cannot be used for landscaping given access must be maintained.</p> <p>The development provides a separate pedestrian accessway along the western side, with planter box treatment on the western side and window boxes along the eastern side. As the eastern easement has been designed to be the sole vehicle access (including for loading associated with No. 1066 Dandenong Road to the north), landscaping to this interface is considered inappropriate.</p>	Planter separation between the pedestrian accessway and the western carriageway has been improved to enable more significant planting.
The existing planning permit shows communal roof spaces. While a roof terrace has been retained, there are no internal communal spaces in the updated 10 storey scheme. We recommend reintroducing these communal spaces to facilitate interactions between residents and provide spaces for residents outside of their dwellings.	<p>The introduction of internal rooms at the roof terrace level would constitute an additional level (thereby creating an 11 storey building). Due to the funding agreement with Homes Victoria / The Director of Housing, we are unable to increase the building height at this stage.</p> <p>The development has provided covered areas at the roof terrace, as opposed to indoor areas, to provide some weather protection for residents. A residents lounge has been provided through the revised residential lobby layout, in addition to undercover areas on the roof terrace.</p>	Covered areas provided on roof terrace level, with residents lounge provided in residential lobby at ground floor.
The 24-hour life of the ground plane needs to be better considered to ensure passive surveillance and to increase safety.	<p>The development has sought to address this through:</p> <ul style="list-style-type: none"> <li>- Vehicle access along the eastern side of the development.</li> <li>- Office tenancy in the southeastern corner at ground floor, which provides active</li> </ul>	<p>As detailed above, the ground floor layout has been revised to ensure an enhanced ground plane through the various uses and active frontages. Specific changes include:</p> <ul style="list-style-type: none"> <li>- Residential lobby relocation.</li> <li>- Office tenancy relocation and consolidation. This tenancy is likely to be</li> </ul>

	<p>frontages to both Egan Street and part of the eastern elevation.</p> <ul style="list-style-type: none"> <li>- Residential lobby in the southwestern corner at ground floor, which provides an active frontage and passive surveillance to both Egan Street and the western easement.</li> <li>- Bike parking accessed towards the northwestern corner at ground floor, which provides activity along the western easement.</li> </ul>	<p>occupied by Housing Choices Australia, which will create activity throughout the day.</p> <ul style="list-style-type: none"> <li>- Architectural treatment, including activation of western laneway.</li> <li>- Bike parking in northwestern corner of ground floor.</li> </ul>
<p>Relying on retail spaces and glazing on the ground floor for activation is not sufficient. There is a risk that spaces could remain vacant if they only cater for retail functions. We recommend spaces be diversified and developed to be adaptable – potentially catering for a variety of functions. For example, this may include coworking or other office spaces.</p>	<p>The retail use has been deleted, with a consolidated office tenancy located in the southeastern corner of ground floor.</p> <p>Housing Choices Australia have expressed a keen interest in occupying this space, which would be utilised as an offices where staff are able to run programs for residents and perhaps even a co-working component for residents.</p> <p>Fine grain brickwork plinths have been introduced at ground floor to replace the previously proposed continuous floor to ceiling glazing. The brickwork provides an appropriate architectural treatment coupled with glazing.</p>	<p>Residential use deleted and replaced with a consolidated office tenancy in the southeastern corner.</p> <p>Architectural treatment revised to introduce fine grain brickwork at ground floor, to minimise the extensive glazing.</p>
<p><b>BUILT FORM AND ARCHITECTURAL EXPRESSION</b></p>		
<p>The opportunity to engage with the ground plane through passive surveillance is reduced from upper levels by increasing the building height from 8 to 10 storeys. We propose any increase in height needs to be offset by improved amenity. The opportunity for engagement / eyes on the street from lower floors could be improved.</p>	<p>The proposed increase in building height will not result in less passive surveillance, given these additional apartments also include balconies and habitable room windows. Despite this, a stronger sense of passive surveillance is achieved at the lower levels due to proximity to the street level.</p> <p>The improved architectural treatment at ground floor, including activation of western elevation of residential lobby provides good levels of passive surveillance.</p>	<p>The revised ground floor layout is considered to provide greater opportunities for passive surveillance as a result of activation and various uses / activities.</p>

<p>We are not averse to the increase in height - setback, cantilevers and building composition help navigate the building height and transition to the surrounding context.</p>	<p>Noted</p>	<p>Noted</p>
<p>The built form and architectural language need to be developed to be residential in expression so the building reads as 'home'. This is currently not successful. Both material and composition need to support this.</p>	<p>The architectural design has been revised to remove the continuous glazing to ground floor and replace it with a more fine-grain detail including masonry expression and incorporated planting / openable windows.</p> <p>Upper floors which were curtain wall have been replaced with a more masonry-based expression which ties to the ground floor finishes.</p>	<p>Materials revised to delete curtain wall treatment and introduce more masonry / brickwork to better reflect residential use of development.</p>
<p>The use of curtain glazing is not supported. While robust, if it is high quality clear glass with the necessary thermal properties, it is likely to be expensive. High performance regular glazing will be dark in colour and commercial in expression. We do not believe the curtain wall to be appropriate for this type of development, given the vulnerability of the residents. The images provided by the project team are not accurate and do not show spandrel panels which will have an impact on the building's articulation. Achieving full height glazing will not be possible in multiple instances. Similarly, images do not show what will actually be visible once occupied (curtains and blinds, backs of furniture on view etc). The full implications of this façade decision need to be better understood.</p>	<p>Curtain wall glazing has been deleted and replaced with more masonry based expression, to reflect the residential use of the development.</p>	<p>Curtain wall glazing has been deleted and replaced with more masonry based expression.</p>
<p>The masonry expression with the 'punched though' windows on lower levels is more successful. We recommend extending this treatment.</p>	<p>The development has sought to utilise the masonry expression and expand throughout.</p>	<p>Recommendation adopted to utilise more masonry expression.</p>
<p>Relying on shopfront type glazing on the ground level adds to the commercial expression of the proposal. How the building hits the ground</p>	<p>Shop / retail replaced with office at ground floor, with masonry expression introduced to minimise extent of shopfront glazing.</p>	<p>Recommendation adopted to utilise more masonry expression at ground floor and replace shop / retail with office.</p>

requires further consideration. The architectural language and materiality would be more flexible if it supported multiple different uses. Floor to ceiling glazing is therefore likely not an appropriate response. We encourage the introduction of more depth and tactility.		
<b>INTERNAL LAYOUT AND AMENITY</b>		
The lobby corridor is long and narrow and has limited amenity. The experience of this space requires more consideration. Opening up the space to the street and incorporating amenity for residents such as seating opportunities needs to be explored.	The residential lobby has been relocated to the southwestern corner of the building, with generous areas provided including a residents lounge and natural ventilation and daylighting along the western elevation. This provides an attractive entry for residents.	Residential lobby relocated and extended in area.
We recommend locating the staircase closer to the building entry, so it can be used by residents as a viable alternative mode of vertical circulation.	Relocating the stairwell closer to the site frontage has significant impacts on the building core and would require redesign of floorplates, so has not been further considered.	No further changes are proposed given the development currently provides for a consolidated building core.
The inclusion of two lifts is positive.	Noted	Noted
Internal apartment layouts need to be amended to meet amenity requirements and to become <i>Liveable Homes</i> . For example, Housing Choices Australia's design guidelines encourage passive solar design and living spaces with a northern aspect. Current floor plans don't achieve this. While there are some bedrooms facing north, there are not many living rooms that do so successfully. We suggest this is achievable by rethinking the plan - some of the apartments could be flipped (eg. Apartment 401) so the bedroom does not block the northern aspect of living areas and balconies. Achieving good amenity for all residents needs to be a priority.	The development has been designed to achieve Liveable Housing Australia Silver grading.  The design has been further revised to amend layouts of apartments on eastern side at Level 3-9 to achieve northern daylight into living areas via the balcony spaces. Apartments 1 and 2 at Levels 3-9 have been reconfigured to be orientated to the north, with increased kitchen sizes.	Amended apartment designs on eastern side at Levels 3-9 to achieve northern daylight, with Apartments 1 & 2 at Levels 3-9 reconfigured to be orientated to the north.

The 'snorkel' apartments on levels 1 and 2 are of concern. We suggest back-to-back snorkels are best avoided. In the configuration shown, they are roofed and deep with a solid blank wall in between, resulting in inadequate solar access and sub-par amenity.

While the saddleback apartments on Levels 1 and 2 have been retained, they have been modified to substantially reduce the length of the light corridors (noting where light corridors are proposed there is no cantilever present to the levels over beyond the glass line of the light corridor – as such the light corridor for each of these bedrooms is 1.575m long x 1.300m wide, which is far superior to the requirements set by BADS).

Length of corridors to saddleback apartments reduced.

## 6 Conclusion:

The consultation process was carried out in accordance with Homes Victoria's commitment to community engagement.

We have considered the matters raised by community members, Council and the OVGA and made some adjustments to its design as described above in this report. We considered that many submissions to this proposed development did not warrant a change to its proposal and has described the reasons why in this report.




# Appendix A Proposed overshadowing analysis

TIME	ENDORSED 8 STOREY SCHEME	PROPOSED 10 STOREY SCHEME
9am	For the 8 storey proposal, the same apartments are affected except for those on Level 05 and 06.	Level 01: Apartment 10, 11, 12, 13 Level 02-06: Apartment 13, 14, 15, 16
10am	For the 8 storey proposal, the same apartments are affected except for those on Level 03 and 04.	Level 01: Apartment 10, 11, 12, 13 Level 02-04: Apartment 13, 14, 15, 16 (Level 4 SPOS only)
10:15am	For the 8 storey proposal, the same apartments are affected except for those on Level 02 and 03.	Level 01: Apartment 10, 11, 12, 13 Level 02-03: Apartment 13, 14, 15, 16 (Level 03 SPOS only)
10:30am	For the 8 storey proposal, only apartment 13 is affected.	Level 01: Apartment 11, 12, 13
10:45am	No effect for the 8 storey proposal.	Level 01: Apartment 12, 13 (SPOS only)
11am	No effect for the 8 storey proposal.	No effect for the 10 storey proposal.



# Appendix B Redacted Community Submissions



Interest in the project: owner and resident of neighbouring property.

Details of Feedback:

Concerns around the introduction of mentally unstable,, drug affected and typically rougher community members at the front door of our apartment building. How will matters of community conflict from new residents living in such a building be handled? If they cause local issues or safety concerns will they be evicted? How will this new development impact the view of residents in our building including blocking the sunlight in apartments at 1060 building?....

Concerns our private driveway at 1060 Dandenong will become a main thoroughfare for your new residents.

Concerns of lack of privacy of our building balconies,

Concerns for parking and car access on street long term.

Concerns surround security with housing residents with over 50 properties in bulk accommodation as facts show 50 residents or less do not increase crime but over 50 does and you're introducing over 100 new residents. Concerns of the safety of passing by if residents are mentally ill or drug/alcohol affected.

Concerns that you are building so close to drive through liquor store,, atm in car park, gambling facilities etc in 1 minutes walk.

Concerns location is at quiet location with little traffic oversight to reduce loitering.

Concerns of higher graffiti/vandalism to the area.

Concerns of reduced value of 1060 property due to close proximity to housing.

Wanting information on who we report issues to if residents are creating issues for neighbouring property owners/occupiers other than police to look at evicting problematic tenants.

Concerns around access to our carpark area and noise during building phase.




Interest in the project: owner and resident of neighbouring property

Details of Feedback:

The new building is too near to the 1060 apartment, which will block the sunshine. And I do not think Egan Road has the capacity to handle that much resident's traffic flow as well.

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Interest in the project: owner of neighbouring property, resident of neighbouring property

Details of Feedback:

As this proposed site is too close to my current apartment and it is a relatively large building, I'm worried about the potential differential settlement. Also, are there any actions to protect the neighbouring property during the construction? I noticed that the original plan is 8 floors and the new one is 10, A 10-floor building will block the entire building of 1060 and it is super close.



Interest in the project: Owner of neighbouring property


Details of Feedback: How will this impact my views? How close will the neighbouring apartments be to my balcony? What windows will be adjacent to my windows?



Interest in the project: We strongly disagree on this project

Details of Feedback:

We strongly disagree on this project , as we will suffer from public safety problem , Densely populated problem . It will cause oversupply on apartment in Carnegie , the rent will drop a lot . Will the government have any subsidy on the loss of rent due to this project ?



Interest in the project: Owner and resident of neighbouring property

Details of Feedback:

I just purchased and moved into 1060 Dandenong Road Carnegie (immediately next door to the proposed site) and I do NOT want to live next to a construction site. I suffered through 12 months of construction when I previously lived right next door to Carrum Station that was rebuilt as part of the level crossing removal project and it was awful. Couldn't sleep at night with all the noise, the apartment there would shake and be noisy all day, and I work from home (pre and post covid lockdowns) so I couldn't escape the noise, dust and frustration. I don't want to endure the same again. I'm also very concerned about the access via Egan Street too - it's busy enough as it is, and to add machinery and workmen vehicles during the construction will make it too congested, and the additional 60 something possible cars from proposed residents will mean it's an awful street to navigate. And, I'm also concerned about the value of my property decreasing as a result of the type of residents who will be living in the proposed building. Everyone on low incomes is NOT attractive, in terms of what they can and will contribute to the local area, nor is it attractive to future prospective buyers or tenants of my property.





Interest in the project: reject this building construction

Details of Feedback:

As a member living in 1060 Carnegie Department, I am clearly to know there will be lots of inconvenience influence for us such as decreasing of sunlight if this kind of building is made. Also, plenty of noisy will be generated while the building constructing which will make a terrible consequence to everyone living around. So please consider all of the residents and don't build too much house building under this COVID-19 situation.

**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Monday, 1 November 2021 4:25:31 PM

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## Egan - feedback form

Submitted on: Monday, November 1, 2021 at 4:21pm

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- Interest in the project: E.g. owner of neighbouring property, resident of neighbouring property, council member
- Detail of feedback: I am writing to detail my objections to the designs and plans of the proposed development at 8 Egan St being submitted by Housing Choices Australia. I have outlined my objection in reference to the sections and clauses discussed in the Planning Report. Clause 52.20-6.2 'Street setback This new development does not sufficiently respond and clarify the wider benefit the different set back will create along Egan St. Number 6 and 5 Egan St has a further set back along Egan St then the proposed design for this development. This lack of setback in the design does not add any community benefit to the streetscape. Clause 52.20-6.5 'Access The concerns that I have are specific to the point "Developments must provide for access for service, emergency and delivery vehicles". The E-1 easement in the floor plans show that the width of the easement will be 6.8m. With access required for waste management, visitor parking, loading dock required for access to Paint Spot located at the rear of 1066 Dandenong Rd, I don't believe the traffic flow currently planned would be sufficient to accommodate all users. There is also significant traffic and young children attending the Dance School located at 6 Egan St, adding to the traffic on the East side. I do not believe the safety of young children has been satisfactorily addressed with the current proposal. This space is very busy with drop off and pick up and children are often spilling onto the footpath and driveway. Sufficient Response/Requirement: Refer to Path Diagram of car's exiting the building and Truck entering to access the receiving dock of lot 1066 Clause 52.20-6.7 'Car Parking The planning response to not providing visitor parking does not address the statement made in the traffic report in section 3.1.1 that for the residents living in the 6 SDA dwellings "Some of these residents may require overnight care, with a carer sometimes required to stay overnight". The calculation made to meet the minimum required 0.6 car spaces per dwelling excludes the 6 SDA dwelling in the calculation. Ignoring these 6 dwellings again when determining whether to provide visitor parking does not provide a useful evaluation of the developments impact to parking in the local area. Furthermore this proposed development has not conducted a recent traffic report that I believe truly assesses the current usage and traffic flow in the area. There has been significant changes to the car parking on all roads due to completion of Level Crossing Removal Project. The most apparent change is the establishment of a large residential building at 1060 Dandenong Road. Parking for this property has been designed to service 176, 1 to 2 bedroom apartments. Access for this property is located at the end of Egan Street, directly outside the proposed development. This proposed development when planning parking for the office spaces, requested to provide only 8 spaces for the 351 sq meter space. The statutory required car spaces to be provided for the office

spaces is 10. The case study used to provide evidence to establish why 2 less spaces are required differs by the availability of long-term parking. The higher availability of long-term parking that exists on the service lane of Princes Hwy is now the only long-term parking near by and may create incentive for office staff to drive into work. Further more adding additional strain and traffic to Dandenong Rd. There are several inconsistencies in the traffic report provided to establish that this development should not be approved in the current state. Sufficient Response/Requirement: A reduction in dwellings while maintaining the same number of carparks would allow for more assurance that there will not be an increased load to street parking in the area. The completion of a new Traffic Report would more accurately outline to actual usage of the area given significant changes to parking and infrastructure. Clause 52.20-6.12 'Overshadowing open space This response only addresses the overshadowing of properties within Rosstown Road. This clause stipulates that this development should also address the impact on existing sunlight to private open spaces. The concern is that this development would cause overshadowing of the balconies of the residence on the east side of 1060 Dandenong Road. This would impact 36 balconies at 1056-1060 Dandenong Rd. These balconies currently have a limited window of sunlight between 9am to 12pm within the stipulated window of 9am to 3pm. This limited 3 hour window of sunlight to these private spaces will decrease further to 1.5 hours as the shadowing report shows overshadowing up until 10:30 am. The large structures in place to service SkyRail already provide limited green and open space. These areas are largely in shadow as it is given the size of the lines. The current plan would see even less light reach an already stretched resource. I don't believe it contributes at all to the creation of open spaces. Sufficient Response/Requirement: Provide further assessment of the overshadowing impact to the east side of 1060 Dandenong Rd. This should also be completed for the 8 storey design. Clause 52.20-6.15 'Daylight to new windows' The response seeks to consider the balcony as a veranda, however the balconies in question are not open for a third of its perimeter so can not be classified as a veranda. In order to adhere to the Better Apartment standards, balconies should be designed to be abutting from the building so a third of its perimeter is open or to have a depth reduce to meet the standard Clause 52.20-7.2 'Communal open space The design has a communal open space of 240 square meters. The 10-storey proposal has increased the dwelling from 84 dwellings to 106 dwellings. This would mean that the communal open space should be a minimum 250 square meters. I don't believe the current plan has correctly been updated in light of the increased size. Clause 52.20-7.6 'Building setback The nominal setback from the boundary of easement E-2 is 5674. The glen eira design guidelines are 6000. Given this guideline is met by the building at 1056-1060 Dandenong Road, the same guideline should be applied to this new development. The design also seeks to consolidate the setback to avoid a visible tiered form, whilst also seeking to build above the council's planning scheme of a preferred maximum building height of 21 metres, comprising up to 6 storeys, with a mandatory maximum building height of 30 metres, comprising up to 8 storeys. This is an overreach on multiple council design and planning schemes. Section 4.5: Is the proposal appropriate having regard to traffic considerations? The traffic report in which the additional load on Egan St has been assessed assumes that 50% of employees' spaces will fill and vacate during peak periods. It then uses 8 spaces to calculate the additional movements, when the statutory requirement is 10 spaces. This would mean the additional load of 31 movements in both the AM and PM Peak. Parking entrance for residents of 1056-1060 Dandenong Road, which has 176 dwellings. Using 0.4 movements per space generated during the AM and PM Peaks, this equates to 71 movements. Additionally there are office spaces within 1056-1060 Dandenong Rd, which has office parking accessible from the entrance on Egan street. Another business that operates on Egan

street is the Dance studio, which draws drop off and pick up traffic. There are retail spaces at 1056-1060 Dandenong Rd that are still yet to open. Furthermore this additional traffic to Egan street would also mean additional traffic to the intersection at Dandenong Road and Koornang Road, already under significant strain due to changes in Level Crossing Removal Project. The intersection of Dandenong and Koornang Roads is often still backed due to the pedestrian crossing and local traffic and has unfortunately seen 2 people lose their lives this year. Exiting from Egan St (particularly right hand turn) is currently very challenging without the addition of more traffic from residents of 8 Egan St.

Section 4.2 Is there general strategic support for the proposal? This development while hastily thought through appears to be a desperate bid by the Victorian Government to by-pass the usual process where local residents would have the opportunity to express concerns. Whilst a Big Build this size might offer desperately needed housing for some of the most vulnerable members of our community, this particular location is not in my opinion suitable at all. The current designs are vague and still do not address the requirement for residents to be able to access Dandenong Rd from the property. So instead, the proposal is to push them out on to already dangerous spaces with even more traffic and according to current proposal, directly onto a private driveway. Additionally, the proposal does not address or provide for local employment opportunities when jobs in Glen Eira are currently low. This design is a mix of the 1 level for office spaces to 9 storey of social housing dwellings, which does not appropriately balance the influx of low-income residents of the social housing and additional jobs that are brought into the community by this development. I believe the design should be reevaluated to better balance the community net benefit. In its current state, I do not believe meets the requirement for consideration under Clause 52.20. Do you feel this project positively contributes to the neighbourhood? I appreciate the Governments attempts to increase social housing. It is deplorable that Victoria has one of the lowest rates in the country and that nothing has been done to improve this statistic sooner. I also appreciate the need for the Government to provide jobs, especially following on from close downs due to COVID-19. What I don't believe in, is the manner with which the Government is proposing to push on with these projects under the proposed Big Housing Build. I don't agree that systems should be by-passed, and the community stripped of the right to voice concerns through the usual channels. This is a gross oversight and typical of the style of governance Victorians have sadly become accustomed to in recent times. The proposed plans for the development of 8 Egan St are a perfect representation of poor planning and a lack of consideration for the real long-term benefit of those left living in the space once the build is complete. This is a plan that was hatched some years back and not updated in accordance with changes to the local area. Staff at Housing Choices Australia, whilst providing a delightful presentation about residents and building design, seemed confused and lacking adequate knowledge of the local area and proposed plans as they relate. We did receive a lot of here say and assumptions on how things "may work" but I don't believe this is sufficient when proposing such an ambitious project. There is a need to find a more balanced design that addresses these concerns and ensures the safety of all local residents. I would hate to see any further pedestrians injured or even killed. In its current state I do not believe this proposal provides sufficient community benefit outside of social housing supply which makes it extremely short-sighted and highly ambitious.

**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Monday, 1 November 2021 3:16:48 PM

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## Egan - feedback form

Submitted on: Monday, November 1, 2021 at 3:13pm

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- Interest in the project: Owner and Resident of neighbouring property
- Detail of feedback: Do you feel this project positively contributes to the neighbourhood? I think the benefit of providing social housing to those in need within this community has disproportionately been counted as a benefit over the negative impacts to the residents that currently reside at 1060 Dandenong Road. There is a need to find a more balanced and fair design that provides community benefit of increasing social housing supply without significant cost to the owners of 1060 Dandenong Road by means of increased traffic accident risk, car insurance prices, housing valuation and overshadowing of private open spaces of over 36 dwellings. Do you feel this project positively contributes to the neighbourhood? I think the benefit of providing social housing to those in need within this community has disproportionately been counted as a benefit over the negative impacts to the residents that currently reside at 1060 Dandenong Road. There is a need to find a more balanced and fair design that provides community benefit of increasing social housing supply without significant cost to the owners of 1060 Dandenong Road by means of increased traffic accident risk, car insurance prices, housing valuation and overshadowing of private open spaces of over 36 dwellings. Are there specific elements of the design that you support or have concerns about? Clause 52.20-6.5 'Access' The concerns that I have are specific to the point "Developments must provide for access for service, emergency and delivery vehicles". The E-1 easement in the floor plans show that the width of the easement will be 6.8m. This would not be sufficient for 2 cars entering and exiting the building to pass. Additionally this easement is used to gain access to the receiving dock at the back of lot 1066. As mentioned by the owner of lot 1066, there are trucks that deliver daily to the site. The concern is that the width of this easement will not suffice a car exiting and a truck delivering. Sufficient Response/Requirement: Path Diagram of car's exiting the building and Truck entering to access the receiving dock of lot 1066 Clause 52.20-6.12 'Overshadowing open space' This response only addresses the overshadowing of properties within Rosstown Road. This clause stipulates that this development should also address the impact on existing sunlight to private open spaces. The concern is that this development would cause overshadowing of the balconies of the residence on the east side of 1060 Dandenong Road. This would impact 36 balconies at 1056-1060 Dandenong Rd. These balconies currently have a limited window of sunlight between 9am to 12pm within the stipulated window of 9am to 3pm. This limited 3 hour window of sunlight to these private spaces will decrease further to 1.5 hours as the shadowing report shows overshadowing up until 10:30 am. Furthermore the overshadowing assessment in the design response report does not assess the overshadowing on a vertical cross section of 1060 Dandenong Rd. Sufficient Response/Requirement: Provide further assessment of the

overshadowing impact to the east side of 1060 Dandenong Rd. This should also be completed for the 8 storey design. Section 4.5: Is the proposal appropriate having regard to traffic considerations? The traffic report in which the additional load on Egan street has been assessed assumes that 50% of employees' spaces will fill and vacate during peak periods. It then uses 8 spaces to calculate the additional movements, when the statutory requirement is 10 spaces. This would mean the additional load of 31 movements in both the AM and PM Peak. Egan street also has the entrance for 1056-1060 Dandenong Road, which has 176 dwellings. Using 0.4 movements per space generated during the AM and PM Peaks, this equates to 71 movements. Additionally there are office spaces within 1056-1060 Dandenong Rd, which has office parking accessible from the entrance on Egan street. Another business that operates on Egan street is the Dance studio, which draws drop off and pick up traffic. There are retail spaces at 1056-1060 Dandenong Rd that are still yet to open. Furthermore this additional traffic to Egan street would also mean additional traffic to the intersection at Dandenong Road and Koornang Road, which in the last year has been the location of 2 traffic related deaths. The traffic load on Egan street and surrounding roads is excessive without the addition of such a dense development being added. Sufficient Response/Requirement: Provide an up to date Traffic assessment of the impact to Egan Street. Section 4.2 Is there general strategic support for the proposal? This development would result in a social housing to private housing mix on Egan street of 37% to 63%. This high proportion of social housing could result in a disruption to the harmony of the street and housing prices. Additionally the corresponding number of local jobs in Glen Eira are low. This design is a mix of the 1 level for office spaces to 9 storey of social housing dwellings, which does not appropriately balance the influx of low income residents of the social housing and additional jobs that are brought into the community by this development. This design should be reevaluated to better balance the community net benefit and community net cost, particularly in reference to residents at 1060 Dandenong Road as the neighbouring property. Do you have any other comments about the project? This project seems rushed and hastily put together. Do you feel you have been provided with enough information about the project? No. As per my comments above further response is required to Clause 52.20-6.5 / 6.12 and the Traffic Impact.

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**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Monday, 1 November 2021 10:30:51 AM

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## Egan - feedback form

Submitted on: Monday, November 1, 2021 at 10:27am

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- Interest in the project: Owner of neighbouring property,
- Detail of feedback: I am a resident of the 1060 Dandenong Rd building and writing to express my concerns regarding the proposed social housing project on 8 Egan street as below:
  1. Congestion on the Egan street:
    - 1.1 Egan street is a dead-end two-lane road, which is the only way leading to the garage entry of the 1060 building for 173 units. It also serves as the one and only pass way for retail business along the road, such as Impulse Flowers, Dance Desires, Paint Right, etc. The traffic of Egan is already very busy, given new public parking spots are under construction along the road. Sometimes, drivers must reverse to let other cars in front to go through. The traffic will only become even worse over/ post construction of the proposed building, introducing another 106 units per the building plan.
    - 1.2 The additional traffic will also increase the risk of incidents and particularly put kids from the dancing school (Dance Desires, which is located on the 6 Egan St) in danger. Also, with such intensity, it will be a concern that whether there will be sufficient place for the drive through of ambulance and even the emergency evacuation (such as the recent earthquake). It impacts both the existing and potential residents (approximately 280 units).
    - 1.3 The traffic report provided by the Ratio Consultant is no longer relevant. The spot survey was performed on Friday 19 October 2018 at 9:22am and Saturday 23 February 2019 at 1:10pm (page 8, 8 Egan Street, Carnegie–Traffic Report/ 11915T-REP01-F03). However, the completion of 1060 building was in December 2019 and residents gradually moved in afterwards. Hence, the report does not factor in the activities of related 173 units. Additionally, the public parking area under the construction at the west end of Egan St, which makes the road even narrower, is not considered by the survey, neither.
  2. Overshadow:
    - 2.1 The proposed development will cause overshadowing of the residence on the east side of 1060 building. These units currently have a limited sunlight between 9 am to 12 pm within the stipulated window of 9am to 3pm. The limited 3-hour sunlight will be decreased further to zero as the shadowing analysis (Page 5-11, Egan St Design Response Compressed) indicates overshadowing only completely disappears at 12pm. Hence, there is no sunlight to some of the east facing residents for the entire day.
    - 2.2 The shadowing analysis was performed on 22 September 2017. The overshadowing impact on the residents of 1060 building will be even worse since the report is for the original 8-storey building (rather than the newly proposed 10 stories) and it does not factor in the winter period.
  3. Private lane It is noted that the lane from west end of Egan St to the Dandenong Rd is owned by residents of 1060 building rather than a shared space. No details in the development plan have been provided to protect the private lanes of 1060 building residents. Rather, it is proposed that “bicycle storage room is directly accessible from the western laneway (Page 37, Planning Report – 8 Egan Street, Carnegie)” and “the residential entry



lobby is located in the southwestern corner of the Egan street” (Page 32, Planning Report – 8 Egan Street, Carnegie). At information session, some 1060 building residents have already expressed the interest of keeping the existing fences between the private lane and subject lot. 4. Not an ideal location for the potential residents Despite the great drive behind the project, this place is not an ideal location of living, particularly for those potential residents. Located between the Princess Highway and railway, there are traffic noises from both sides constantly. Based on the one- year living experience in the 1060 building, windows have to be shut down almost all the time and room becomes stuffy particular in warm days. Traffic noises can be heard even late at midnight although standard sound-proof material is used for construction of the 1060 building. It becomes even worse since lockdown is over, which impacts the sleeping a lot. According to the report (Maximizing Impact, Baseline results from a longitudinal study of new tenants in social housing) conducted by Union Housing Research Lab, over two thirds of the social house residents have been diagnosed with some mental health conditions, such as bi-polar disorder, PTSD, depression, etc. The noisy surroundings, closed rooms and sleeping problems will only make it worse for their mental wellbeing.

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**From:** Housing Choices Australia <info@hcau.org.au>  
**Sent:** Sunday, 31 October 2021 10:40 PM  
**To:** Alice Maloney  
**Subject:** New submission from Egan - feedback form

## Egan - feedback form

Submitted on: Sunday, October 31, 2021 at 10:40pm

- [REDACTED]
- [REDACTED]
- Interest in the project: Owner of neighbouring property
- Detail of feedback: Although I appreciate the purpose of the project, I am objecting to the designs and plans of the proposed development for the following reasons: Street setback: This new development does not sufficiently respond and clarify the wider benefit the different set back will create along Egan Street. Access: The development is not providing access for service, emergency and delivery vehicles. Car Parking: It is concerning that no visitor car parks are provided, considering that car parks on Egan Street and the surrounding area are already insufficient. Overshadowing open space: This development will cause overshadowing of 36 balconies on the east side of 1060 Dandenong Road. These balconies currently have a limited window of sunlight between 9am to 12pm within the stipulated window of 9am to 3pm. This limited 3-hour window of sunlight to these private spaces will decrease further to 1.5 hours as the shadowing report shows overshadowing up until 10:30 am. Traffic: There are office spaces within 1056-1060 Dandenong Rd, which has office parking accessible from the entrance on Egan Street. Another business that operates on Egan street is the Dance studio, which draws drop off and pick up traffic. Furthermore, there are retail spaces at 1056-1060 Dandenong Rd that are still yet to open. The traffic laid on Egan Street is already excessive without the addition of such a dense development being added. I hope you consider the safety and wellbeing of the Carnegie community seriously. Thank you. Regards [REDACTED]

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**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Monday, 1 November 2021 2:32:43 AM

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## Egan - feedback form

Submitted on: Monday, November 1, 2021 at 12:31am

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- Interest in the project: Owner of neighbouring property (1060 Apartments)
- Detail of feedback: My name is [REDACTED] and I am the owner of one of the units in the neighbouring apartment across the road at Egan Street (1060 Apartments). I do think that the proposed project positively contributes to community as it provides housing to people who have special needs as well as for people who are struggling financially. However, there are issues with regards to the exact location of the proposed development as per my below points. There are also certain points which have not been rectified at the Community Consultation Information Session: Access & Car Parking: The concerns that I have are specific to the point "Developments must provide for access for service, emergency and delivery vehicles". The width of the roads would not be sufficient for 2 cars entering and exiting the building to pass. Additionally, there are trucks that deliver daily to the site. This can eventually cause issues with traffic congestion. Furthermore this proposed development has not conducted a current traffic report that assesses the current car parking in the area. There have been significant changes to the car parking on all roads in the zone the report has assessed. The most apparent change is the establishment of the residential building at 1060 Dandenong Road, which now houses the residents of the 176, 1 to 2 bedroom apartments. This would impact the car parking in the area as this residential building would draw visitors to park nearby. There are several impacts being ignored in this traffic report to establish that this development should be approved with less than statutory car park requirements. Overshadowing open space This response only addresses the overshadowing of properties within Rosstown Road. This clause stipulates that this development should also address the impact on existing sunlight to private open spaces. The concern is that this development would cause overshadowing of the balconies of the residence on the east side of 1060 Dandenong Road. This would impact 36 balconies at 1056-1060 Dandenong Rd. These balconies currently have a limited window of sunlight between 9am to 12pm within the stipulated window of 9am to 3pm. This limited 3 hour window of sunlight to these private spaces will decrease further to 1.5 hours as the shadowing report shows overshadowing up until 10:30 am. Traffic & congestion (safety issue): As someone who uses Egan Street daily, I can confirm that the road is already quite congested due to the amount of vehicles that go in and out. The existing parking nearby is being taken up mostly by visitors who are going to the nearby Carnegie restaurants or shops as well as workers from those shops. Even though there will be car parking spots, this will just mean that the road will be even more congested than what it will be now, so adding the new proposed development will just make this worse for everyone, even for the people who will be living in the new proposed development. Egan street also has the entrance for 1056-1060 Dandenong Road, which has 176 dwellings. Another business that operates on Egan street is the Dance

studio, which draws drop off and pick up traffic, and this can easily be more than 10 cars at a time when a class is on. Furthermore there are retail spaces at 1056-1060 Dandenong Rd that are still yet to open. The traffic laid on Egan street is excessive without the addition of such a dense development being added. I am writing this to please ask you to reconsider the proposed development, not only for the safety and wellbeing of the current Carnegie community, but also for the people who will be staying in the new proposed development. Thanks and regards, ■■■

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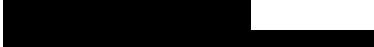
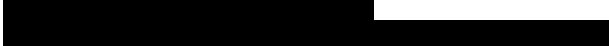


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**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Monday, 1 November 2021 2:02:46 AM

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## Egan - feedback form

Submitted on: Sunday, October 31, 2021 at 11:48pm

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- 
- Interest in the project: Resident of neighboring property
- Detail of feedback: To Whom It May Concern; I write to express my objection to the proposed development at 8 Egan Street. A number of points were raised at the Zoom session that were left unaddressed. My primary concerns are outlined below and am keen to hear your solution. Traffic congestion is already an issue, with half the street presently gated for construction of new parking spaces, presumably for restaurant goers or shoppers heading to Koornang Road. However, the proposed construction would render Egan street entirely untraversable. As one example, even a few parents picking up their children from the dancing studio, 1060 residents find ourselves in a traffic jam meters from home. Even after construction completes, we would find that the introduction of a mass of people into the would exacerbate any traffic issues we currently face. I note that these challenges are being faced during Covid where people entering and exiting the building in their vehicles would likely be far less frequent than when we are permitted to roam freely. I also foresee that there will be an issue with the office workers who plan to use 1060 underground parking, as they will likely face delays in the short strip of Egan street on the way. Another issue we face presently is parking for tenants of 1060. I pay for underground parking, however my housemate is to find street parking. We already have non-residents parking on Egan street and at the front of our building. If the 8-10 floor building is filled with residents, I fear tenants of both 1060 and 8 Egan will be unable to park second cars reliably within a reasonable distance to their respective homes. Finally, as demonstrated by the pandemic, increasing population density eases the transmission of infectious diseases. While we may be seeing the end of Covid, it would be shortsighted to say a similar event will not occur with another virus. Even if we are not to consider the possibility of another deadly infectious disease, less severe illnesses will be more easily spread with such a drastic increase in population density. It may be worth consulting with an epidemiologist on the potential impacts of public health this project may have. However, I feel there are more suitable locations within Carnegie to develop this building. I look forward to hearing your feedback. Kind Regards, 

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**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Monday, 1 November 2021 12:35:56 AM

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## Egan - feedback form

Submitted on: Monday, November 1, 2021 at 12:30am

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- Interest in the project: Owner of neighbouring property (1060 Apartments)
- Detail of feedback: My name is [REDACTED] and I am the owner of one of the units in the neighbouring apartment across the road at Egan Street (1060 Apartments). I do think that the proposed project positively contributes to community as it provides housing to people who have special needs as well as for people who are struggling financially. However, there are issues with regards to the exact location of the proposed development as per my below points. There are also certain points which have not been rectified at the Community Consultation Information Session: Access & Car Parking: The concerns that I have are specific to the point "Developments must provide for access for service, emergency and delivery vehicles". The width of the roads would not be sufficient for 2 cars entering and exiting the building to pass. Additionally, there are trucks that deliver daily to the site. This can eventually cause issues with traffic congestion. Furthermore this proposed development has not conducted a current traffic report that assesses the current car parking in the area. There have been significant changes to the car parking on all roads in the zone the report has assessed. The most apparent change is the establishment of the residential building at 1060 Dandenong Road, which now houses the residents of the 176, 1 to 2 bedroom apartments. This would impact the car parking in the area as this residential building would draw visitors to park nearby. There are several impacts being ignored in this traffic report to establish that this development should be approved with less than statutory car park requirements. Overshadowing open space This response only addresses the overshadowing of properties within Rosstown Road. This clause stipulates that this development should also address the impact on existing sunlight to private open spaces. The concern is that this development would cause overshadowing of the balconies of the residence on the east side of 1060 Dandenong Road. This would impact 36 balconies at 1056-1060 Dandenong Rd. These balconies currently have a limited window of sunlight between 9am to 12pm within the stipulated window of 9am to 3pm. This limited 3 hour window of sunlight to these private spaces will decrease further to 1.5 hours as the shadowing report shows overshadowing up until 10:30 am. Traffic & congestion (safety issue): As someone who uses Egan Street daily, I can confirm that the road is already quite congested due to the amount of vehicles that go in and out. The existing parking nearby is being taken up mostly by visitors who are going to the nearby Carnegie restaurants or shops as well as workers from those shops. Even though there will be car parking spots, this will just mean that the road will be even more congested than what it will be now, so adding the new proposed development will just make this worse for everyone, even for the people who will be living in the new proposed development. Egan street also has the entrance for 1056-1060 Dandenong Road, which has 176 dwellings. Another business that operates on Egan street is the Dance

studio, which draws drop off and pick up traffic, and this can easily be more than 10 cars at a time when a class is on. Furthermore there are retail spaces at 1056-1060 Dandenong Rd that are still yet to open. The traffic laid on Egan street is excessive without the addition of such a dense development being added. I am writing this to please ask you to reconsider the proposed development, not only for the safety and wellbeing of the current Carnegie community, but also for the people who will be staying in the new proposed development. Thanks and regards, ■■■

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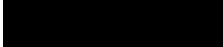
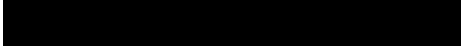
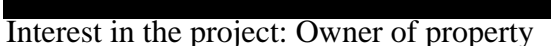
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**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Sunday, 31 October 2021 11:59:40 PM

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## Egan - feedback form

Submitted on: Sunday, October 31, 2021 at 11:40pm

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- 
- Interest in the project: Owner of property
- Detail of feedback: I wish to object to the Housing Choices development project considered for Egan Street Carnegie on the basis of the following concerns:
  - Overshadowing** The proposed development at 8 Egan Street allows for 1.5 hours of sunlight for east facing residents of 1060 Dandenong Road at the equinox. This is unreasonable, particularly in light of the ongoing global pandemic which is likely to see future lock-downs and more people work remote, ie. from home. This means residents of 1060 Dandenong Road will be spending more time at home where daylight is increasingly important for mental and physical well being.
  - Overlooking** With only 9 meters between the 1060 Dandenong Road and 8 Egan Street it is most likely residents will be eye balling each other across buildings causing privacy issues, adding to mental health challenges. The pandemic is changing the way people work and remote work (work from home) is increasing. This means that people in 1060 Dandenong Road are likely to be working in their living rooms and balconies, raising concerns for professional privacy.
  - Traffic Congestion** While the sky rail has improved traffic movement, we have seen real safety challenges with increased traffic in the area. Only recently did we see a fatal accident on the busy intersection of Koornang and Dandenong Roads (<https://www.miragenews.com/police-charge-woman-after-fatal-collision-in-574587/>). With additional congestion introduced by 8 Egan Street development this will be further exacerbated, potentially causing future similar incidents.
  - Overpopulation** Space is increasingly important of recent times due to the global pandemic and the need to maintain social distance. The proposed development at 8 Egan Street will likely double the population in the immediate neighbourhood, heightened by the increasing trend in remote work. Lockdowns necessitated by COVID-19 have highlighted that modern developments with small living spaces were insufficient for social and mental well-being and 8 Egan Street should be re-designed for increased amenity for the next pandemic.
  - Insufficient Car Parking** There is already insufficient parking in the vicinity which will be compounded by proposed office space and accommodation at 8 Egan Street.

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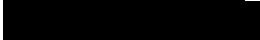
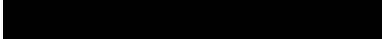
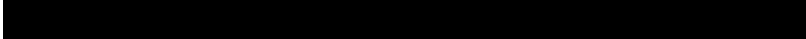
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**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Sunday, 31 October 2021 11:09:34 PM

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## Egan - feedback form

Submitted on: Sunday, October 31, 2021 at 10:52pm

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- 
- 
- Interest in the project: Owner of neighbouring property
- Detail of feedback: This project will contribute positively to the neighbourhood. Being in a small street near the station, the increased population will increase the crime rates (we have experienced frequent crime events in our building). The increased population will cause significant traffic congestion, the traffic condition report that you have is old, there are now additional street carparks on Egan St, I believe the traffic report you have is prior to 1060 Dandenong Rd is completed, we now have about 170 occupants here with our car park access located on Egan St, with businesses located on Egan St also. There are also surrounding businesses which will be impacted, traffic wise and consequently safety wise (with children involved at a dance school nearby). The proposed building will impact the privacy of the occupants in 1060 Dandenong Rd, with the proposed new building being built so close to 1060 Dandenong Rd and its balcony facing directly on to 1060 Dandenong Rd balconies, not to mention the over shadowing. Even with its current occupancies, Egan St is frequently busy with the street car parks being utilised by visitors to the businesses on Koornang Rd and Egan St, and commuters. Not only this project does not support the neighbourhood, it will cause major issues as outlined below to the neighbourhood.

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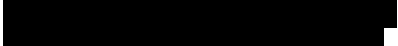
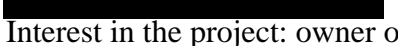


**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Sunday, 31 October 2021 5:50:36 PM

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## Egan - feedback form

Submitted on: Sunday, October 31, 2021 at 5:47pm

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- 
- Interest in the project: owner of neighbouring properties
- Detail of feedback: The information session run by Housing choices on 27th Oct 2021 was unable to provide clear & reasonable answers to solve Carnegie residents' concerns. The reports and data used by Housing Choices & the co-developer, Global Number 7 Pty, as references are outdated data. This proposed development disregards the potential negative impacts on Carnegie residents' mental health & wellbeing; 1) no account for privacy for both future residents of this community housing and owners of neighbouring properties; 2) no accountability for the increase of trespassing on private properties; 3) no account for the realistic traffic flow of Carnegie; 4) no respect for limited sunlight for those living in 1060 Dandenong Road & future residents in community housing.

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**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Sunday, 31 October 2021 3:31:54 PM

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## Egan - feedback form

Submitted on: Sunday, October 31, 2021 at 3:27pm

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- Interest in the project: Owner of property at No 3 Egan Street
- Detail of feedback: Thank you for this opportunity to provide feedback on the proposed development. We own a smaller size property at 3 Egan Street from which we ran our business for many years. We take a keen interest in the developments that occur in the street, not least because Carnegie is also part of our residential neighbourhood. At the onset, we wish to state that we fully support the provision of more affordable housing in Victoria. Our objections to this particular development are purely motivated by the specifics of this proposal. 1. Location: whilst it is most desirable to locate affordable housing close to good public transport as is the case in this proposal, we do not think that its location in the immediate vicinity of a substantial gambling and drinking venue at the Rosstown Hotel is in the best interests of its future residents. Housing Choices may well be justifiably accused in future of failing its duty of care to residents by selecting this particular location. 2. Excessive height: we were already concerned by the maximum 8 storeys mandatory limit for the site at 8 Egan St envisaged by Glen Eira Council's now abandoned C184 Planning Scheme amendment. We are now horrified at the prospect of a 10-storey development. Such height and bulk will cause grave overshadowing problems for properties to the East such as ours, especially during Winter months. The proposed height and bulk will also create a most concerning wind tunnel effect on Egan Street which is running East-West, thus making Winter months even more uncomfortable for residents. We respectfully ask that the already concerning 8-storey mandatory limit envisaged by Glen Eira's C184 Planning Scheme amendment be applied to this proposal as the very maximum that should be envisaged. 3. Systematically inadequate car parking provisions are a sad and amenity-destroying feature of contemporary high-density developments and this one is no exception. The whole area is already under car parking pressure as a result of insufficient car parks in the neighbouring Glicks Tower, and this proposal will make it worse. We ask that this development provides many more than the ridiculously inadequate 63 spaces for 106 apartments. There should be in our view at least one car space per apartment, plus one visitor space for every 4 apartments, or a total of 123 car spaces in total, nearly twice as many as the paltry number proposed. Reducing the height to 8 storeys would also reduce the requirements for car parking. Please note that it is grossly erroneous to claim that residents in affordable housing require less car parks due to a lesser level of vehicle ownership. Experience shows that those without vehicles (e.g. elderly or disabled persons) typically require frequent attending services from people who must access them by road as a result of the nature of their work. 4. Poor rooftop design: whilst a rooftop garden seems like a good idea, it is a missed opportunity to cover the roof with solar panels to reduce the energy costs of residents and the overall carbon footprint of the building. Thank you for

considering these remarks. Yours sincerely, 

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**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Sunday, 31 October 2021 12:06:09 PM

---

## Egan - feedback form

Submitted on: Sunday, October 31, 2021 at 12:02pm

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- Interest in the project: Owner of neighbouring property
- Detail of feedback: I wish to object to the Housing Choices development project considered to for Egan Street Carnegie. I have a number of concerns that are summarised below: The proposed development proposed for Egan Street as explained during the Community Information session on Wednesday 27/10/21 did not seem to address or have considered the following elements of the design process.  
**Overshadowing** The proposed development will over shadow the linear park, Egan street, significant if not the majority of balconies, living and amenity areas of the adjacent 1060 Dandenong Rd property. The overall amenity of the area will be reduced as a direct consequence. The proposed development will also be significantly overshadowed by 1060 Dandenong Road, reducing the amenity of virtually all the residences on the west facing side of the development. The recent global pandemic has highlighted the importance of amenity in the home, and increased peoples tendency to harbour in the safety and isolation of their home. This increased isolation and lack of sunlight will negatively impact the mental health of both the proposed development and the existing 1060 residences. Overlooking The proposed development, whilst apparently in compliance of building separation exceeds 9 metres, but the added height of the development exceeds local planning guidelines, and the overlooking negative impact to privacy of both properties will be extraordinary. Again, with the very recent global pandemic showing how important your home is, privacy and mental health considerations have not yet been properly assessed. Many people in 1060 have determined that the extraordinary amount of time spent in their residences have forced them to the realisation that their apartment are very small, and the development will not only amplify this feeling, but will be replicating the existing problem experienced in 1060 Dandenong Road.  
**Overcrowding** The global pandemic has shown the constant close living forced by the global pandemic shows the size and proximity of neighbours creates an unnecessary health risk of the production and spending of variants. This is with a significant percentage of units unoccupied and unsold in 1060 Dandenong Road. Ironically the precinct feels over crowded due to town planning outdated by the impact of the global pandemic. High density living has proven a massive risk to public health during the pandemic, and a direct cause of the creation of more aggressive COVID strains. Traffic Congestion Housing Choices noted in response to my question regarding traffic congestion, that they had not adequately considered traffic congestion, both vehicular and foot traffic in the context of high density living. They had specifically not considered the impact of the office car parking, vehicle parking and traffic associated with offices, and neither had they considered the increased traffic of the prolific menu log, ubereats and gig economy drivers, riders and ebikes. I have narrowly missed being hit by these providers in Egan

Street, Koornang Road on the footpaths and shared paths. The high density living and ancillary activity adds to foot and traffic congestion. Additionally, the intention of the developers to install bollards to dissuade vehicle traffic adds to the pinch points and creates more opportunity of injury to residents in the area.

**Lack of Car Parking** There is a significant lack of parking in the area caused by proximity of Carnegie Central Shopping Centre, the Rosstown Hotel, Carnegie Railway Station, Carnegie strip shops and 1060 Dandenong Road. The addition of adequate spots within the development does not and will not account for the increased visitation to offices, residents and service providers to this precinct. This lack of car parking already induces many cars to park illegally and block Koornang Road during clearway times.

**Out of Character** The proposed building is out of step with the local precinct due to its height, visual bulk and impacting negatively on the amenity of the precinct. The size, shape and form of the proposal is in stark contrast to the majority of the area and not in compliance with town planning requirements.

**Visual Bulk of building** The size of the proposed building will impact on the outlook of neighbours and dominate private open spaces of those neighbours and surrounding linear park. Similarly the visual bulk due to the proximity of 1060 will have a negative impact on the amenity of the proposed development.

**Overdevelopment** The proposed building overdevelops the site resulting in a number of negative ways, increasing storm water runoff, particularly when climate change is having an enormous impact on local rainfall. The linear park is constantly in a state of flood and runoff is already an issue in this area. The increased bulk will catch and retain a higher percentage of rainwater than is experienced with the current site.

**Increase in Noise** The density and proximity of the proposed development will lead to an increase in noise. Whilst skyrail is quieter than many expected the constant high level train horn sirens as they pass through the precinct already makes the area unpleasantly noisy. The addition of more people, traffic and service providers will add to the noise and further reduce amenity of the precinct.

**Lack of Clarity** I feel that the community consultation was misleading. I don't believe it was clearly explained that 1) There is currently town planning approval for an 8-storey building with retail at street level, and that 2) the consultation was a part of a completely different proposal for a currently unapproved 10 storey building with offices at street level. I felt that the community consultation involved answers that melded the two applications together, and consequently making it appear that the current approval and compliance was in play. For instance, the building separation of 9.6 metres was informed to the meeting as being "approved" and "compliant" to town planning. However, as this application is not approved, and the current height restriction is for 8 storeys, then clearly the separation cannot be compliant as the issue of separation for a 10 storey building is not considered in the zoning and town planning for this development. I feel that the hosts of the community consultation skillfully navigated and carefully phrased their answers so as to present much of this proposal as a fait accompli, and that the consultation process was just that, a process. This lack of clarity came up repeatedly during the consultation and had implications for many if not all of the above points I raise, including, but not limited to overlooking, overshadowing, overcrowding, traffic congestion etc. Given that most of the community are not town planners, engineers etc, that the onus of explanation was on the hosts so that the community were aware of the process and what actions they can take.

**Out of character** There are no massive buildings side by side in this area of such visual bulk and overshadowing and overlooking. There is no applicable precedence for these considerations, especially in suburban Carnegie. It is this proximity that compounds the issues of traffic congestion. I feel it is important to point out that there were a number of questions asked by the community that the hosts did not have an answer from any of their panel of experts. They said they would respond to these by posting responses on the website. I doubt these answers will be posted prior to the closing of objections

to the proposal I feel that this indicates that the appropriate studies and considerations have not been factored into the current proposal and on those grounds alone that the proposal should not be approved. I am a frequent user of the precinct of over 20 years. I have witnessed the congestion build up over this time and I have been delighted in the amenity of the precinct. However, it is this congestion that has also resulted in the recent deaths of 2 people at the closest major intersection of Dandenong Road and Koornang Road. This development will exacerbate and only increase the risk of this occurring more frequently. This development is within the traffic loop that will be used by people to avoid this increasingly dangerous intersection.

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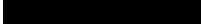
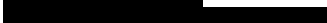
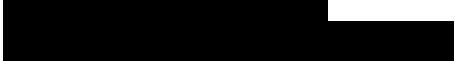
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**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Friday, 29 October 2021 10:10:58 PM

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## Egan - feedback form

Submitted on: Friday, October 29, 2021 at 9:53pm

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- 
- Interest in the project: owner of neighbouring property, resident of neighbouring property, council member
- Detail of feedback: 1. Regarding section 2.3 PARKING CONDITIONS in the traffic report, it mentioned that only previous parking surveys are used due to the pandemic. However, as there're a lot of newly developed parking spots for the train stations by the council, Egan street is much more busier than previous years (as the lockdown has ended and people are turning back to office. Given the big building at the end of Egan street and the fact that Egan street is actually a "no through road" with only a connection with Koonang Road, an extra apartment with 10 stories will heavily increase the local traffic and will have great impact for the current residents. Not to mention that being a community housing project, we should expect that there is a higher chance of disabled residents who require special parking space and they might need special access to vehicle and this narrow street does not seem to provide enough space for parking or loading. With the newly added parking spaces for the train station, drivers should already be very careful and stop when there's another car coming in the opposite direction. 2. Regarding the over-shadowing problem, although the shadow progress linearly and will disappear after noon. However, given the fact that the neighbouring property is East-West faced, the east faced property can only receive directly sunlight up to around 1130am (in Nov), not to mention it is much shorter during winter time. So the newly proposed building almost fully blocked the direct sunlight for the neighbouring property. The report only indicates the shadow time but did not take this into consideration.

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**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Friday, 29 October 2021 6:04:00 PM

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## Egan - feedback form

Submitted on: Friday, October 29, 2021 at 4:46pm

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- Interest in the project: [REDACTED] of 1060 Dandenong Road
- Detail of feedback: Will Housing Choices will providing a dilapidation report for the neighbouring building? What protection work will be provided?

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**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Thursday, 28 October 2021 5:20:31 PM

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## Egan - feedback form

Submitted on: Thursday, October 28, 2021 at 5:13pm

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- Interest in the project: owner of neighboring property
- Detail of feedback: Dear James, In reply to your letter in regards to the proposed development under Victoria's Big Housing Build at 8 Egan St, Carnegie we would like to provide some written feedback as requested. As this is a low social economic housing development, we disagree strongly with this being built so close to a large drinking and gambling venue in the area. We are a 103 machine gaming venue incorporating a large TAB within a food and beverage establishment and feel that building this type of housing so close in walking distance is highly inappropriate. We would appreciate this being compiled with your application for approval to the [REDACTED]

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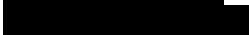

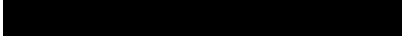
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**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Tuesday, 26 October 2021 3:04:23 PM

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## Egan - feedback form

Submitted on: Tuesday, October 26, 2021 at 2:45pm

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- 
- Interest in the project: E.g. owner of neighbouring property, resident of neighbouring property, council member
- Detail of feedback: 1. Over shadowing: 'acceptable lighting past 10.30am' is not acceptable as e-facing units lose their light before midday. This affects mental well-being of residents. We will also lose all privacy on our rooftop garden for use by all residents. 2. Traffic congestion 3. Privacy loss of East facing residents apartments with windows of apartments directly facing us including balconies. 4. North/south roadway appears to be planned on our private property owned by 1060. 5. Western fencing perimeter for our private land/segregation of boundaries between land required. 6. Access issues during 2yr construction for our cars at all times. 7.Safety issues (inclusive of), lack of privacy for East facing apartments, from proposed closeness of next building and rooftop. Congestion on the roads surrounding property and concerns for safety of the public (having a few accidents already this year from car accidents).

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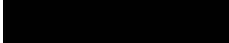
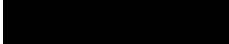
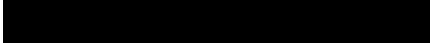

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**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Monday, 25 October 2021 9:54:12 PM

---

## Egan - feedback form

Submitted on: Monday, October 25, 2021 at 9:38pm

- 
- 
- 
- 
- Interest in the project: Owner of neighbouring property
- Detail of feedback: • Loss of natural sunlight due to the overshadowing of east-facing apartments • Loss of privacy due to overlooking balconies and residential areas of east-facing apartments • Traffic congestion on Egan street would be amplified • If construction was to take place, how would you ensure that residents of 1060 would have access to their garage, at all times?

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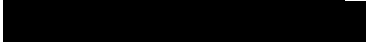
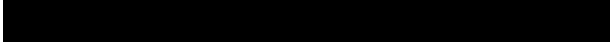

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**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Sunday, 24 October 2021 1:37:05 AM

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## Egan - feedback form

Submitted on: Sunday, October 24, 2021 at 1:33am

- 
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- 
- 
- Interest in the project: owner of neighbouring property
- Detail of feedback: We are very concerned about building a new 10-storey building next to 1060 for the following reasons: - The new building will create a very high density and traffic congestion in such a small narrow street (Egan St.); - The new building will overshadow the units at 1060 and these units will be deprived of natural sun lights; - One of the reasons that we bought a unit at 1060 was its view and the new bulky building would block the view of the units at 1060; - The new building would negatively impact the privacy of the residents living in 1060 Building; - Building a new high rise very close to 1060 might have a negative impact on the 1060 building structure due to the land subsidence and other factors; - All the aforementioned reasons would devalue the units at 1060. If my husband and I knew that a new 10-storey building would be built next to 1060, we would have never bought our current unit at 1060. I hope that Housing Choices Australia and the project team understand the real concerns of residents at 1060.

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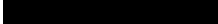

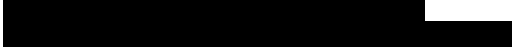
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**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Wednesday, 20 October 2021 1:36:29 AM

---

## Egan - feedback form

Submitted on: Wednesday, October 20, 2021 at 1:36am

- 
- 
- 
- 
- Interest in the project: owner of neighbouring property
- Detail of feedback: As one of the owners of the neighbouring property, the new building will block the view from my apartment and the value will significantly drop. also the rent will be competitive as more apartments available next to it, as an investor, this is not acceptable, who is going to compensate the lost of value?

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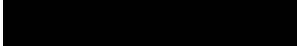
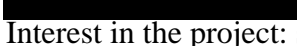
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**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Saturday, 16 October 2021 2:04:33 PM

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## Egan - feedback form

Submitted on: Saturday, October 16, 2021 at 2:04pm

- 
- 
- 
- 
- Interest in the project: sustainable outlook in life and hoping for application in future :)
- Detail of feedback: In light of earthquake & natural disasters, small sustainable solution to care for every resource like composting area on-site, ramp access for smooth escape during emergency/natural calamities, identifications using colours for low vision members along with hand rails for stability especially in bathrooms for safety, trees to balance out concrete jungle appearance, to name a few

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**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Wednesday, 13 October 2021 12:38:13 PM

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## Egan - feedback form

Submitted on: Wednesday, October 13, 2021 at 12:38pm

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- Interest in the project: owner of neighbouring property [REDACTED]
- Detail of feedback: We are very concerned about building a new 10-storey building next to 1060 for the following reasons: - The new building will create a very high density and traffic congestion in such a small narrow street (Egan St.); - The new building will overshadow the units at 1060 and these units will be deprived of natural sun lights; - One of the reasons that we bought a unit at 1060 was its view and the new bulky building would block the view of the units at 1060; - The new building would negatively impact the privacy of the residents living in 1060 Building; - Building a new high rise very close to 1060 might have a negative impact on the 1060 building structure due to the land subsidence or other factors; - All the aforementioned reasons would devalue the units at 1060. If my wife and I knew that a 10-storey building would be built next to 1060, we would have never bought our current unit at 1060. I hope that Housing Choices Australia and the project team understand the real concerns of residents at 1060.

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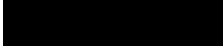
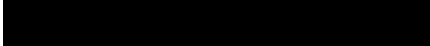

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**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Tuesday, 12 October 2021 7:00:25 PM

---

## Egan - feedback form

Submitted on: Tuesday, October 12, 2021 at 6:41pm

- 
- 
- 
- 
- Interest in the project: E.g. owner of neighbouring property, resident of neighbouring property, council member
- Detail of feedback: 1. The development only provides 63 parking spots for 106 residents, clearly there is a shortfall of parking especially for these family with 2 cars. Carnegie is already overly congested and will struggle to accommodate these additional long-term parking requirements. 2. It is more economical for Housing Choices to have developments in suburbs with bigger and cheaper land, so the residents get to enjoy more space and freedom. 3. The development will have negative impact on the house price in Carnegie area.

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**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Tuesday, 12 October 2021 1:16:08 PM

---

## Egan - feedback form

Submitted on: Tuesday, October 12, 2021 at 1:11pm

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- Interest in the project: E.g. owner of neighbouring property,
- Detail of feedback: I live in [REDACTED] 1060 Dandenong. This proposed building may completed overshadow my balcony, especially in winters. The narrow distance between this two building does compromise the privacy of residents from both building. In addition, the traffic affordability will be challenged when only 60+ car parks will be built for 100 apartments. Noise during construction will almost certainly impact living quality of current residents in 1060 Dandenong. Let alone the potential safety risk, and damage to the property value of 1060 Dandenong. I thus strongly object this proposed high rising building to be built without further amendments and explanations

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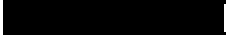
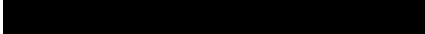
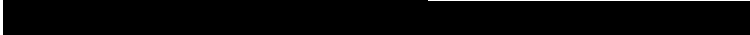
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**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Tuesday, 12 October 2021 12:23:21 PM

---

## Egan - feedback form

Submitted on: Tuesday, October 12, 2021 at 11:10am

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- 
- 
- 
- Interest in the project: Not interested in 8 Egan st Carnegie
- Detail of feedback: For this community building , I don't feel so comfortable to build behind our building which is 1060 building. It's high quality community area and I spent a lot of money to bought this property , if these community building behind us for the security and property price are so bad and definitely let the Carnegie are going worth . Carnegie is a very high quality are and rich are in council of Glen eira never gonna happen to build a community building in Carnegie never ever !!!

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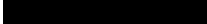

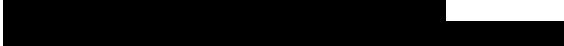
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**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Tuesday, 12 October 2021 12:21:45 PM

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## Egan - feedback form

Submitted on: Tuesday, October 12, 2021 at 12:17pm

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- Interest in the project: owner of neighbouring property, resident of neighbouring property.
- Detail of feedback: Can you please address Western walkway through to Dandenong Road. As that is our buildings private property. The owners all own the land, it isn't a public lane way. Are council looking to buy back this land? How do we stop your new 106 or so residents from using our private access way that our owners must maintain and are responsible for?

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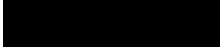
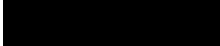
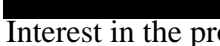
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**From:** [Housing Choices Australia](#)  
**To:** [Alice Maloney](#)  
**Subject:** New submission from Egan - feedback form  
**Date:** Monday, 1 November 2021 4:50:52 PM

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## Egan - feedback form

Submitted on: Monday, November 1, 2021 at 4:37pm

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- Interest in the project: Owner of neighbouring property
- Detail of feedback: 1) Further reduction of sunlight to residences on eastern side of 1060. Shadowing studies to show there will be sunlight from 1030am to 1145am is simply inhumane and unacceptable to residents. Given the current covid situation a lot of people are now WFH. To have a massive building literally right next door blocking off natural sunlight will have detrimental effects on mental health. 2) The current apartment build standard states that windows will need to be clear to sky. Having a building a mere 9metres away violates this standard. 3) Traffic report submitted is outdated, done back in 2018. Naturally this traffic report is pre-covid, more people staying home, does not take into account current pedestrian and vehicle traffic from 1060. Additionally since traffic report was done, Council has now installed MORE car parking spaces so there will be even higher traffic flow to what is essentially a one way street

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