

Moreland Design Excellence Scorecard

Guidelines for Applicants
June 2022



Moreland City Council



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Introduction

This document outlines the purpose and operation of the Moreland Design Excellence Scorecard (the Scorecard).

It provides background information to explain each section of the Scorecard and defines Design Excellence in the City of Moreland.

This document aims to provide information to planning permit applicants, architects, designers, planners and the local community.

Supplementary information is provided for each section of the scorecard, with links provided to relevant websites that contain further information on technical expressions or concepts.

It includes information on how the Scorecard operates, while a glossary at the end of this document provides definitions for a range of terms.

What is the Design Excellence Scorecard?

The Moreland Design Excellence Scorecard is a tool that establishes a benchmark and defines design excellence in the City of Moreland. It seeks to improve the design quality and liveability of medium and high-density development above the baseline requirements of the Moreland Planning Scheme.

There are two Scorecards, one for medium density (townhouse/multi-unit) developments and one for high density (apartment) developments.

Participants in the voluntary scorecard process are provided with a range of benefits from Council, in exchange for significantly improved development outcomes for the community.

The Scorecard focuses on the enhancement of four key areas:

1. Building design and materials;
2. ESD and building performance;
3. Building accessibility; and
4. Community benefit.



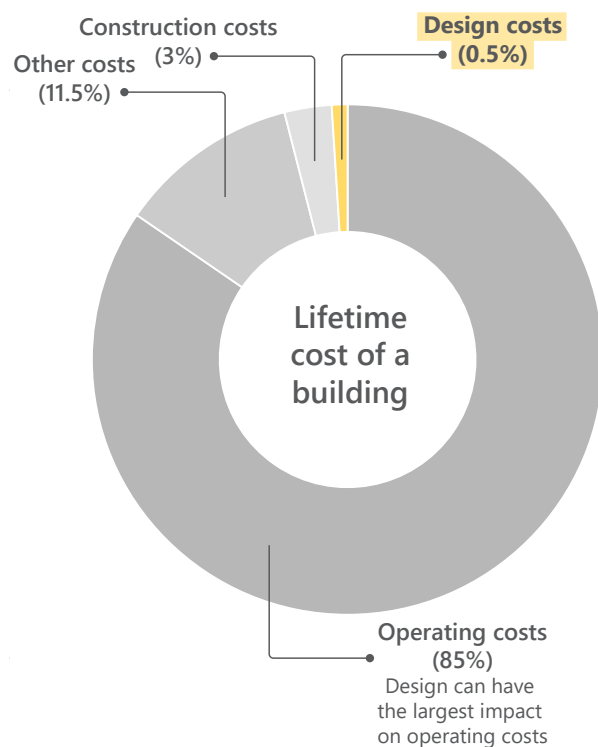
Each component of the Scorecard goes above minimum Planning Scheme expectations, but it is only where a proposal satisfies all four of these components that it is considered to achieve design excellence and is compliant with the requirements of the scorecard.

The need for a Design Excellence Scorecard

Moreland is undergoing significant growth and diversification, with the local population forecast to reach 250,000 people by 2036, requiring the construction of over 38,000 homes. This growth will require us to change the way we design and develop our neighbourhoods.

The Victorian Planning System has created an environment that seeks acceptable rather than excellent planning and design outcomes.

The Scorecard seeks to establish an aspirational benchmark for design quality, rather than accept a minimum standard.



Source: Government Architect NSW

The Value of Good Design

Design excellence is inseparable from quality planning outcomes and should be at the forefront of all robust planning processes.

Design is both a process and an outcome, it comes in many forms and is defined by much more than how something looks. High-quality design has the potential to shift negative perceptions of growth through the creation of both fit for purpose and inspiring environments.

Good design is essential in developing communities with a sense of civic pride, improved quality of life and equal opportunity. While for state and local governments, good design can help reduce public expenditure in areas such as healthcare and crime prevention while boosting economic productivity.

Design represents less than 1% in the lifetime cost of a building, but it is through the design process that the largest impact can be made on both construction and operating costs.

High-quality design and innovative policy tools create value through the planning and construction process. It is this value that can be transferred from a permit applicant to the community via Council.

The development that we facilitate now will impact positively, or negatively on the Moreland community. It is critical that we acknowledge the long-term permanence of design quality decisions that we make today.

The Scorecard Explained

There are two Scorecards, one for medium density (townhouse/multi-unit) developments and one for high density (apartment) developments.

Ensure you select the applicable Scorecard, depending on your proposal.

The following pages seek to assist permit applicants in understanding the technical content within each section of the scorecard.

It also provides a rationale for why certain aspects have been included, or why they are expressed in the manner they are.

If there is anything that requires further clarification, permit applicants should contact Council's Statutory Planning Unit on 9240 1111.

How to Qualify

Arrange a pre-application meeting. While not mandatory, this will increase the likelihood of qualifying for the Scorecard and save time during the application process.

Ensure your application meets the objectives of the Moreland Planning Scheme and has in principal support by Council officers.

Undertake pre-lodgement consultation with surrounding properties and key stakeholders. **This must comprise, as a minimum, letterbox drops to the surrounding properties with a letter that references the availability of plans, a key contact person and an opportunity for a consultation meeting to discuss the proposal and provide feedback in advance of the application's lodgement with Council. The key contact person must be available for discussion and resolution of issues throughout the planning process.**

Submit a completed Scorecard (see reverse) along with all supporting documentation and a written declaration that pre-lodgement consultation has been completed.

The Design Excellence Scorecard must be met (with any conditions agreed to in writing) prior to Council's public notice of the application.

Operation of the Scorecard

Participants in the scorecard process may nominate themselves or could be encouraged to participate by Council Officers. The Design Excellence Scorecard must be met (with any conditions agreed to in writing) prior to Council's public notice of the application.

It is important to note that all participants in the scorecard process must apply for a planning permit through a standard application process.

Public notice and Planning Information and Discussion meetings (PIDs) will continue to enable Councillors to discuss proposals with permit applicants and objectors. PIDs will occur as part of all Scorecard applications that have five or more objections.

If a Scorecard application exceeds height guidance or has objections from 10 or more different properties, an application may proceed to a Planning and Related Matters meeting, unless the application is for less than 4 dwellings.

Applications are subject to third party appeal rights, and decisions may be reviewed at VCAT.

To incentivise participation in the scorecard process, development proposals that satisfy the requirements of the planning scheme, as well as the voluntary requirements of the scorecard will be guaranteed to receive:

- An opportunity for additional pre-application meetings with Council Officers free of charge;
- The Council Officer who attended the pre-application meeting assessing the application where possible;
- Support through the application process from a Senior Planner and a Planning Coordinator;
- An additional meeting post-decision to facilitate the finalisation of documents for endorsement. Timelines for endorsement of documents will be confirmed at these meetings; and
- A Scorecard logo that can be used as part of marketing and promotional material.

Application requirement

To participate in the scorecard process, permit applicants must provide a written response that demonstrates how the proposal responds to each of the scorecard requirements, and declare that pre-lodgement consultation has been completed.

If the permit applicant amends a permit after approval, any reductions in design quality and Scorecard commitments may be assessed at a Planning and Related Matters Council meeting.

HIGH-DENSITY APPLICATIONS

Part 1: Building Design and Materials

Part 1 of the scorecard relates to the design quality of the proposal and the materials that are intended to be used.

This section of the scorecard will be evaluated by the Moreland Urban Design Team in consultation with the assessing Planning Officer.

1. Development must demonstrate excellence in architectural design including contextual response, form, articulation and materiality.

This requirement ensures that the permit applicant addresses each of the above aspects that Council considers essential in quality building design.

Council acknowledges that the opportunities presented by each site are unique and that successful design proposals may vary significantly.

Metrics or specific design standards have not been included within this section so that the scorecard does not become overly prescriptive.

Applicants may seek further guidance from the Urban Design Guidelines for Victoria:
<https://www.planning.vic.gov.au/policy-and-strategy/urban-design/urban-design-guidelines>

2. Development must incorporate public-private interfaces which positively respond to the immediate context in a sensitive, attractive and engaging manner

This requirement ensures that applicants consider the way in which the proposal interacts with the streets, paths and open spaces that surround it.

The arrangement of uses, the location of services and the use of considered materials should combine to create high-quality interfaces.

Where services must be provided at street level, they should be designed to minimise their impact on the streetscape and should be an integrated façade feature. Large areas of blank, inactive facades should be avoided.

The design and operation of waste collection facilities should be considered at the start of the planning permit process to ensure successful integration into the built outcome.

Car parking structures should be located below ground or sleeved by active uses. Where possible, car parking structures at street level should provide a minimum ceiling height of 3.5m to allow for adaptation to other uses over time.

Projections into the public realm should contribute to the human scale of the streetscape and provide adequate weather protection to pedestrians. Where communal facilities or open spaces are provided (at the street or upper levels), they should be designed to encourage passive surveillance of the public realm.

3. The permit applicant must provide a detailed materials schedule and appropriately scaled elevations of all public-private interfaces.

This requirement encourages the permit applicant to consider the detailed design of interfaces and the use of materials at the start of the planning permit process.

A detailed materials schedule should include highly durable and low maintenance materials for the upper levels. With finer grain, more visually engaging materials at the ground plane.

Applicants should consider the use of materials from sustainably managed sources, low embodied energy materials and recycled materials.

Elevations of public-private interfaces at a scale of 1:50 should be included with all scorecard applications. This allows the assessing Council Officer to make a more informed decision on the proposed treatment of public-private interfaces.

4. Commitment that the original architect or building designer will be retained from the planning permit process through to project completion.

This requirement seeks to retain the original designer through both the planning and construction phases.

Where a designer changes through the development process, Council often observes a reduction in quality due to the unfamiliarity with the context of the site or a lack of consistency in the implementation of design responses.

This commitment will be given effect through a planning permit condition on any permit granted.



Part 2: ESD and Building Performance

Part 2 of the scorecard relates to environmentally sustainable design and the efficient operation of a development.

This section of the scorecard will be evaluated by the Moreland ESD Team in consultation with the assessing Planning Officer.

1. The development must achieve a BESS score of 70% (any innovation points must be approved by Council officers).

The Built Environment Sustainability Scorecard (BESS) is an assessment tool created by local governments in Victoria.

It assists builders and developers to show how a proposed development demonstrates sustainable design. BESS is simple to use and is provided free of charge online.

A BESS report should be attached to the planning permit application to show how the development meets sustainable design objectives.

For further information, please see:

<https://bess.net.au/>

2. A rooftop with a mix of communal open space, landscaping and solar PV. Alternatively, a rooftop with maximised solar PV may be provided.

Landscaped rooftop spaces provide high amenity areas for residents and provide some level of thermal insulation, reduced stormwater runoff and biodiversity value.

Co-locating communal open space and landscaping helps to assist in the upkeep of vegetation through passive surveillance.

The permit applicant must demonstrate that rooftop areas not occupied by mechanical plant or circulation space are dedicated to landscaping, open space or solar panels.

If no open space or landscaping is provided on the rooftop, all areas not occupied by mechanical plant should be dedicated to solar panels. On-site renewable energy generation not only provides environmental benefits, it can provide significant financial savings either through individual household bills or for collective body corporate costs.

3. Provide gas-free dwellings (some gas fittings may be justified for non-residential uses).

Many households are choosing to disconnect from the gas grid as usage costs increase and the environmental impacts of extraction become more well known.

Modern heat pump hot water and split system air-conditioning systems are more efficient than gas appliances, providing substantial financial savings for households.

Many Australian kitchens are fitted with gas stovetops which is perceived to be the market preference. However, with gradual improvements in induction cooktop technology, several local developments with strong environmental credentials are choosing to go gas-free.

An electrified home, potentially subsidised by rooftop solar is an economical and environmentally conscious choice that enables residents to divest from fossil fuels.

Exemptions for gas fittings may be justified by the permit applicant for non-residential uses such as cafes or restaurants.

4. 7.5 star NatHERS average.

The Nationwide House Energy Rating Scheme (NatHERS) is a star rating system (out of ten) that rates the energy efficiency of a home, based on its design and construction materials.

The minimum requirements provided by the scorecard set a best-practice standard for residential development that will create more comfortable homes and help residents reduce their reliance on artificial heating and cooling.

The ease of achieving a high rating for different dwellings can vary greatly depending on orientation. Because of this, Council requires a NatHERS average rather than a minimum across all dwellings in the permit application.

Higher-density developments are required to achieve a 7.5 star NatHERS rating due to the increased thermal mass and the insulating nature of stacked dwellings.

For further information on NatHERS, please see: <http://www.nathers.gov.au/>

5. Electrical infrastructure capable of supplying:

- 12 kWh of energy for charging during off peak periods; and
- A minimum level 2 (mode 3) 7kW, 32Amp single phase EV charging outlets to all residential car parking spaces

EV infrastructure and cabling must be provided.

Industry, including the car industry, have identified that electrical vehicle (EVs) are the way of the future to meet the growing need to address car emissions contribution to climate change, with many car manufacturers outlining plans to phase out conventional fuel vehicles.

The availability of charging infrastructure is key to accelerate EV uptake particularly in new apartment buildings where retrofitting is costly. When charged with 100% renewable electricity, EVs may be considered zero emissions vehicles. With zero or low tailpipe emissions, EVs also contribute towards improved air quality.

Load management is a key element that supports a cost effective and stable EV charging system and can be facilitated in various forms; from simple timers to a more sophisticated smart and dynamic controlled system. Incorporating a load management system within a development reduces the maximum electricity demand to a building and provides better grid stability.

To align with 'Zero Carbon Metrics for Development Guidelines' the applicant must demonstrate EV infrastructure is specified and designed in accordance with Zero Carbon Moreland EV Guidelines METRIC 2: Apartments which can be found in the following link:

https://morelandzerocarbon.org.au/wp-content/uploads/2021/10/MZCDG_EV_INFRASTRUCTURE.pdf

Part 3: Building Accessibility

Part 3 of the scorecard relates to the level of building accessibility so that residents of all mobilities can enter a dwelling and move around within it. This requirement also relates to the cost-effective adaptation of housing so that dwellings can be responsive to the changing needs of residents.

This section of the scorecard will be evaluated by the assessing Planning Officer.

1. The applicant must demonstrate that 75% of apartments (rounded to the nearest whole dwelling) meet the accessibility requirements of Standard B41 from Clause 55.07-7 or D17 from Clause 58.05-1 of the Moreland Planning Scheme.

While the Planning Scheme requires 50% of dwellings to comply with minimum accessibility standards, the Scorecard seeks to lift this bar to improve access for a larger proportion of dwellings.

For applicants to complete this requirement of the scorecard, the plans must include all relevant dimensions to demonstrate compliance.

For further information on how to meet these requirements refer to:

https://www.planning.vic.gov.au/_data/assets/pdf_file/0030/80994/Apartment-Design-Guidelines-for-Victoria_August-2017.pdf

Part 4: Community Benefit

Part 4 of the scorecard relates to the provision of community benefit in exchange for the incentives provided by Council.

It should be noted that these contributions are in addition to any existing open space or development contribution levies.

This section of the scorecard will be evaluated by the assessing Planning Officer in collaboration with the social planning, urban design and open space teams where necessary.

The applicant must provide one of the following, which should be secured through a Section 173 Agreement or other appropriate provision:

1. An affordable housing contribution equivalent to at least 3% of the dwelling yield (rounded to the nearest whole dwelling) offered at a 75% discount from market value.

In 2018, the Planning and Environment Act was amended to:

- Include a new objective, "to facilitate the provision of affordable housing in Victoria" and;
- Provide a definition of affordable housing: "housing, including social housing, that is appropriate for the housing needs of very low, low, and moderate-income households".

The amendments to the Act also confirmed the use of a Section 173 agreement as the appropriate tool for voluntary affordable housing agreements.

To fulfil this requirement of the scorecard the permit applicant must deliver the agreed number of dwellings to a registered housing provider below market rate; or provide an equivalent cash-in-lieu contribution to Moreland Affordable Housing Ltd via the Moreland Housing Reserve.

The contribution should be equivalent to 3% of the yield at a 75% discount from market value. A high proportion of dwellings could be provided at a lower discount, or a lower proportion of dwellings could be gifted.

Housing that is appropriate for the needs of very low and low-income household are considered by Council to be a more significant contribution.

For further information on Moreland Affordable Housing Ltd, please see:

For more information on affordable housing in Moreland see:

<https://www.moreland.vic.gov.au/building-and-business/planning-and-building/strategic-planning/strategic-planning-projects/affordable-housing/>

For further information on affordable housing policy updates in Victoria, please see:

<https://www.planning.vic.gov.au/policy-and-strategy/affordable-housing> and
<https://www.vic.gov.au/homes-victoria>

2. Significant upgrade of existing community infrastructure or the delivery of new community infrastructure.

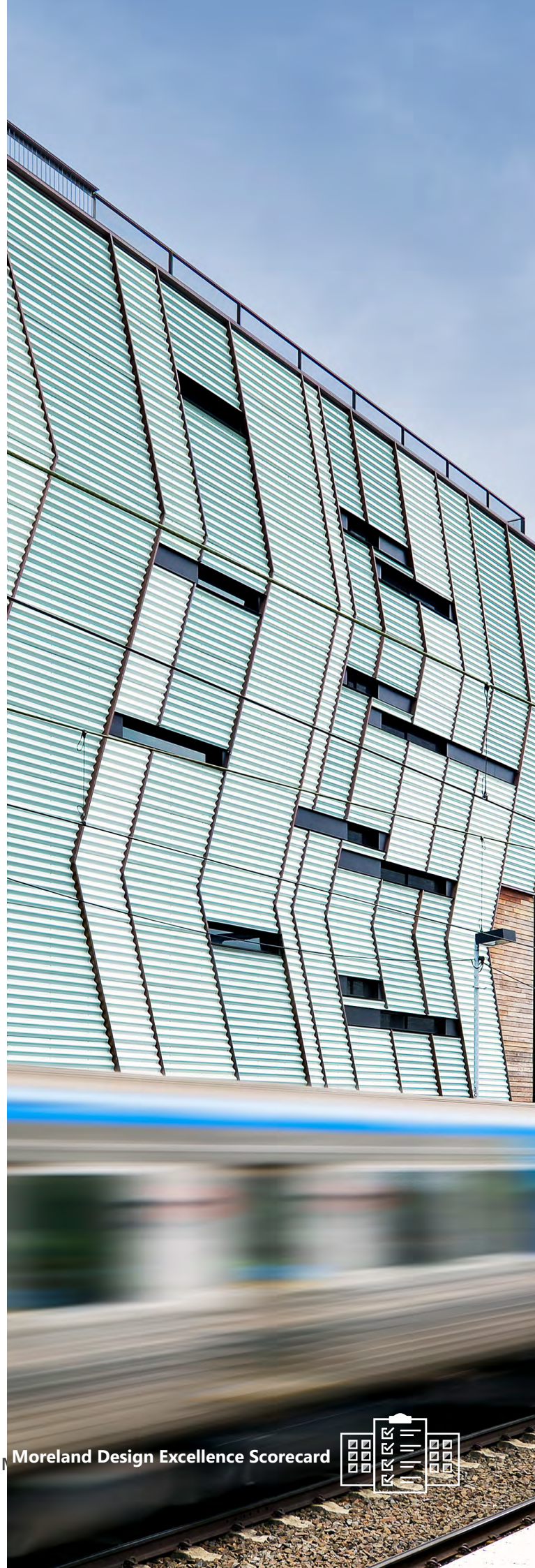
This requirement seeks to ensure that our community infrastructure is appropriate and accessible for our ever-changing local communities.

Community infrastructure is the public spaces or places that deliver services or provide opportunities for activities to the local community. Examples include community meeting rooms, childcare, community gardens, open spaces and early years services.

As the population of Moreland continues to grow, community infrastructure that is well located and fit for purpose is an increasingly essential part of our local neighbourhoods.

Permit applicants will be able to deliver community infrastructure on-site or provide cash-in-lieu funding for new or upgraded facilities off-site.

The acceptable level of upgrade or contribution of community infrastructure will be determined by the proposed dwelling yields and the size and location of the site.



3. A substantially improved public pedestrian environment, delivered by the permit holder at their cost. The scope of works must be commensurate with the scale of the development and may include a combination of the following:

Facilities (such as seating, drinking stations) for public use;

- Widened public footpaths;
- A landscaped park or plaza;
- Publicly accessible pedestrian links that enhance connectivity;
- Pedestrian crossings;
- Water Sensitive Urban Design public realm treatments.

This requirement seeks to encourage substantial public realm upgrades in the immediate vicinity of the site.

The renewal of large industrial sites for residential development provides an opportunity for significant upgrades to the public realm.

Ageing commercial areas or transitioning industrial areas often require ongoing investment in the public realm to create high quality places.

The acceptable level of upgrades to the pedestrian environment will be determined by the proposed dwelling yields, the size of the site and the complexity of the site context.

4. Another significant community benefit not listed, to the satisfaction of Council officers.

This category encapsulates any other significant community benefit not captured by the above options. Examples might include 100% National Disability Insurance Scheme housing, substantial Creek Planting Upgrades, etc.

If you have a proposed community benefit that may fit within this category, please discuss with Council planning officers.



MEDIUM-DENSITY APPLICATIONS

Part 1: Building Design and Materials

Part 1 of the scorecard relates to the design quality of the proposal and the materials that are intended to be used.

This section of the scorecard will be evaluated by the Moreland Urban Design Team in consultation with the assessing Planning Officer.

1. Development must respond to its context and demonstrate high quality design, including form, articulation, and materiality.

This requirement ensures that the permit applicant addresses each of the above aspects that Council considers essential in quality building design.

Council acknowledges that the opportunities presented by each site are unique and that successful design proposals may vary significantly.

Metrics or specific design standards have not been included within this section so that the scorecard does not become overly prescriptive.

Applicants may seek further guidance from the Moreland Good Design Advice Sheets:
<https://www.moreland.vic.gov.au/globalassets/website-moreland/areas/building-business/planning-and-building/planning/the-good-design-advice-sheets---full-document.pdf>

2. Development must incorporate public-private interfaces which positively respond to the immediate context in a sensitive, attractive and engaging manner.

This requirement ensures that applicants consider the way in which the proposal interacts with the streets, paths and open spaces that surround it.

The arrangement of uses, the location of services and the use of considered materials should combine to create high-quality interfaces.

Where services must be provided at street level, they should be designed to minimise their impact on the streetscape and should be an integrated façade feature. Large areas of blank, inactive facades should be avoided.

The design and operation of waste collection facilities should be considered at the start of the planning permit process to ensure successful integration into the built outcome.

Car parking and associated structures should not dominate the streetscape.

Facades should be designed to encourage passive surveillance of the public realm.

3. The permit applicant must provide a detailed materials schedule and appropriately scaled elevations of all public-private interfaces.

This requirement encourages the permit applicant to consider the detailed design of interfaces and the use of materials at the start of the planning permit process.

A detailed materials schedule should include highly durable and low maintenance materials for the upper levels. With finer grain, more visually engaging materials at the ground plane.

Applicants should consider the use of materials from sustainably managed sources, low embodied energy materials and recycled materials. Elevations of public-private interfaces at a scale of 1:50 should be included with all scorecard applications. This allows the assessing Council Officer to make a more informed decision on the proposed treatment of public-private interfaces.

4. Commitment that the original architect or building designer will be retained from the planning permit process through to project completion.

This requirement seeks to retain the original designer through both the planning and construction phases.

Where a designer changes through the development process, Council often observes a reduction in quality due to the unfamiliarity with the context of the site or a lack of consistency in the implementation of design responses.

This commitment will be given effect through a planning permit condition on any permit granted.



Part 2: ESD and Building Performance

Part 2 of the scorecard relates to environmentally sustainable design and the efficient operation of a development.

This section of the scorecard will be evaluated by the Moreland ESD Team in consultation with the assessing Planning Officer.

1. The development must achieve a BESS score of 65% (any innovation points must be approved by Council officers).

The Built Environment Sustainability Scorecard (BESS) is an assessment tool created by local governments in Victoria.

It assists builders and developers to show how a proposed development demonstrates sustainable design. BESS is simple to use and is provided free of charge online.

A BESS report should be attached to the planning permit application to show how the development meets sustainable design objectives.

For further information, please see:

<https://bess.net.au/>

The development must also include all of the following:

2. Provide solar PV across the development that is an average of.

- **3kW for each one or two bedroom dwelling;**
- **An additional 1kW per additional bedroom**

Medium density developments (townhouses, units and dual occupancies) have the potential to achieve net zero emissions with a combination of solar PV, good thermal performance, energy efficient services and behavioural awareness.

Incorporating on-site solar PV systems during the planning approval stage elevates issues that can arise later in the building stage that can impact the efficiency of a system. This includes considering roof design by ensuring sufficient space and area, shape and orientation of the solar PV panels, and overshadowing of the solar PV panels by structures or trees.

Applicants must include on-site renewable energy in the form of solar PV systems as per METRIC 1: Medium Density Development (townhouse and standalone dwellings) which can be found in the following link: https://morelandzerocarbon.org.au/wp-content/uploads/2021/10/MZCDG_SOLAR_PV_SYSTEMS-1.pdf

The metric requires roof design to be 'solar friendly' and must be considered at initial design stages.

3. Gas-free dwellings.

Many households are choosing to disconnect from the gas grid as usage costs increase and the environmental impacts of extraction become more well known.

Modern heat pump hot water and split system air-conditioning systems are more efficient than gas appliances, providing substantial financial savings for households.

Many Australian kitchens are fitted with gas stovetops which is perceived to be the market preference. However, with gradual improvements in induction cooktop technology, several local developments with strong environmental credentials are choosing to go gas-free.

An electrified home, potentially subsidised by rooftop solar is an economical and environmentally conscious choice that enables residents to divest from fossil fuels.

4. 7.5 star NatHERS average.

The Nationwide House Energy Rating Scheme (NatHERS) is a star rating system (out of ten) that rates the energy efficiency of a home, based on its design and construction materials.

The minimum requirements provided by the scorecard set a best-practice standard for residential development that will create more comfortable homes and help residents reduce their reliance on artificial heating and cooling.

The ease of achieving a high rating for different dwellings can vary greatly depending on orientation. Because of this, Council requires a NatHERS average rather than a minimum across all dwellings in the permit application.

Medium density developments are afforded a slightly lower NatHERS requirement than high-density developments, given the difficulty in regulating temperatures across multi-level dwellings with open plan layouts.

For further information on NatHERS, please see: <http://www.nathers.gov.au/>

5. Each dwelling to be designed to be Electric Vehicle (EV) ready by:

- Including infrastructure and cabling to each garage that can support level 2 (mode 3) 32Amp EV car charging;
- Including a load management system to ensure EV charging occurs outside of peak electricity demand hours.

Industry, including the car industry, have identified that EVs are the way of the future to meet the growing need to address car emissions contribution to climate change, with many car manufacturers outlining plans to phase out conventional fuel vehicles.

When charged with 100% renewable electricity, EVs may be considered zero emissions vehicles. With zero or low tailpipe emissions, EVs also contribute towards improved air quality. The availability of charging infrastructure is key to accelerate EV uptake.

Load management is a key element that supports a cost effective and stable EV charging system and can be facilitated in various forms; from simple timers to a more sophisticated smart and dynamic controlled system. Incorporating a load management system within a development reduces the maximum electricity demand to a building and provides better grid stability.

To align with 'Zero Carbon Metrics for Development Guidelines' the applicant must demonstrate EV infrastructure is specified and designed in accordance with Zero Carbon Moreland EV Guidelines METRIC 1: Medium Density Development (townhouses, dual-occupancies and stand alone dwellings) which can be found in the following link:

https://morelandzerocarbon.org.au/wp-content/uploads/2021/10/MZCDG_EV_INFRASTRUCTURE.pdf

Part 3: Building Accessibility

Part 3 of the scorecard relates to the level of building accessibility so that residents of all mobilities can enter a dwelling and move around within it. This requirement also relates to the cost-effective adaptation of housing so that dwellings can be responsive to the changing needs of residents.

This section of the scorecard will be evaluated by the assessing Planning Officer.

1. 70% of dwellings (rounded to the nearest whole dwelling) to meet the following 'silver level' livable housing design guidelines, demonstrated on the plans:

Access to the dwelling

- A continuous accessible path of travel from the street to the dwelling entrance.
- A continuous accessible path of travel from car parking areas to the main entrance or another dwelling entry.
- The path of travel must be minimum 1000mm wide and at a maximum gradient of 1:14 and with a crossfall no greater than 1:40.

Entrance

At least one level (step free) entrance into the dwelling that provides:

- Direct access from the accessible path of travel described above.
- A level landing area of 1200mm x 1200mm, exclusive of the swing of the door.
- A minimum doorway width of 850mm.
- The height difference between abutting surfaces must be no greater than 5mm.

Corridors & doorways

- The width of internal corridors must be a minimum of 1000mm.
- The width of doorways must be a minimum width of 850mm.

Bathroom, toilet and shower

A toilet on ground floor that provides:

- A clear width of 900mm and a space of 1200mm (length) forward of the pan (exclusive of the swing of the door) if toilet is located in a separate room.
- Reinforced walls to allow for future installation of grab rails.

Access to a shower on the ground floor that provides:

- A step free shower area of at least 900mm x 900mm in width and length.
- A clear space in front of the shower that is 1200mm x 1200mm in width and length.
- Reinforced walls to allow for future installation of grab rails.
- A notation on plans that the bathroom & toilet walls will be reinforced in accordance with the measures outlined in the Silver Standard of the Livable Housing Design Guidelines.

Note: If the toilet and shower area are located in the same room the above dimensions and features should be maintained for both the shower and the toilet.

2. For unit developments of five or more dwellings, at least one dwelling for every five dwellings must have a room on the ground floor that could be used as a bedroom that:

- **Is at least 10m² clearance exclusive of wardrobes; skirtings and wall lining;**
- **Provides for a minimum path of travel of at least 1000mm on at least one side of the bed.**

The above requirements have been taken from the 'Livable Housing Design Guidelines'.

For further information on the Guidelines, please see: <http://www.livablehousingaustralia.org.au/>

For applicants to complete this requirement of the scorecard, plans should be clearly dimensioned to demonstrate compliance with each element.

Part 4: Community Benefit

Part 4 of the scorecard relates to the provision of community benefit in exchange for the incentives provided by Council.

It should be noted that these contributions are in addition to any existing open space or development contribution levies.

This section of the scorecard will be evaluated by the assessing Planning Officer.

The applicant may choose either option 1 or option 2, or provide both.

1. Provide on-site tree planting beyond the requirements of the Residential Zone Schedule and a net increase of at least one additional street tree within the road reserve within the vicinity of the site, where possible.

This requirement will provide a range of environmental benefits to the immediate area.

The requirement for an additional street tree will form a condition of permit and will require Council to plant the tree at the permit holder's cost.

2. Contribution of 0.1% of the sale price of each dwelling to Homes for Homes, or other equivalent not-for-profit company that funds affordable housing projects.

Homes for Homes is a charity established by the Big Issue that is playing a part in addressing the huge challenge of the lack of affordable housing in Australia.

Developers commit to contribute 0.1% of a property's sale price, as a tax-deductible donation. This is committed to via a caveat over the property title. The funds raised are used to build social and affordable housing through grants to housing providers.

A condition of permit would be included requiring that the signed Homes for Homes Donation Deed is submitted to Council as evidence of the donation.

Glossary

Affordable housing

Housing, including social housing, that is appropriate for the housing needs of very low, low, and moderate-income households.

Articulation

Changes in the depth of a building face or façade such as attached columns, recessed windows, horizontal banding or decorative embellishment.

Canopy tree

A tree of sufficient breadth and density to provide shading and cooling benefits.

Community infrastructure

The public spaces or places that deliver services or provide opportunities for activities to the local community.

Façade

The principal front of a building, that faces a street or an open space.

High-density development

Housing that contains more than two dwellings on a lot where each dwelling does not have its own entrance at ground level. Apartments are the most common high-density housing typology.

Indoor Environmental Quality (IEQ)

The quality of the interior of a dwelling based on the following factors: ventilation, thermal comfort, product choice, internal noise levels, external views and daylight.

Materials schedule

A detailed visual catalogue of the materials intended to be used in a building.

Medium-density development

Housing that contains two or more dwellings on a lot where each dwelling has its own entrance at ground level. Common types are units, townhouses and terraces which can be in detached, semi-detached and attached typologies. They may be single storey, two storey or three storey.

NatHERS

A national star rating system (out of ten) that rates the energy efficiency of a home, based on its design and construction materials.

Planning and Related Matters Council Meeting (PARM)

A meeting held at Council where Councillors decide on permit applications. Any interested parties may attend these meetings. Applicants and objectors can provide a brief verbal statement at these meetings.

Planning Information and Discussion Meetings (PIDs)

A meeting held after the public notification of a planning permit application. Council invites the applicant and objectors to discuss any issues they may have with a planning permit application.

Public-private interfaces

Spaces, edges or boundaries that mark the transition between publicly owned land to privately owned land.

Public realm

The publicly-owned space between built structures, to which people have access. It includes roads and footpaths, laneways, public squares, parks and gardens, ovals and other open space.

Section 173 Agreement

A legal contract between Council and a landowner to set out conditions or restrictions on the use or development of the land.



Moreland City Council

Moreland Language Link

廣東話	9280 1910	हिंदी	9280 1918
Italiano	9280 1911	普通话	9280 0750
Ελληνικά	9280 1912	ਪੰਜਾਬੀ	9280 0751
عربي	9280 1913		
Türkçe	9280 1914	All other languages	
Tiếng Việt	9280 1915		9280 1919