

4 July 2025

Anne-Marie Edgley  
Senior Planner – Development Assessment  
Department of Transport and Planning  
8 Nicholson Street  
EAST MELBOURNE VIC 3002

## ADVERTISED PLAN

**18 – 24 Scott Street, Dandenong**  
**Application – PA2503483**  
**Town Planning Application**

Dear Anne,

We refer to the above matter and your request for further information issued in relation to this application.

In response, we provide the following information:

1. A Social and Affordable Housing Report.
2. A more detailed written response to Greater Dandenong Council feedback.
3. More detailed information in relation to the funding under Clause 53.23. This is provided separately to this response as it includes commercially sensitive information.
4. Amended development plans which further respond to the referral responses from the Greater Dandenong Council and comments provided by the Department.
5. Amended town planning and urban context report.

In response to the referral responses from the Greater Dandenong Council, we understand that the referral comments support the scale of built form and principle, however raised some concerns primarily with respect to the activation of the frontage at ground level, outdoor open space, dwelling diversity and adequacy of car parking. There are also comments in relation to documentation such as the waste management plan and ESD report. We respond to each in turn below:

- The layout of the ground floor has been amended to fully activate the Scott Street frontage with communal spaces which include a lounge and working space for residents of the building. As part of this change, the bike storage area is now to the side of the building with direct access from McQuade Lane and we believe this combination of changes suitably resolve the streetscape activation comments.
- It is understood that Council would like to see a commercial space at the ground floor facing Scott Street. This is not proposed in this case, in favour of providing residents of the building with two functional spaces to lounge or work. These will not be open for use by the public, however the spaces are connected through glazing to the streetscape providing a suitably active and attractive interface and it is also important to note that this allocation to residents does not restrict a future use of either space for commercial purposes such as a small café.
- The mix of one and two dwellings proposed will cater for the needs of the intended future occupants and provides sufficient diversity through varied sizes, layouts and orientation. CHL have advised that the intended residents for this location include, but are not limited to:
  - older women experiencing homelessness;
  - victim survivors of family and domestic violence;
  - veterans at risk of homelessness; and
  - frontline workers who are employed within proximity to the site.

- Each apartment is provided with a balcony that complies with the requirements of Clause 58 and is considered adequate for the needs of these apartments. These balconies will be complemented by the communal work and lounge spaces at ground floor level offering residents access to broader facilities, albeit not external. These will be available all year round for residents and will be secure providing residents with a safe environment to relax or work on site, but not within their apartment. It is also important to note that the spaces offered are consistent with the objective of Standard D7 in Clause 58 which seeks 'to ensure that communal open space is accessible, practical, attractive, easily maintained and integrated with the layout of the development'.
- The proposed car parking provision is adequate to cater for the proposed demands of these apartments as demonstrated in the traffic report that accompanies this application and no further car parking is considered necessarily, particularly given the highly accessible location and provision of sustainable transport options such as public transport and bikes with plenty of bike spaces provided on site to support this method of transport. This is supported by the Traffic Engineering Report that accompanies the application, which amongst other considerations noted that *'whilst the provision of car parking spaces equates to a total shortfall against the CDZ rates and against the Clause 52.20 rates, the provision of 36 residential spaces is considered acceptable for the proposed social and affordable housing considering the following;*
  - *Parking restrictions in the area will encourage travel via modes other than private vehicle;*
  - *The site has excellent access to sustainable transport; and*
  - *Reduced private vehicle usage is encouraged within the Greater Dandenong Sustainable Strategy.*
- Further to the above point about car parking provision, it is important to note the intended future occupants for this development as outlined by CHL are likely to have less car ownership compared to a standard apartment building within the area and this will reduce parking demands.
- The referral comments in relation to the waste management plan outline some minor points in relation to the practicalities of waste collection from within the building and offered suggestions, such as collection from the laneway. At this stage, the waste management plan has not been updated, however we have no in principle concern with doing so as a condition of permit if deemed necessary, with updates to the satisfaction of the Department.
- The referral comments in relation to the sustainable management plan included some suggestions such as increasing the water tank size to allow for toilet connections or specifying the number and extent of heat pumps. At this stage, the sustainable management plan has not been updated as it shows compliance with BESS, however we have no in principle concern with adding specifications once a planning permit is issued and we go into full design development with engineering input. We therefore consider it appropriate to make these updates via condition of permit to the satisfaction of the Department.
- In addition to the above point, there was a reference in the ESD referral to an additional 10,000 litre rainwater tank being shown on the plans, however we are unable to locate it, noting the proposed rainwater tank is 13,000 litres. We have therefore not addressed this point by way of amendment and note that it can be addressed ultimately by the above point.

In response to the comments from the Department about certain aspects of the design, many of which reflect the Council comments, we note that we have either directly addressed the points above or provide the following comments:

- The ground floor layout has been made more efficient with one entrance and greater level of activation of the streetscape.
- Bicycle parking is now provided from McQuade Lane rather than from Scott Street and there is surveillance opportunities from the lane and within the building.
- Lightwell sizes have been increased on the west side of the building.
- The outlook from the balconies in the south west corner of the building have been improved by opening up the corner to have a west outlook.
- The exhaust ducts for the carpark extend to above the roof as noted on the roof plan and will not unreasonably impact on natural ventilation to apartments.

We trust this response appropriately responds to the request for further information and we look forward to continuing through the application process.

If you have any questions or require anything further at this stage, please email [jason@squareback.com.au](mailto:jason@squareback.com.au) or call us on 9965 1930.

Regards,



Jason Barnfather  
Director  
**Squareback Planning**

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**PLANNING AND URBAN CONTEXT REPORT**

**18 – 24 SCOTT STREET, DANDENONG**

**AFFORDABLE HOUSING**

**DECEMBER 2024**

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## 1 INTRODUCTION

This planning report has been prepared to support the planning permit application for the construction of a thirteen storey building, comprising eighty six dwellings at 18 – 24 Scott Street, Dandenong.

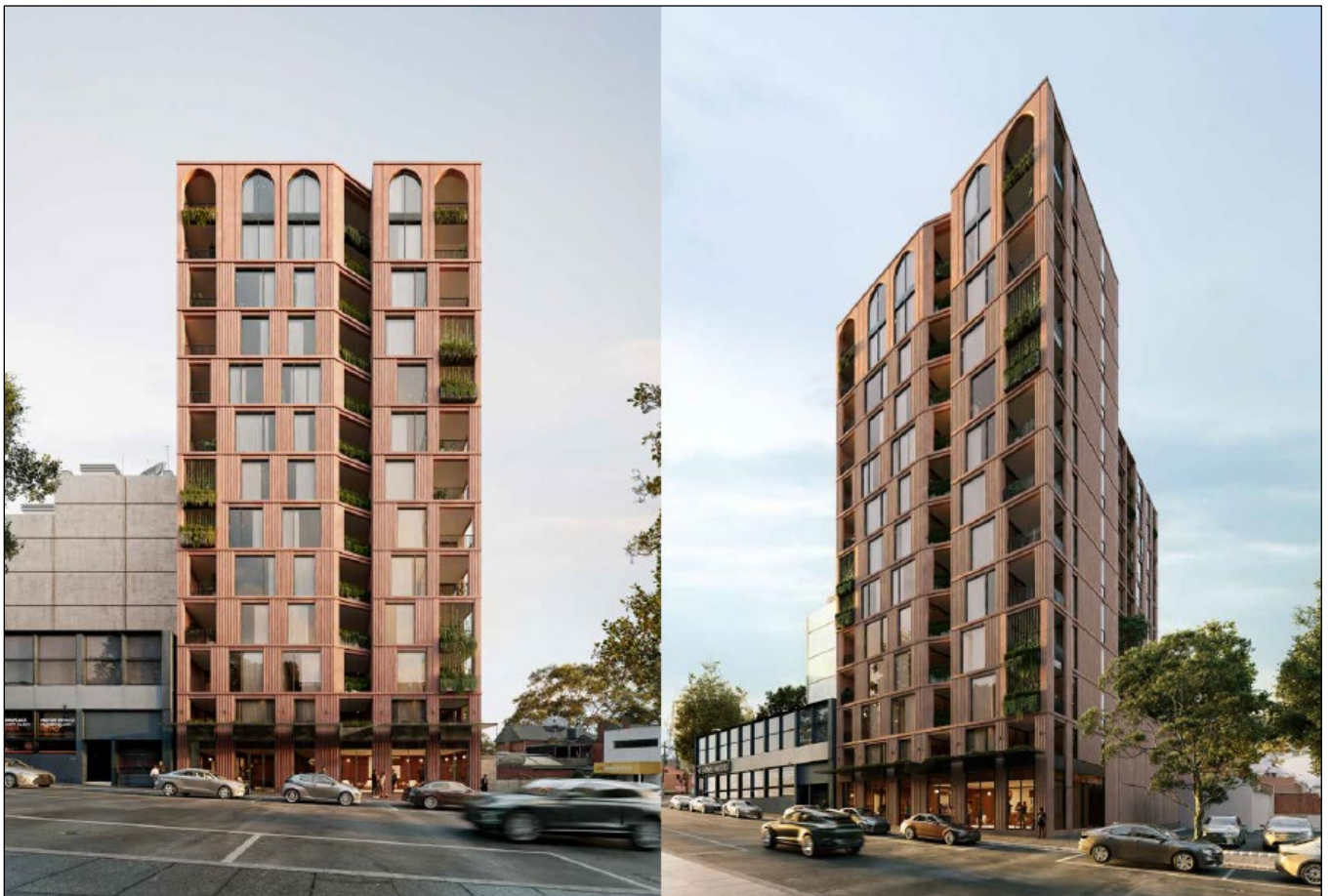
The proposal has been designed by Cera Stribley in consultation with Jacmax, our office, One Mile Grid and GIW Environmental Solutions and the proposal is considered to be a high quality built form.

The application is lodged under the Category 2 of Clause 53.23 Significant Residential Development with Affordable Housing as 100 percent of the apartments will be affordable housing, with the apartments included in a funding submission by Community Housing Limited (**CHL**) in Round 1 of the Housing Australia Futures Fund program as outlined in the letter from CHL that accompanies this application.

The site is strategically well placed in the core of Dandenong and it provides a unique opportunity to deliver unprecedented amenity and accessibility for residents. The project will also complement other major investment projects in the area such as the 'Revitalisation Central Dandenong' that is being undertaken by the Department.

There are a number of permit triggers which form the basis of the application and these are listed in Section 2 of this report which also provides a more detailed description of the site, existing conditions, policy context and the proposal.

This report considers the relevant Planning Scheme Provisions applicable to the site, along with any known amendments to the Planning Scheme at the time of writing this report.



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The application is accompanied by the following documentation:

- Planning permit application form (completed online).
- VicPlan Planning Property Report.
- Metropolitan Planning Levy Certificate.
- Land Survey.
- Certificates of Title and accompanying Title Plan.
- Sustainable Design Assessment prepared by GIW Environmental Solutions.
- Development plans prepared by Cera Stribley.
- Green Travel Plan prepared by One Mile Grid.
- Traffic Impact Assessment prepared by One Mile Grid.
- Waste Management Plan prepared by One Mile Grid.
- Community Housing Limited Letter.

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## 2 PERMIT APPLICATION SUMMARY

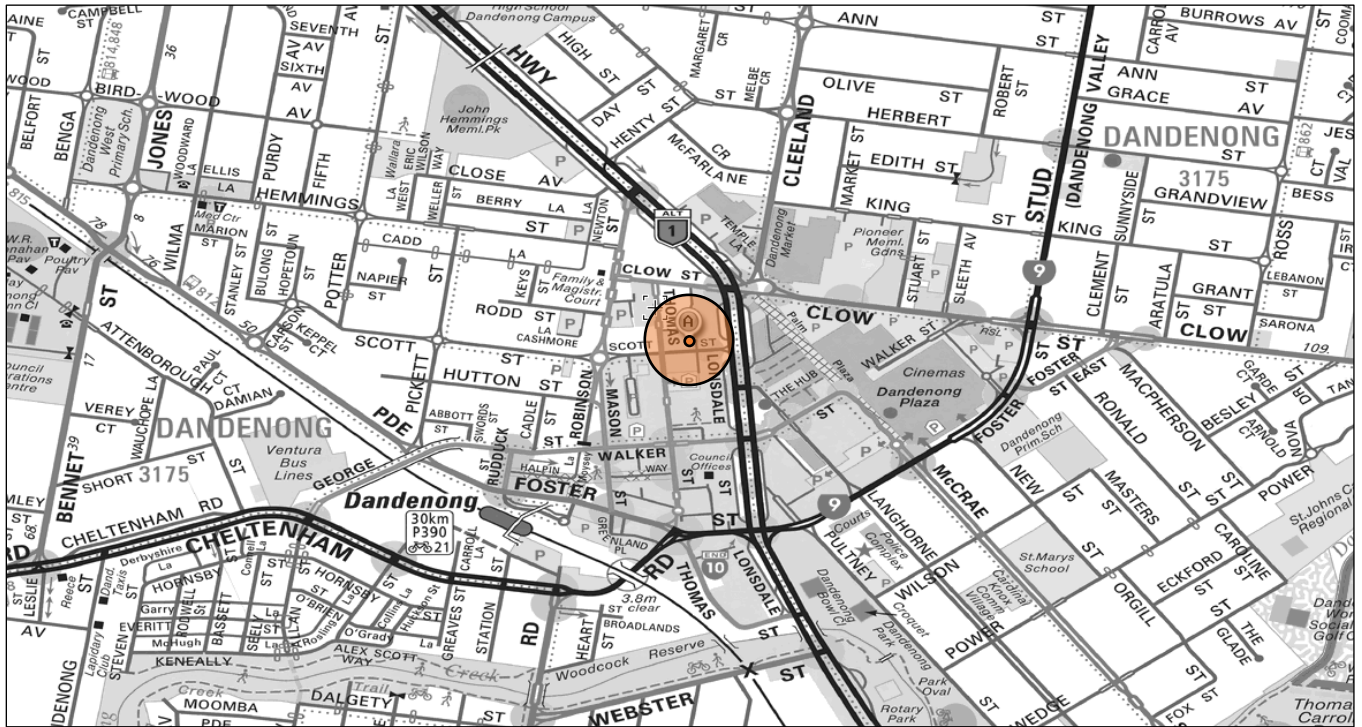
<b>Address</b>	18 – 24 Scott Street, Dandenong.
<b>Municipality</b>	Dandenong.
<b>Responsible Authority</b>	Minister for Planning, as the building exceeds 4 storeys and 60 dwellings. Refer to Clause 72.01.
<b>Land Description</b>	Lot 1 on Plan of Subdivision 057871. VOLUME 10785 FOLIO 918. Lot 1 on Title Plan 242817J. VOLUME 10785 FOLIO 917.
<b>Site Area</b>	836 square metres approximately.
<b>Site Shape</b>	Rectangular.
<b>Existing Conditions</b>	Vacant.
<b>Proposal</b>	Construction of a thirteen storey building, comprising eighty six dwellings. Refer to Sections 9 - 11 for further details.
<b>Zone</b>	Comprehensive Development Zone – Schedule 2.
<b>Overlays</b>	Design and Development Overlay – Schedule 2. Heritage Overlay – Schedule 63. Heritage Overlay – Schedule 64.
<b>Permit Trigger(s)</b>	A permit is required to use the land for dwellings as the frontage at ground level exceeds 2 metres in the Comprehensive Development Zone – Schedule 2 (Clause 37.02). A permit is required to construct a building or construct or carry out works in the Comprehensive Development Zone – Schedule 2 (Clause 37.02). A permit is required to construct a building or construct or carry out works in the Heritage Overlay – Schedules 63 and 64 (Clause 43.01). A permit is required to construct a building or construct or carry out works at the ground level in the Design and Development Overlay – Schedule 2 (Clause 43.02). A permit is required to reduce the number of car parking spaces required under Clause 52.06-5.
<b>Applicable Planning Scheme Provisions</b>	Planning Policy Framework and Local Planning Policy Framework – Clauses 11, 11.03-1S, 11.03-1R, 15, 15.01-2S, 15.03, 16.01-1S, 16.01-1R, 16.01-2S, 17.01-1R, 19.03-3S, 21.03, 21.04, 21.05, 22.04, 22.05, 22.06 and 22.07. Zone – Clause 37.02. Overlays – Clauses 43.01 and 43.02. Particular Provisions – Clauses 52.06, 52.25, 52.34, 53.18, 53.20, 53.23 and 58. General Provisions – Clause 65. Operational Provisions – Clauses 72.01, 73.01, 73.02, 73.03 and 73.04.
<b>Exemptions from Notice and Appeal</b>	Clause 37.02 - An application to use or subdivide land is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act if it is generally consistent with the <i>Central Dandenong Comprehensive Development Plan</i> (August 2010). Clause 43.02 - An application to construct a building or construct or carry out works is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act. Clause 52.23 - An application under any provision of this planning scheme is exempt from the decision requirements of sections 64(1), (2) and (3), and the review rights of sections 82(1) of the Act.
<b>Encumbrances on Title</b>	No.
<b>CHMP Triggered</b>	Not Applicable.
<b>PPTN Area</b>	Yes.





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### 3 LOCATION



Source: <http://www.street-directory.com.au/>

### 4 AERIAL OF SITE AND SURROUNDS



Source: <http://maps.au.nearmap.com/>

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## 5 SITE CONTEXT, HISTORY AND DESCRIPTION

The subject site is located in the core of Dandenong which is located in the southeastern part of Melbourne, Victoria. It is a vibrant and diverse suburb that plays a significant role in the region's cultural and economic landscape. With a rich history dating back to the mid-19th century, Dandenong has evolved from a small agricultural settlement to a bustling urban centre.

The area is known for its multicultural community, reflecting a blend of cultures and ethnicities that contribute to a dynamic and inclusive atmosphere. One of the prominent features of Dandenong is its thriving commercial district, characterized by a mix of retail shops, markets, and eateries. The Dandenong Market, established in 1866, is a local landmark that showcases a wide variety of fresh produce, gourmet foods, and artisanal products.

This bustling marketplace is a hub of activity, attracting both locals and visitors seeking an authentic shopping experience.

Beyond its commercial aspects, Dandenong boasts a wealth of green spaces and recreational facilities. The Dandenong Ranges, located nearby, offer picturesque natural landscapes, with lush forests, walking trails, and panoramic views.

Residents and visitors alike can enjoy outdoor activities such as hiking, picnicking, and birdwatching in these scenic surroundings.

The suburb is also recognised for its commitment to arts and culture. The Drum Theatre, a contemporary performing arts venue, hosts a diverse range of events, including live performances, concerts, and community gatherings. This cultural hub contributes to the vibrant artistic scene in Dandenong, fostering creativity and providing entertainment for all ages.

Overall, Dandenong presents a multifaceted community that combines a rich history, diverse population, commercial vibrancy, and natural beauty. The suburb continues to evolve, offering a unique blend of tradition and modernity that makes it an engaging and welcoming place for residents and visitors alike.

The site itself was once developed with McQuade's Garage and Walker's Bakehouse (as shown below), however these buildings have been demolished and the site is now vacant.



It is understood that the demolition was undertaken in accordance with planning permit PDA08/0024 issued 14 July 2008. This permit allowed for demolition of the existing buildings on the land, construction of a building (for use as a shop, restaurant and dwellings) and a reduction in the requirement to provide car spaces on the land. This permit expired on 14 July 2016 as the works were not completed.





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Subsequent to the above, an application for the construction of a mixed-use development (8 levels) comprising 3 retail tenancies, 30 apartments and car parking reduction was submitted to the Department in 2020 and lapsed due to a lack of information being supplied within the specified timeframe. It is understood that the building was proposed to look like the image below.

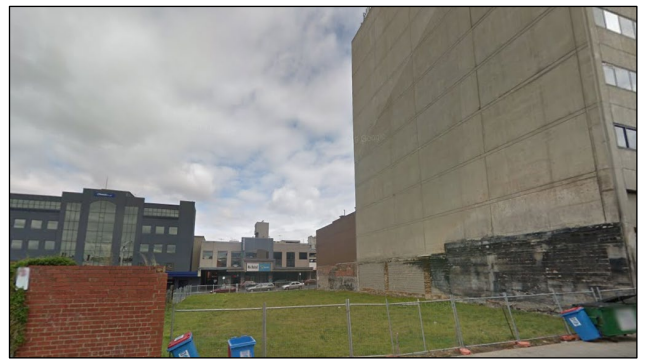


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## 6 PHOTOGRAPHS OF THE SITE AND SURROUNDS



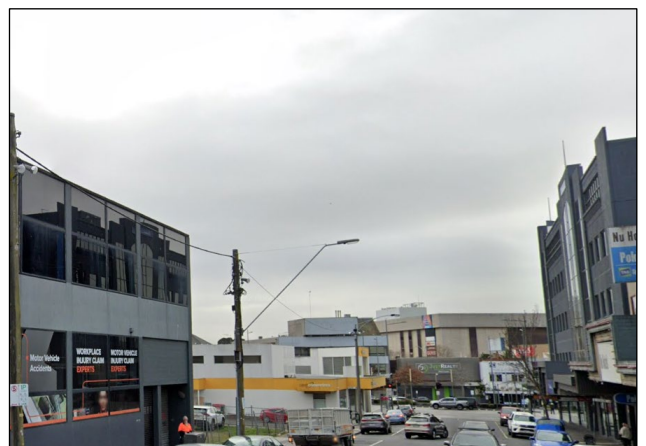
View of the subject site from Scott Street.



View of the subject site from Lois Lane.



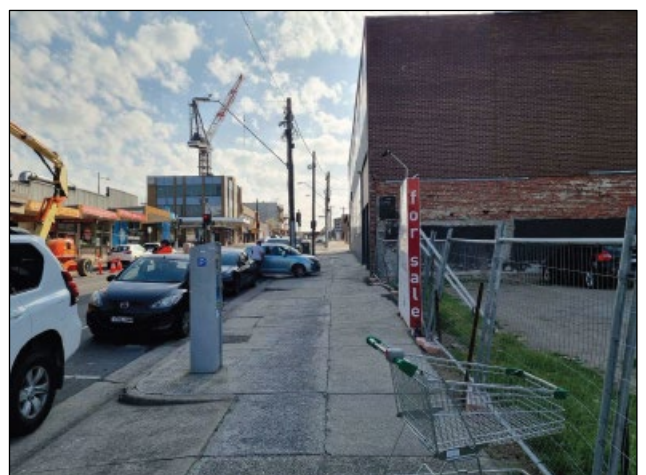
View of the subject site from Scott Street.



View of the subject site from Scott Street.



View of the subject site from Scott Street.



View across the site frontage.

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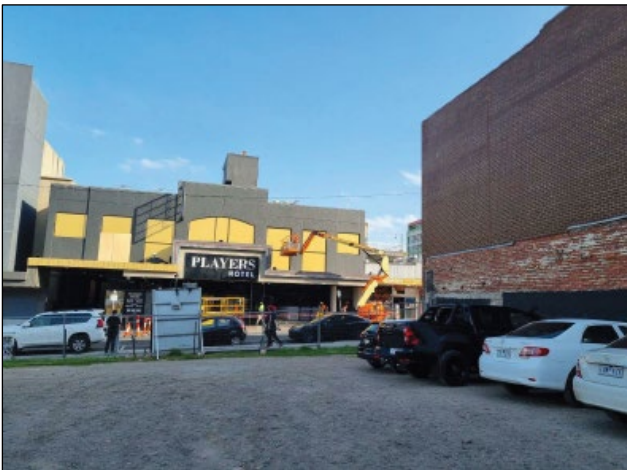
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View along McQuade Lane with the subject site to the left of the photograph.



View from within the subject site and looking towards Lois Lane.



View from within the subject site and looking back towards Scott Street.



View from Lois Lane into the subject site.

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## 7 ZONING

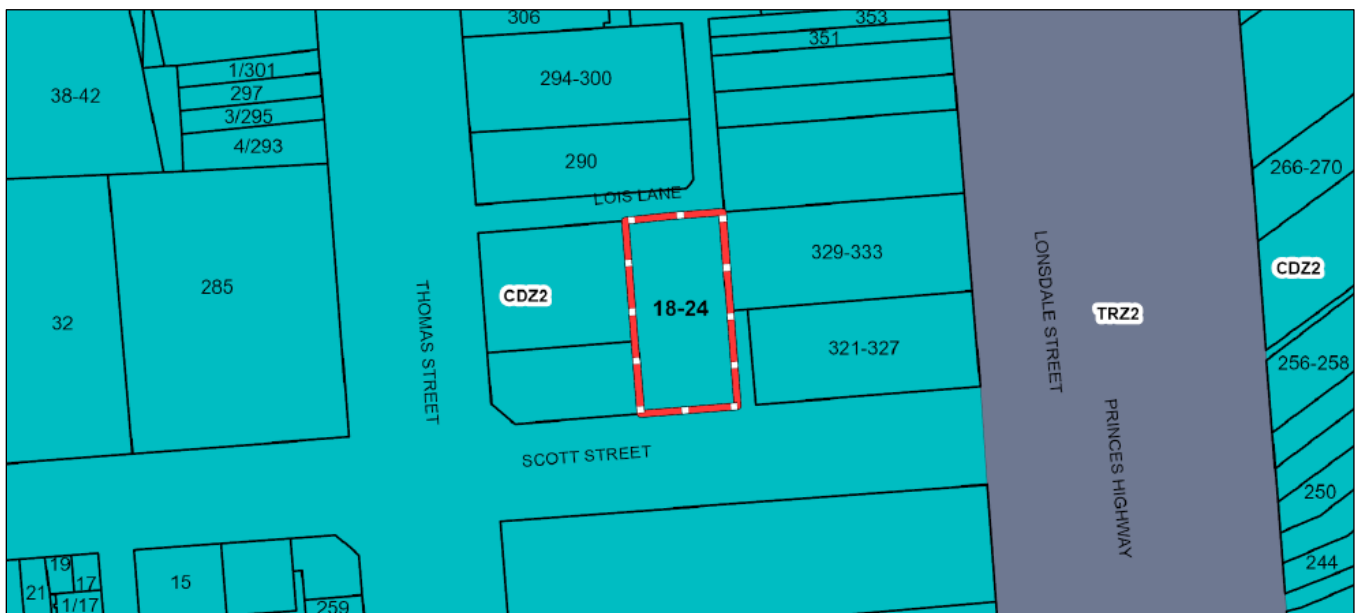
The site is located within the Comprehensive Development Zone – Schedule 2 as shown in the map below.

A permit is required to use the land for dwellings as the frontage at ground level exceeds 2 metres in the Comprehensive Development Zone – Schedule 2 (Clause 37.02).

A permit is required to construct a building or construct or carry out works in the Comprehensive Development Zone – Schedule 2 (Clause 37.02).

The Comprehensive Development Zone – Schedule 2 relates to the Central Dandenong Activity Centres and the purpose is ‘to use and development the land in accordance with Clause 22.07 - Central Dandenong Local Planning Policy’.

Refer to Section 9 of this Report for further details.



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## 8 OVERLAYS

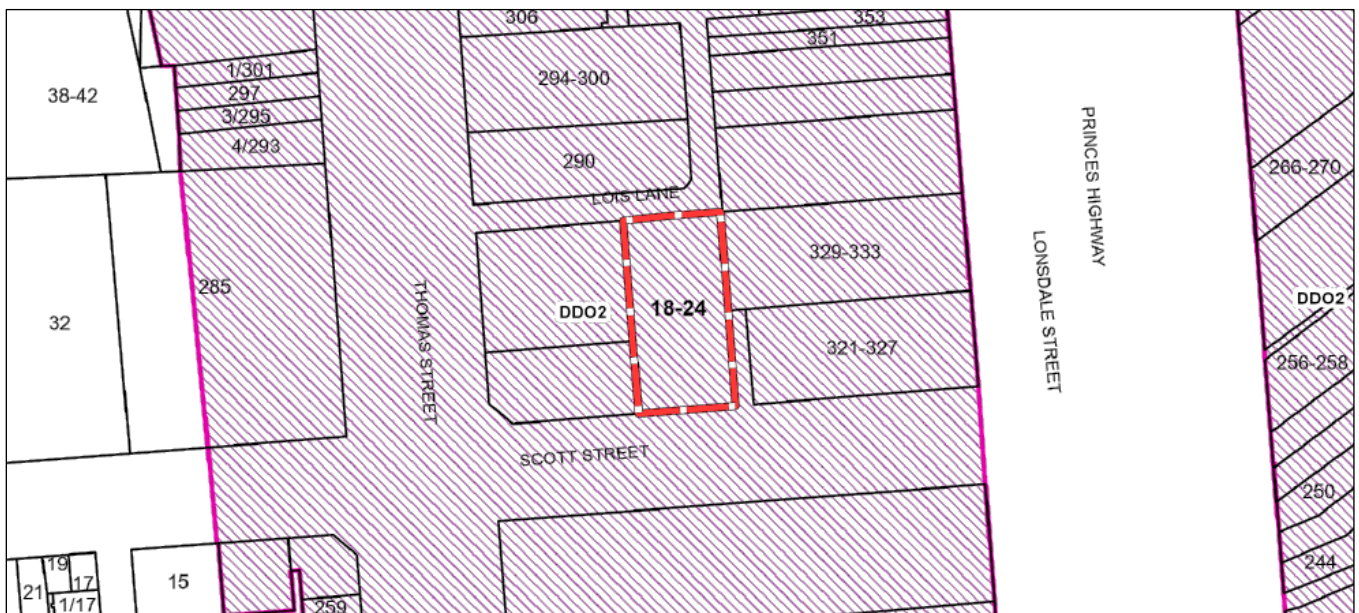
The site is affected by Heritage Overlay – Schedules 63 and 64.

A permit is required to construct a building or construct or carry out works in the Heritage Overlay – Schedules 63 and 64 (Clause 43.01).



The site is also affected by a Design and Development Overlay – Schedule 2.

A permit is required to construct a building or construct or carry out works at the ground level in the Design and Development Overlay – Schedule 2 (Clause 43.02).

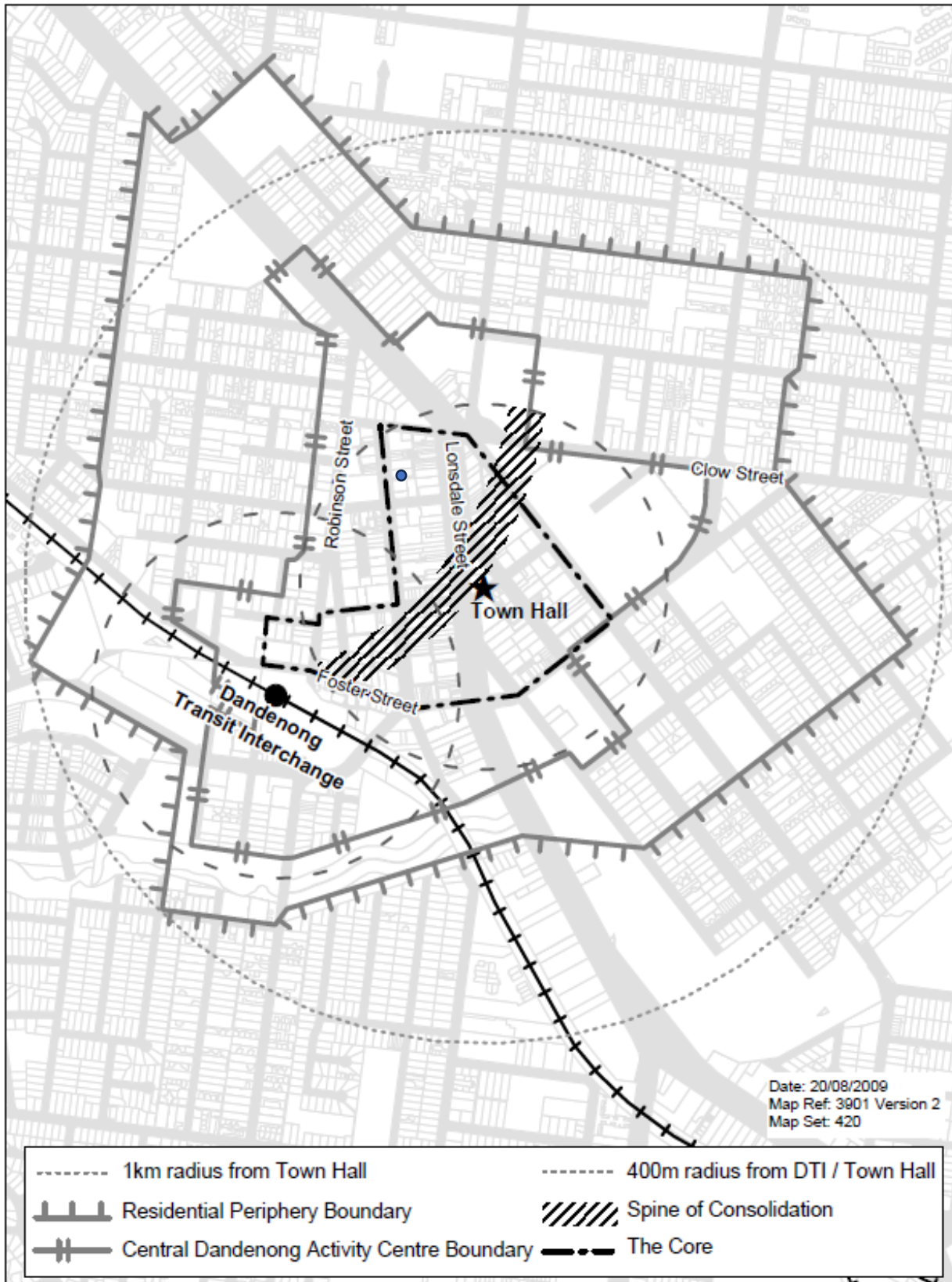


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## 9 PLANNING CONTEXT

The site is located in Central Dandenong and within the Comprehensive Development Zone. The purpose of this Zone is to use and develop land in accordance with Clause 22.07 - Central Dandenong Local Planning Policy which covers the Central Dandenong Metropolitan Activity Centre and shown below, with the location of the subject site highlighted in blue.



The policy at Clause 22.07 states that Dandenong Metropolitan Activity Centre is Victoria's second largest retail and commercial centre. It serves a large part of the south-east region of metropolitan Melbourne, a population of approximately 1 million people, and a local population of approximately 130,000, which is expected to grow substantially through both existing opportunities and initiatives, such as the Dandenong Saleyards redevelopment and *Melbourne 2030*. It contains regional offices for local, State and Federal government bodies, and is the hub and major interchange for significant transport services. The construction of *EastLink* has reinforced its very high accessibility.

The policy supports the Municipal Strategic Statement objective of *"promoting and further developing the Dandenong CAD as Melbourne's second largest retail and commercial centre"* in conjunction with State Planning Policy to promote and guide development in central Dandenong.

*Melbourne 2030* recognises Central Dandenong as one of the State's initial and major Transit Cities. The important role of Central Dandenong in State Planning Policy is further emphasised in the refined plan *Melbourne @ 5 Million*, which has designated Central Dandenong as one of 6 new CAD's that will fulfil CBD like functions. The focus for development will be on integrated transport interchanges, mixed-use development and higher density residential land uses. The Transit Cities program aims to:

- Develop higher-density housing at strategic redevelopment sites near transit centres.
- Improve public transport usage and the integration of transport services.
- Provide opportunities for increased private investment and business innovation.
- Improve the overall quality of places and encourage sustainable city development.
- Build communities that offer fair access for all to services and employment opportunities.
- Provide a range of housing, in both the types and costs.

The site is within Precinct A as shown in Map 1 to Schedule 2 of the Comprehensive Development Zone and this precinct includes the following objectives:

*This precinct together with Precinct B form the core street front retail precincts within the Dandenong Activity Centre and will promote a greater diversity of use including a mixture of commercial uses at ground level with offices, and accommodation above to create 24 hour activity. It forms a vital part of the spine of consolidation.*

*The land use objectives of this Precinct are:*

- *To consolidate and enhance street frontage retailing.*
- *To encourage a variety of commercial, shops, food and drink premises at ground floor level. Commercial uses may include food and drink premises, offices, shops and service industry facilities such as a postal agency which are compatible with the location.*
- *To facilitate the creation of an active, pedestrian focused 'City Street' from Lonsdale Street to Dandenong Railway Precinct, which will significantly enhance connectivity of the city centre with the main public transport interchange.*
- *To encourage high density office and residential development above the ground level.*
- *To encourage community and residentially compatible entertainment based facilities.*
- *To encourage the location of tertiary, adult and other compatible learning and educational facilities.*
- *To provide innovative design and building frontages which contribute to the aesthetics and amenity of the area.*
- *To require active frontages at street level and integration with the public realm.*
- *To develop a strong public realm and public open space network as an extension to private space.*
- *To encourage safe and efficient pedestrian movement.*

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The Comprehensive Development Zone – Schedule 2 also varies the requirements of Clause 52.06 in section 5.0.

*On-site car parking for all uses must be in accordance with the provisions of Clause 52.06 other than the rates for the following uses which are specified below:*

- *Office – 3 spaces to each 100sqm of leasable floor area.*
- *Shop – 4 spaces to each 100sqm of leasable floor area.*
- *Market – 4 spaces to each 100sqm of leasable floor area.*
- *Industry – 1.5 spaces to each 100sqm of net floor area.*
- *Dwellings:*
  - *1 and 2 bedroom apartments – 1 space to each apartment.*
  - *3 or more bedroom apartments – 1.5 spaces to each apartment.*
  - *Other detached or attached dwellings – 2 spaces to each dwelling.*
  - *Visitor parking – 1 space to every 5 apartments.*
- *Student accommodation – 0.5 spaces per student bed.*

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*For the purpose of this Clause, an apartment is a dwelling that has a dwelling above or below it.*

*Lower rates can be applied to the satisfaction of the Responsible Authority.*

*Car parking areas should assist in the overall function, safety and appearance of the centre by:*

1. *Not intruding onto activities that require footpath frontage or areas of Priority Active Frontage.*
2. *Incorporating frontage landscaping and fencing.*
3. *Incorporating larger canopy trees, at a ratio of at least one tree to each 6 car spaces and avoiding large areas of shrubby plants.*
4. *Incorporating adequate security lighting.*
5. *Blending the exterior of multi-deck car parks with adjacent streetscapes.*
6. *Not locate at ground floor in the areas designated for retail functions.*
7. *Not take access from the ground floor on streets or urban open spaces which are dedicated to street front retailing.*
8. *Must be architecturally sensitive to surrounding development.*
9. *Must seek to be architecturally innovative and utilise the opportunity to create an architectural statement.*
10. *Have façades which contribute attractiveness of the built form, and typical gaping concrete boxes will be strongly discouraged.*
11. *Be well landscaped with minimal visibility from the street front.*
12. *Be high quality and positively contribute to the evolving Central Dandenong character.*
13. *Be at the rear of development.*
14. *Be safe and secure both internally and externally.*
15. *Providing an approved Management Plan addressing the following:*
  - *Safety and security, both within the car park and its interface with the public realm,*
  - *Hours of access,*
  - *Staffing,*
  - *Access 'categories' for example whether it has exclusive access or allows for general public access.*

## 10 PROPOSAL

The proposal includes the construction of a thirteen storey building, comprising eighty six dwellings at 18 – 24 Scott Street, Dandenong.

The proposal has been designed by Cera Stribley in consultation with our office, One Mile Grid and GIW Environmental Solutions and the proposal is considered to be a high quality built form, with the apartments included in a funding submission by Community Housing Limited (**CHL**) in Round 1 of the Housing Australia Futures Fund program.

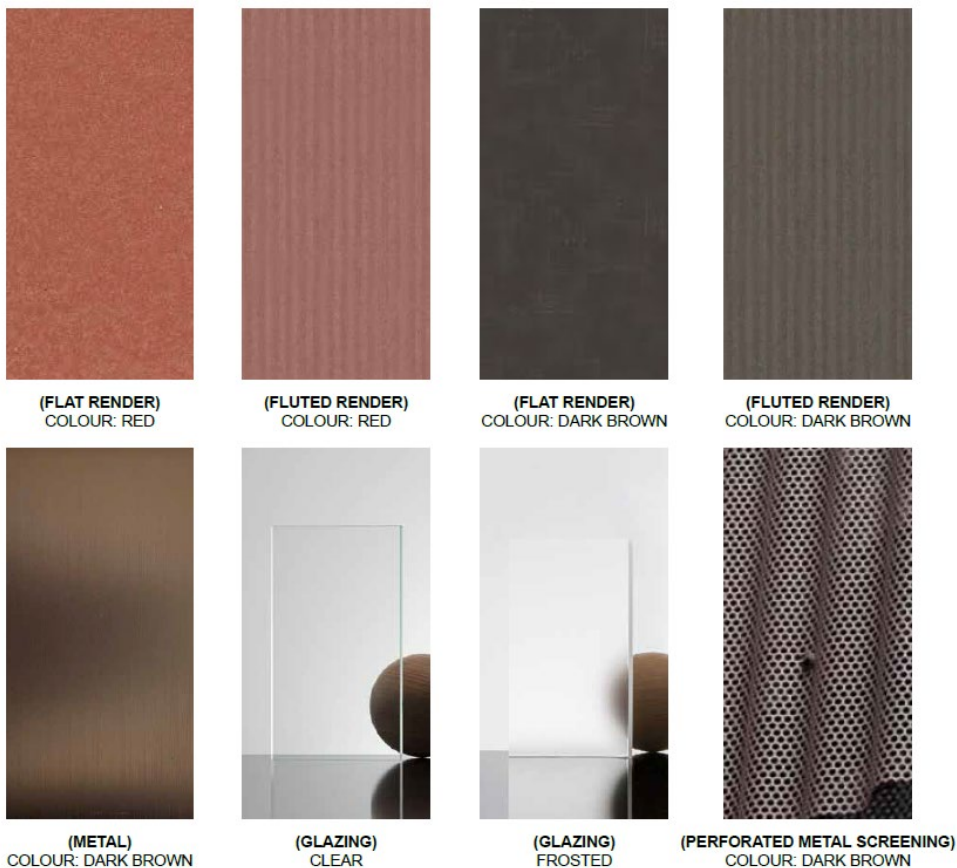
The apartments include one or two bedrooms with varied layouts and internal areas ranging from 49 square metres to 76 square metres. Each apartment includes a balcony and these range in size from 8 square metres to 11 square metres.

The ground level presenting to Scott Street and McQuade Lane is activated through a communal lounge space for residents and there are clearly defined entrances for residents through the two lobbies, with conveniently located bike storage and normal storage spaces for residents. Further storage spaces are provided on the second floor level and these are accessible via lifts that access all levels of the building.

Car parking is provided at the rear of the building at ground floor level, first floor level and second floor level with access provided via Lois Lane which adjoins the rear of the site.

Each apartment has been carefully planned to comply with the requirements of Clause 58 which is demonstrated in Section 19 of this report and a range of sustainability initiatives are incorporated into the design response, such as the large capacity solar PV system on the roof of the building and conveniently located bike storage for residents at the ground floor adjacent to the entrances.

The Material Palette is as follows:



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## 11 ARCHITECTURAL STATEMENT

18-24 Scott Street marks a pivotal step forward in the provision of affordable and social housing in Dandenong. As the first development of its kind in the area, the project comprises 86 thoughtfully designed apartments that respond directly to the community's need for accessible, high-quality housing while celebrating the rich industrial heritage and diverse urban fabric of Dandenong.

The design takes cues from the historical McQuade's Garage & Stables, with the iconic "Tin Shed" aesthetic informing the contemporary façade. By referencing the corrugated roof sheet as a modular element, the building seamlessly integrates the area's industrial legacy into a modern architectural language.

The façade's textural interplay, rhythm, and terracotta tones soften the form, creating a vibrant and uplifting street presence that enhances the character of the neighbourhood. Prioritizing both efficiency and affordability, the apartments average 61 sqm, demonstrating a "less is more" philosophy that balances functionality with cost effectiveness. This approach ensures that the residences are not only economically viable for residents to purchase but also maintainable in the long term. Light courts along the eastern and western faces draw natural light deep into the interiors, promoting energy efficiency and enhancing the sense of space, while setbacks along McQuade Lane and the rear boundary allow for future equitable development opportunities.

Situated just an 8-minute walk from Dandenong Station and within 500 metres of major bus routes, the project encourages the use of public transportation. By integrating a reduced parking strategy with discreet podium parking up to Level 2—completely shielded from street view—the design minimises car dependency, reinforcing its commitment to sustainability and accessibility.

At street level, the ground floor is animated with thoughtfully designed communal amenities, including secure bicycle storage and a flexible-use corner space at Scott Street and McQuade Lane. This adaptable area, with potential for retail or food and beverage tenancy, activates the precinct, fostering community interaction and supporting local businesses. The carefully designed canopy and façade elements emulate a commercial frontage, breathing life into the pedestrian experience and enriching the urban streetscape.

18-24 Scott Street establishes a benchmark for innovative and exemplary affordable housing in Dandenong. By combining practical efficiency with architectural ingenuity and community-centred design, the development not only addresses immediate housing needs but also sets a precedent for future development in the area.

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**12 VISUALISATIONS**



Scott Street Streetscape



Scott Street Streetscape and view down McQuade's Lane.





View of the upper section of the building form.

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## 13 PLANNING ASSESSMENT

The proposal has been assessed against the applicable clauses of the Greater Dandenong Planning Scheme and it is considered that the proposal is appropriate having regard to the following key criteria:

- State and Local Planning Policy.
- Urban Design.
- Heritage.
- Environment.
- Amenity.
- Parking and Access.

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A detailed assessment of each of these criteria is provided in the following sections.

## 14 STATE AND LOCAL PLANNING POLICY RESPONSE

The proposal is consistent with the objectives and standards of the applicable clauses of the Greater Dandenong Planning Scheme as follows:

- The site is strategically well placed in the core of Dandenong and it provides a unique opportunity to deliver unprecedented amenity and accessibility for residents. The project will also complement other major investment projects in the area such as the 'Revitalisation Central Dandenong' that is being undertaken by the Department.
- The proposal will increase housing density on a currently underutilised parcel of land in a highly accessible location. This is consistent with the vision and objectives of Clauses 11 (Settlement), 11.03-1S (Activity Centres), 11.03-1R (Activity Centres – Metropolitan Melbourne), 16.01-1S (Housing Supply), 16.01-1R (Housing Supply – Metropolitan Melbourne), 21.03-2 (Achieving the Vision) and 21.04-1 (Housing and Community).
- The proposal includes 100 percent affordable housing in an Activity Centre which meets the objective of Clause 16.01-2S (Housing Affordability) which seeks '*to deliver more affordable housing closer to jobs, transport and services.*' This is also consistent with the vision to address social issues outlined in Clause 21.03-2 (Achieving the Vision) which seeks to provide '*appropriate and affordable housing that suits diverse needs is critical to maintaining a healthy and balanced socio-economic society.*'
- The proposal offers a high standard of urban design and amenity, the scale and form is consistent with the preferred built form outcome for this area and the proposal will contribute to the economic viability and diversification of the area, in accordance with Clauses 11 (Settlement), 11.03-1S (Activity Centres), 11.03-1R (Activity Centres – Metropolitan Melbourne), 15 (Built Environment and Heritage), 15.01-2S (Building Design), 17.01-1R (Diversified Economy – Metropolitan Melbourne), 21.05 (Built Form) and 22.04 (Urban Design in Activity and Neighbourhood Centres). Refer to the Urban Design Response in Section 15 of this Report for further details.
- The site falls within Gateway 13 outlined in Clause 22.05 (Greater Dandenong Gateways Policy) and the proposal will assist with meeting the objectives which in part seek 'To improve the perception of the City of Greater Dandenong among its residents and visitors' and 'To improve the visual amenity of the municipality's gateway locations'.
- The proposal is consistent with the use and development objectives and policy of Clause 22.07 (Central Dandenong Local Planning Policy) and Schedule 2 to Clause 37.02 (Comprehensive Development Zone) for Precinct A (The Core) for the following key reasons:
  - The proposal delivers a high density residential development that will be used for affordable housing in the core of Central Dandenong and which is encouraged by policy and considered to be a '*crucial component in both long term economic development and accommodation of population growth as set out in Melbourne 2030 and Melbourne @ 5 Million.*'
  - The design response is of a high architectural and urban design quality that will positively contribute to the area.
  - The communal use of the ground floor level activates the frontages as encouraged by policy.



- The height of the building is consistent with the aspirations for the core, which seek to include buildings of 5 storeys or more.
- The proposal includes a mix of 1 and 2 bedroom apartments with different layouts and sizes that provides diversity in housing types as sought by policy.
- Car parking access is appropriately located to the of the building to ensure it does not detract from the streetscape presentation. The car parking areas are also secured via roller doors to ensure they will be safe and secure for use by residents.
- The provision of car parking and bicycle parking on site is considered to be sufficient as outlined in Section 19 of this Report and in the accompanying reports prepared by One Mile Grid.
- The proposal is consistent with the design objectives in Schedule 2 to Clause 43.02 (Design and Development Overlay) as it provides a communal space at the ground floor level that will activate the street frontages through glazing that extends along Scott Street and into McQuade Lane.
- The proposal is consistent with the purpose of Clause 53.23 (Significant Residential Development with Affordable Housing) for the following key reasons:
  - 100 percent of the apartments within the building will be used for affordable housing.
  - The development will be delivered in conjunction with Community Housing Limited.
  - The design response is of a high architectural and urban design quality that will positively contribute to the area.
- The proposal is considered to be consistent with the orderly planning of the area and will not unreasonably impact on the amenity of the area or adjoining properties consistent with the objectives of Clause 58 (Apartment Developments) and requirements of Clause 65 (Decision Guidelines) as demonstrated throughout this report.

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## 15 URBAN DESIGN RESPONSE

The proposed design response has been informed by a range of Planning Scheme provisions, the site context and the massing of the surrounding existing built form. In particular, the proposal is consistent with the relevant objectives, strategies and policies of Clauses 11 (Settlement), 11.03-1S (Activity Centres), 11.03-1R (Activity Centres – Metropolitan Melbourne), 15 (Built Environment and Heritage), 15.01-2S (Building Design), 17.01-1R (Diversified Economy – Metropolitan Melbourne), 21.05 (Built Form) and 22.04 (Urban Design in Activity and Neighbourhood Centres) as follows:

- The design response is of a high architectural and urban design quality that will positively contribute to the area and immediate streetscape. This is clearly demonstrated in the visualisations provided in Section 12 of this Report.
- The communal space at the ground floor level will activate the street frontages through glazing that extends along Scott Street and into McQuade Lane, it is accessible to all residents throughout the year and it is an adaptable space for a range of communal uses over time that can be effectively managed.
- The building is built to the boundaries, in particular the Scott Street and McQuade Lane frontages at the lower levels to respond to the existing surrounding built form. As height increases, due consideration for adjacent development to the north and east has been provided, with 4.5m setbacks to the built form from either the centre of the laneway to the rear or from the property boundary to the east to allow for 9m separation between buildings which means there is no need to screen windows or balconies. An offset of 4.5m is not required at the southern end of McQuade Lane as any adjacent development is able to design in a similar manner to the proposed building form with primary outlook to Scott Street or to the north.
- The building incorporates sustainable design elements that enhance occupant comfort and environmental performance as outlined in Section 17 of this Report.
- The proposal will add to the vitality and vibrancy of the Core of the Central Dandenong Metropolitan Activity Centre, consistent with the objectives.
- The scale of the built form is comparable to many of the newer building forms in the Central Dandenong Metropolitan Activity Centre, including the examples shown below, along with other major investment projects in the area such as the 'Revitalisation Central Dandenong' that is being undertaken by the Department.

There is high demand for 1 to 2 bedroom apartments in Dandenong, particularly for those that are renting. The existing context includes a range of mid rise and single residential houses which provide 3 - 5 bedrooms. Therefore, providing 1 and 2 bedroom typologies will allow for more accessible and affordable housing options.

- A. 616 Cheltenham Rd, Dandenong  
Construction Complete
- B. 10 Foster St, Dandenong  
Pre-Construction
- C. 1-21 Hornsby Street, Dandenong  
Construction Complete
- D. 27 Scott St, Dandenong  
Mid Rise
- E. 2 - 10 Walker St, Dandenong  
Mid Rise
- F. 157-163 Lonsdale Street, Dandenong  
Mid Rise



A. 616 Cheltenham Rd, Dandenong  
Mid Rise  
Construction Complete



B. 10 Foster St, Dandenong  
High Rise  
Pre-Construction



C. 1-21 Hornsby Street, Dandenong  
Mid Rise  
Construction Complete



D. 27 Scott St, Dandenong  
Mid Rise  
Pre-Construction



E. 2 - 10 Walker St, Dandenong  
Mid Rise  
Construction Complete



F. 157-163 Lonsdale Street, Dandenong  
Mid Rise  
Construction Complete

- The height of the building is consistent with the aspirations for the Core of the Central Dandenong Metropolitan Activity Centre which seeks to include buildings of 5 storeys or more. It is also important to note that there is no maximum building height contained within the Zone or Overlays affecting the land that could limit the height of the proposed building.



- The architecture outcome has regard to the history of the site through a contemporary interpretation as outlined in Section 16 of this Report.
- Quality building materials are proposed for longevity and improved internal amenity for occupants.
- A canopy is provided above the footpath across the frontage for weather protection.
- Car parking access is appropriately located to the of the building to ensure it does not detract from the streetscape presentation.
- Windows and balconies present to the street frontages to offer surveillance of the public realm.
- All levels will be accessible for people with limited mobility.
- All apartments include a balcony space that gas outlook to a street frontage (including the rear lane), with the spaces being well proportioned to offer a high degree of amenity for the future occupants.
- The amenity of the adjoining properties is not unreasonably impacted, as demonstrated in the Clause 58 assessment in Section 20 of this report.
- Bins are to be stored within the waste rooms that form part of the car parking area at the rear of the site, consistent with the policy requirements. This ensures they do not detract from the character or amenity of the area and waste collection can be undertaken from the rear of the site by a private contractor in accordance with the Waste Management Plan that accompanies this application.
- Mailboxes will be provided within the lobby and conveniently located for occupants of the dwellings.

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## 16 HERITAGE RESPONSE

The site is affected by Heritage Overlay – Schedules 63 and 64.

A permit is required to construct a building or construct or carry out works in the Heritage Overlay – Schedules 63 and 64 (Clause 43.01).

The site itself was once developed with McQuade's Garage and Walker's Bakehouse (as shown below), however these buildings have been demolished and the site is now vacant.



It is understood that the demolition was undertaken in accordance with planning permit PDA08/0024 issued 14 July 2008. This permit allowed for demolition of the existing buildings on the land, construction of a building (for use as a shop, restaurant and dwellings) and a reduction in the requirement to provide car spaces on the land. This permit expired on 14 July 2016 as the works were not completed.

The site does not form part of a precinct and given the buildings are gone, the relevant of the heritage overlay is considered to be diminished. Whilst this is the case, the design response has had some regard to the original built form with elements such as the form expression and façade generation drawing on the original built form as presented in the package of documentation prepared by Cera Stribley and extracted below:



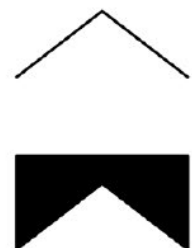
**Historic Reference**

McQuade's Garage & Stables



**Analyse Past Forms**

Extrude this form vertically to create a distinct architectural motif



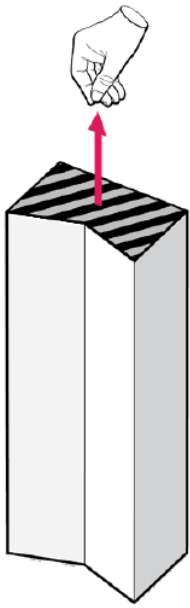
**Extract Forms**

Repeat motif along façade to create a language that defines the project

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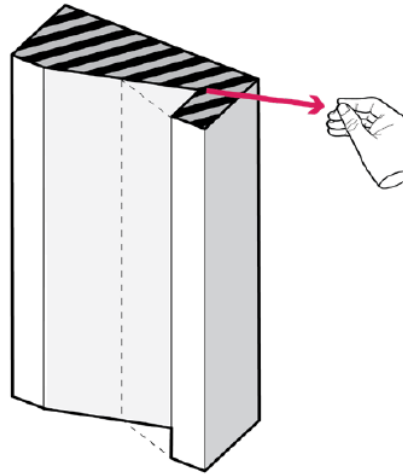


squareback



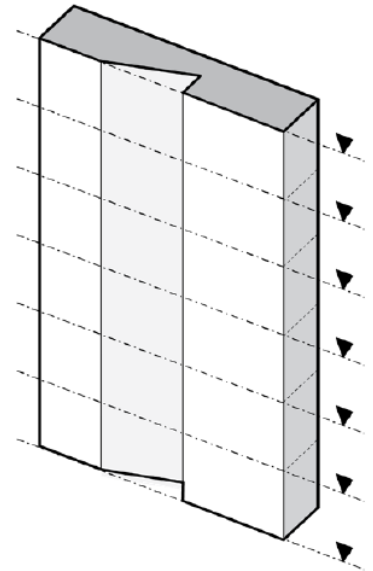
## Architectural Motif

Extrude this form vertically to create a distinct architectural motif



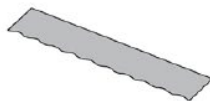
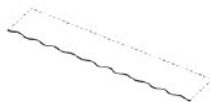
## Form Manipulation

Manipulate the vertex of the extruded form to create movement



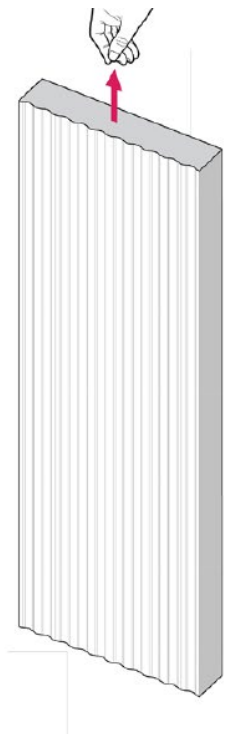
## Techtonic

Incorporate the motif with architectural techtonic to create a playful feature of the building



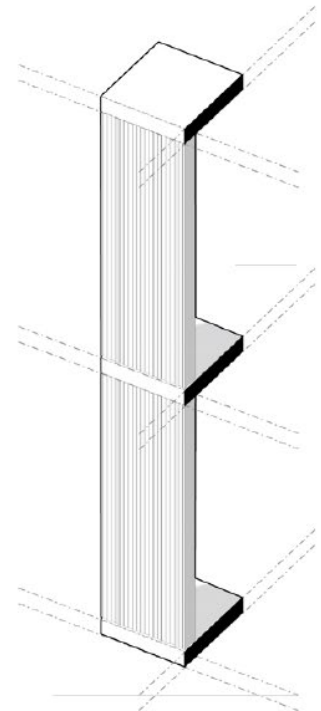
## Historic Reference

McQuade's Garage & Stables - "The Tin Shed" using the corrugated roof sheet as an inspiration to create a facade patterning



## Architectural Pattern

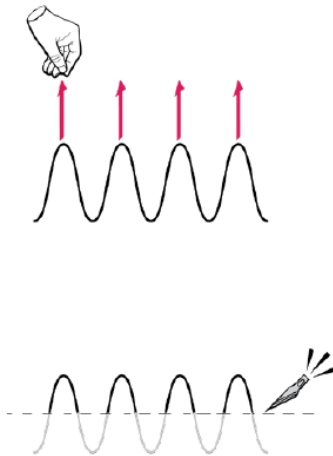
Extrude this form vertically to create a distinct architectural motif that can become a modular facade element



## Facade Adaption

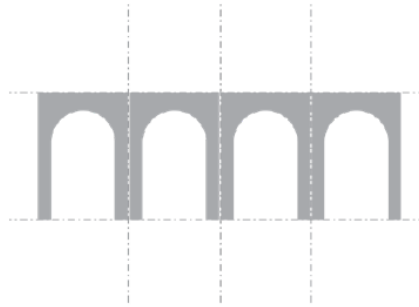
Repeat motif along facade to create a language that defines the project





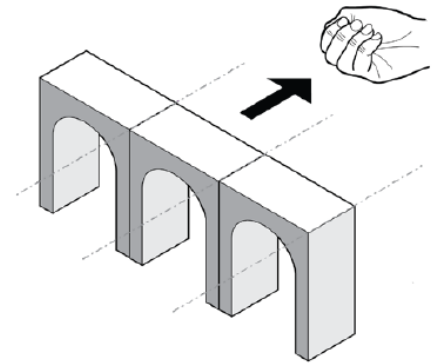
### Motif Reinterpretation

Explore the idea of "Corrugation" and reinterpret it with the methodologies of stretching and cutting



### Architectural Pattern

Create a large scale pattern following the rhythm of the Corrugation



### Facade Adaption

Extrude the pattern to create a distinct crown to the building form

The above is considered to be appropriately responsive to the relevant objectives and considerations of Clauses 15.03 (Heritage), 21.05-2 (Heritage) and 43.01 (Heritage Overlay).

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## 17 ENVIRONMENTAL RESPONSE

The proposal achieves the objectives of Clauses 19.03-3S (Integrated Water Management), 21.05-3 (Sustainability), 22.06 (Environmentally Sustainable Development) and 53.18 (Stormwater Management in Urban Development) as demonstrated in the Sustainable Management Plan prepared by GIW Environmental Solutions which incorporates a BESS assessment, Daylight Modelling and a STORM Rating report. More specifically, the proposal achieves a BESS score of 51 percent and it achieves this by incorporating the following initiatives:

- 1) The project achieves a total BESS score of 51% with no mandatory category (IEQ, Energy, Water, Stormwater) below 50%.
- 2) All of the of the development's apartments are naturally cross-ventilated.
- 3) Daylight modelling has been conducted for a representative sample of apartments. The summary result is as follows:
  - 80% of living floor area achieves >90% above DF 1
  - 65% of bedroom floor area achieves >90% above DF0.5
- 4) 58% (50 out of 86) of apartments achieve at least 3 hours of sunlight.
- 5) The development is provided with a comprehensive shading strategy
- 6) The development is to achieve a 7.0 Star average NatHERS Energy Rating result.
- 7) The development is to utilise a heat pump hot water system.
- 8) A 24.8kW Solar PV system is to be located on the roof of the proposed development covering 10% of the roof area.
- 9) Individual cold water and electricity meters will be provided to the apartments and communal areas.
- 10) Water efficient fittings and fixtures are applied throughout.
- 11) A 13,000-litre rainwater tank will harvest rainwater from the upper and lower roofs. This tank will be connected to GF-L3 WCs.
- 12) A Melbourne STORM rating of 100% is achieved.
- 13) Majority of landscaping is required to be native vegetation with low water demand i.e. no irrigation system and no watering after an initial period when plants are getting established.
- 14) In total 34 bicycle spaces are to be provided for residents.
- 15) 93m<sup>2</sup> of communal space will be provided at ground floor.

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## 18 AMENITY RESPONSE

The development will provide a high level of amenity for future occupants of the apartments, which is further enhanced by the location of the site which benefits from an array of restaurants, shops, services and facilities within the Activity Centre and more broadly.

Each apartment is designed to comply with the relevant requirements of Clause 58 (Apartment Developments) as demonstrated in Section 20 of this Report.

Vehicle access will be provided from the rear of the site with 36 car parking spaces provided for use by residents. There are also 34 bicycle spaces provided that are accessible at the ground floor level directly from the street making them conveniently located for use by the residents.

The building is within a Comprehensive Development Zone and there are no sensitive areas of secluded private open space associated with residential properties that are proximate to the site that are affected by overshadowing.

In relation to overlooking, the building will overlook Scott Street, McQuade Lane and Lois Lane or is to be setback at least 4.5 metres from a common boundary with the adjoining property to the east to allow for an outlook and ensure windows and balconies do not need to be screened.

Waste will be collected from the rear of the site via private waste collection as outlined in the Waste Management Plan that accompanies this application and this is the optimal arrangement, compared to on-street Council or private collection as bins are not left on the street frontage.

A comprehensive analysis of onsite and offsite amenity is provided in the Clause 58 (Apartment Developments) response in Section 20 of this Report.

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## 19 PARKING AND ACCESS RESPONSE

A comprehensive Transport Impact Assessment has been prepared by One Mile Grid and this report accompanies this application and forms the basis of this response. For further details, refer to the Transport Impact Assessment and the Green Transport Plans also prepared by One Mile Grid that accompanies this application.

It is proposed to develop the subject site for the purposes of a thirteen-storey residential development comprising a total of 86 apartments catering for affordable and social housing.

The apartment mix is to consist of 54 one-bedroom apartments and 32 two-bedroom apartments between levels L1 – L12, whilst multi-level ground and podium parking is proposed on the lower levels.

Two separate car parking areas are proposed on-site comprising a ground floor car park with 12 car spaces and a podium car park with 24 car spaces over two levels. Vehicle access to each of the car parks is proposed from the rear of the site via Lois Lane. The ground floor car park includes a double-width roller door which provides direct access to the car parking aisle, whilst the podium parking level is accessed via a separate single-width ramp in the northwest corner of the site. The ramp provides access to each parking level and will be controlled with a traffic signalling system.

There will be a total of 36 car parking spaces and all are allocated to residents.

A total of 34 bicycle parking space site proposed, comprising a mix of vertical spaces (18) for residents and horizontal spaces (4) for visitors provided within a secure compound on the ground floor. The remaining spaces provided in the form of horizontal hoops (12) are proposed within each subsequent upper parking level (L1 – L2) for resident use.

The proposed development is intended to provide Affordable Housing on behalf of a Registered Housing Provider, with this application being considered under Clause 53.23 of the Planning Scheme which seeks the delivery of residential development with affordable housing.

Whilst Clause 53.23 does not vary the requirements of Clause 52.06 of the Planning Scheme, it is accepted that the parking provisions contained with Clause 52.20 and 53.20 of the Planning Scheme provide the relevant consideration for Social and Affordable Housing.

The requirements of Clause 52.06 are outlined below, noting that these are not expected to be in line with the actual car parking demands generated by the site.

The car parking requirements for a development are typically identified in Clause 52.06 of the Greater Dandenong Planning Scheme, though where parking requirements are specified under another provision of the planning scheme, the requirements of Clause 52.06 do not apply.

As identified in Section 2.2 of the Traffic Report, the site is located within a Comprehensive Development Zone (CDZ2) which outlines specific requirements for land within the Central Dandenong Activity Centre. Clause 5.0 of Schedule 2 to Clause 37.02 of the Greater Dandenong Planning Scheme prescribes the car parking requirements detailed in Table 10 for the residential developments.

**Table 10 Clause 37.02 Schedule 2 – Car Parking Requirements**

Use	No/Area	Rate	Car Parking Measure	Total
Dwelling	81	1	space to each 1 and 2 bedroom apartment	86
	0	1.5	spaces to each 3 or more bedroom apartments	0
	81	1	space to each 5 apartments	17
<b>Total</b>				<b>103</b>

Based on the above calculations, a total of 103 parking spaces are required for the proposed development.



It is proposed to provide a total of 36 car parking spaces on-site, which equates to a shortfall of 50 spaces for residents and 17 spaces for visitors when compared to the Planning Scheme requirements. Of note, the entirety of the parking provision is to be allocated to residents, with no spaces allocated to visitors.

The CDZ acknowledges that lower rates than those prescribed can be applied, to the satisfaction of Council, and includes decision guidelines in the CDZ for assessing the suitability of a proposal, including:

- The effect of traffic to be generated on roads.
- Opportunities to maximise densities and opportunities to live near public transport and support walkable neighbourhoods.
- Opportunities for residential buildings to be at least 5 storeys in height.

The development intends to provide Affordable Housing on behalf of a Registered Housing Provider, and it is therefore anticipated that the car parking demands generated by the site will be in line with those contained with Clause 52.20 and 53.20 of the Planning Scheme as they outline specific rates for social and affordable housing developments.

Based on Clause 73.03 – Land Use Terms, the development will be assessed as ‘dwellings’, therefore the rate of 0.6 spaces to each dwelling will be used to determine car parking demands.

The car parking requirements for the subject site is calculated in Table 11.

**Table 11 Clause 52.20 & Clause 53.20 – Car Parking Requirements**

Use	No./Area	Car Parking Measure	Total
Private and affordable housing	86	A minimum of 0.6 spaces to each dwelling	51

Having considered the relevant policy, parking supply, design, traffic generation and other relevant matters, One Mile Grid has concluded that:

- *The car parking layouts and accesses have been designed generally in accordance with the requirements of the Planning Scheme and are considered appropriate;*
- *The bicycle design is considered appropriate;*
- *The proposed loading and waste collection arrangements are appropriate;*
- *The proposed provision of resident and visitor bicycle parking satisfies the requirement of the Planning Scheme, and is therefore considered appropriate;*
- *Whilst the provision of car parking spaces equates to a total shortfall against the CDZ rates and against the Clause 52.20 rates, the provision of 36 residential spaces is considered acceptable for the proposed social and affordable housing considering the following;*
  - *Parking restrictions in the area will encourage travel via modes other than private vehicle;*
  - *The site has excellent access to sustainable transport; and*
  - *Reduced private vehicle usage is encouraged within the Greater Dandenong Sustainable Strategy.*
- *The anticipated traffic volumes generated by the development are expected to have a negligible impact on the operation of the surrounding road network;*
- *The short sections one-lane ramp with a traffic signalling system will provide for appropriate traffic management at the site access and will ensure that there is no vehicle conflict; and*
- *There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.*

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## 20 APARTMENT DEVELOPMENT (CLAUSE 58) ASSESSMENT

CLAUSE 58.01 URBAN CONTEXT REPORT AND DESIGN RESPONSE		
	<b>Urban Context Report</b> An application must be accompanied by an urban context report.	<b>Provided</b> The application includes a neighbourhood and site description plan prepared by Hellier McFarland Land Surveyors which meets the requirements of this clause. There is also a comprehensive Urban Context Report prepared by Cera Stribley and further details are provided in Sections 2 – 12 of this report.
	<b>Design response</b> An application must be accompanied by a design response.	<b>Provided</b> The application includes a design response which meets the requirements of this clause. There is also a comprehensive Urban Context Report and Plans prepared by Cera Stribley and further details are provided in Sections 2 and 10 – 19 of this report.
CLAUSE 58.02 URBAN CONTEXT		
<b>D1</b>	<b>Urban Context objectives</b> To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area.  To ensure that development responds to the features of the site and the surrounding area.	Objectives Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> The proposed design response is considered to meet this standard and objectives as shown in the development plans prepared by Cera Stribley and as demonstrated in the responses to the relevant provisions within the Greater Dandenong Planning Scheme as outlined in Sections 13 – 19 of this report.
<b>D2</b>	<b>Residential policy objectives</b> To ensure that residential development is provided in accordance with any policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.  To support higher density residential development where development can take advantage of public and community infrastructure and services.	Objectives Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> The proposal is considered to be consistent with the relevant policy for housing in the Planning Policy Framework and Local Planning Policy Framework as outlined in Section 14 of this report, but also with Sections 15 – 19 which also consider state and local policies.
<b>D3</b>	<b>Dwelling diversity objective</b> To encourage a range of dwelling sizes and types in developments of ten or more dwellings.	Objectives Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> The proposal includes one or two bedroom apartments with varied layouts and internal areas ranging from 49 square metres to 76 square metres. Each apartment includes a balcony and these range in size from 8 square metres to 11 square metres.
<b>D4</b>	<b>Infrastructure objectives</b> To ensure development is provided with appropriate utility services and infrastructure. To ensure development does not unreasonably overload the capacity of utility services and infrastructure.	Objectives Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> The proposal will be provided with the appropriate utility services and infrastructure including water, sewerage and drainage, consistent with the standard. These are all readily available in this street and it is expected that the proposal will not unreasonably exceed the capacity of utility services and infrastructure.
<b>D5</b>	<b>Integration with the street objective</b> To integrate the layout of development with the street.	Objective Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> The proposal includes appropriate vehicle and pedestrian links to the street frontages that are designed to meet current standards and offer a high degree of accessibility for users. The dwellings also include a range of window forms and terraces that have outlook towards the street frontages or rear laneway which maintains a reasonable degree of visual connection and integration consistent with the objective.  <div style="text-align: center; color: red; font-weight: bold; font-size: 1.2em;"> ADVERTISED PLAN </div>



## CLAUSE 58.03 SITE LAYOUT

<b>D6</b>	<b>Energy efficiency objectives</b> To achieve and protect energy efficient dwellings and buildings. To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy. To ensure dwellings achieve adequate thermal efficiency.	Objectives Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> The proposal has been designed to achieve the requirements of this standard and the objective as outlined in Section 17 of this Report.
<b>D7</b>	<b>Communal open space objective</b> To ensure that communal open space is accessible, practical, attractive, easily maintained and integrated with the layout of the development.	Objective Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> This standard seeks 30 square metres of outdoor open space and a further 215 square metres of communal open space, with the latter able to consist of internal or external space. The proposal includes a 93 square metre communal lounge and whilst it does not achieve the size requirements of this standard, the objective is considered to be met for the following reasons: <ul style="list-style-type: none"> <li>• The space is accessible to all residents.</li> <li>• The space is indoor and can be used throughout the year in all weather conditions.</li> <li>• The space is rectangular making it an adaptable space for a range of communal uses over time.</li> <li>• The space is capable of efficient management.</li> <li>• The space is secure.</li> <li>• The space is visually connected to the public realm through windows along Scott Street and McQuade Lane.</li> <li>• The space will not cause any unreasonable noise impacts on the apartments and does not overlook any sensitive spaces.</li> <li>• The space can be attractively furnished.</li> <li>• The space will enhance resident amenity and complement the balcony space provided to each apartment.</li> </ul>
<b>D8</b>	<b>Solar access to communal outdoor open space objective</b> To allow solar access into communal outdoor open space.	Objective Met <input type="checkbox"/> Standard Met <input type="checkbox"/> Not Applicable <input checked="" type="checkbox"/> This standard is not applicable to the proposal does not include any outdoor communal open space.
<b>D9</b>	<b>Safety objective</b> To ensure the layout of development provides for the safety and security of residents and property.	Objective Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> The proposal includes clearly defined entrances to the building and generous lobby spaces that will be secure and well lit. To the rear of the site there is vehicle access and these will be secured with roller doors which is a common response. In terms of passive surveillance opportunities, balconies and windows also present to the street frontages and will enhance safety. Private spaces within developments are be protected from inappropriate use as public thoroughfares.
<b>D10</b>	<b>Landscaping objectives</b> To provide landscaping that supports the existing or preferred urban context of the area and reduces the visual impact of buildings on the streetscape. To preserve existing canopy cover and support the provision of new canopy cover. To ensure landscaping is climate responsive, supports biodiversity, wellbeing and amenity and reduces urban heat.	Objectives Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> The subject site is less than 1000 square metres and the standard seeks 5 percent of the site area as canopy cover with deep soil or 12 square metres whichever is the greater. The proposal does not include any deep soil areas, however planters are incorporated into the façade to enhance amenity and soften the presentation of the façade as shown in the 3D visualizations that form part of this application.

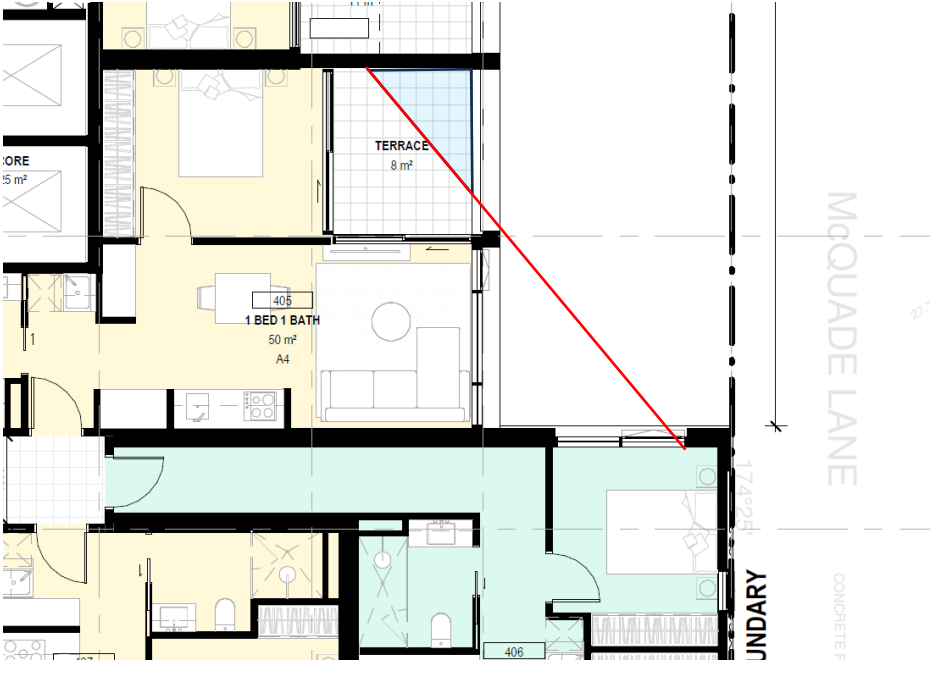
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D11	<b>Access objective</b> <p>To ensure that vehicle crossovers are designed and located to provide safe access for pedestrians, cyclists and other vehicles.</p> <p>To ensure the vehicle crossovers are designed and located to minimise visual impact.</p>	<p>Objective Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/></p> <p>The proposal includes access from Bevan Street which is consistent with this standard and also a range of Planning Policies as outlined in Sections 14, 18 and 19 of this report.</p> <p>For further details, refer to the Transport Impact Assessment and Green Travel Plan prepared by One Mile Grid which accompany this application.</p>
D12	<b>Parking location objectives</b> <p>To provide convenient parking for resident and visitor vehicles.</p> <p>To protect residents from vehicular noise within developments.</p>	<p>Objectives Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/></p> <p>Car parking accommodation is provided to the rear of the site with convenient access provided from each parking level into the building. Refer to the plans and Transport Impact Assessment for further details.</p>
D13	<b>Integrated water and stormwater management objectives</b> <p>To encourage the use of alternative water sources such as rainwater, stormwater and recycled water.</p> <p>To facilitate stormwater collection, utilisation and infiltration within the development.</p> <p>To encourage development that reduces the impact of stormwater run-off on the drainage system and filters sediment and waste from stormwater prior to discharge from the site.</p>	<p>Objectives Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/></p> <p>The proposal has been designed to facilitate on-site storm water infiltration and reduce the impact of peak stormwater flows on the drainage system, consistent with the objectives associated with this standard and also the objectives of Clauses 19.03-3S (Integrated Water Management), 21.05-3 (Sustainability), 22.06 (Environmentally Sustainable Development) and 53.18 (Stormwater Management in Urban Development) through the provision of a 13,000 litre rainwater tank.</p> <p>This is demonstrated through the provision of a Melbourne Water STORM Rating Report prepared by GIW Environmental Solutions which shows the proposal will achieve a rating of 100 percent which meets the target score of 100 percent.</p>
<b>CLAUSE 58.04 AMENITY IMPACTS</b>		
D14	<b>Building setbacks objectives</b> <p>To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area.</p> <p>To allow adequate daylight into new dwellings.</p> <p>To limit views into habitable room windows and private open space of new and existing dwellings.</p> <p>To provide a reasonable outlook from new dwellings.</p> <p>To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents.</p>	<p>Objectives Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/></p> <p>The proposed building setbacks are considered to be consistent with this standard and objective for the following reasons:</p> <ul style="list-style-type: none"> <li>• The built form adjoins the street frontage, which is common for buildings in this area, rather than being setback. This assists with activating the frontages.</li> <li>• The setbacks have appropriate regard for the range of planning policies as outlined in Sections 13 – 19 of this report</li> <li>• All dwellings have a reasonable outlook towards the street frontages or the rear lane.</li> <li>• The dwellings are provided with appropriate internal amenity to meet the needs to residents as outlined in the balance of this Clause 58 assessment and also in the Sustainable Design Assessment prepared by GIW Environmental Solutions.</li> <li>• The setbacks do not result in direct views into any surrounding sensitive spaces.</li> </ul> <p style="text-align: center; color: red; font-weight: bold; font-size: 24px;">ADVERTISED PLAN</p>



<p><b>D15</b></p>	<p><b>Internal views objective</b></p> <p>To limit views into the private open space and habitable room windows of dwellings within a development.</p>	<p>Objective Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/></p> <p>The design response does not allow any overlooking significant opportunity between private open space and habitable room windows of dwellings within a development. The only real opportunity for some view from one level down into an area of private open space relates to the apartments in the south-east corner of the building along McQuade's Lane and in this case, less than 50 percent of the terrace is visible from the window so the standard is met.</p> 
<p><b>D16</b></p>	<p><b>Noise impacts objectives</b></p> <p>To contain noise sources in developments that may affect existing dwellings.</p> <p>To protect residents from external and internal noise sources.</p>	<p>Objectives Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/></p> <p>The building will include a range of services which are largely contained within the building or on the roof to prevent any offsite amenity impacts.</p> <p>Bins will be located within car parking area with chutes providing convenient access for residents, with the chutes located within the lobby area at each level within a small room.</p> <p>The site is not located within a noise influence area specified in Table D5, noting Princes Highway has an estimated 24,000 annual average daily traffic volume which is below the 40,000 in the Table.</p>
<p><b>D17</b></p>	<p><b>Wind impacts objectives</b></p> <p>To ensure the built form, design and layout of development does not generate unacceptable wind impacts within the site or on surrounding land.</p>	<p>Objectives Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/></p> <p>The proposed development sits adjacent to an existing building which only around 6m shorter than the proposed building and as a result will not sit as an isolated building form that could alter or generate unacceptable wind impacts within the site or on surrounding land.</p> <p>The footpath along Scott Street includes a canopy which will also assist with protecting users of the footpath from any wind gusts.</p> <p>There are no communal open spaces within the proposal that could be affected by winds.</p> <p>There are no publicly accessible external spaces within the development that could be affected by winds.</p> <p style="text-align: center;"><b>ADVERTISED PLAN</b></p>



## CLAUSE 58.05 ON-SITE AMENITY AND FACILITIES

D18

### Accessibility objective

To ensure the design of dwellings meets the needs of people with limited mobility.

Objective Met ☒ Standard Met ☒ Not Applicable ☐

This standard requires half of the apartments to be accessible. Apartment Type A2, A4, A5, B2 and B3 are accessible and equates to 54 of the 86 apartments, being 62 percent.

These apartments will include the following:

- A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom.
- A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area.
- A main bedroom with access to an adaptable bathroom.
- At least one adaptable bathroom that meets all of the requirements as shown in the table below.

	Design option A	Design option B
Door opening	A clear 850mm wide door opening.	A clear 820mm wide door opening located opposite the shower.
Door design	Either: <ul style="list-style-type: none"> <li>■ A slide door, or</li> <li>■ A door that opens outwards, or</li> <li>■ A door that opens inwards that is clear of the circulation area and has readily removable hinges.</li> </ul>	Either: <ul style="list-style-type: none"> <li>■ A slide door, or</li> <li>■ A door that opens outwards, or</li> <li>■ A door that opens inwards and has readily removable hinges.</li> </ul>
Circulation area	A clear circulation area that is: <ul style="list-style-type: none"> <li>■ A minimum area of 12 metres by 12 metres.</li> <li>■ Located in front of the shower and the toilet.</li> <li>■ Clear of the toilet, basin and the door swing.</li> </ul> <p>The circulation area for the toilet and shower can overlap.</p>	A clear circulation area that is: <ul style="list-style-type: none"> <li>■ A minimum width of 1 metre.</li> <li>■ The full length of the bathroom and a minimum length of 2.7 metres.</li> <li>■ Clear of the toilet and basin.</li> </ul> <p>The circulation area can include a shower area.</p>
Path to circulation area	A clear path with a minimum width of 900mm from the door opening to the circulation area.	Not applicable.
Shower	A hobless (step-free) shower.	A hobless (step-free) shower that has a removable shower screen and is located on the furthest wall from the door opening.
Toilet	A toilet located in the corner of the room.	A toilet located closest to the door opening and clear of the circulation area.

Refer to the floor plans on TP.5001 – TP5003 prepared by Cera Stribley which demonstrate compliance and it is noted that based on these measures, it is considered that the objective is met.

D19

### Building entry and circulation objectives

To provide each dwelling and building with its own sense of identity.

To ensure the internal layout of buildings provide for the safe, functional and efficient movement of residents.

To ensure internal communal areas provide adequate access to daylight and natural ventilation.

Objectives Met ☒ Standard Met ☒ Not Applicable ☐

The proposal includes clearly defined entrances from Scott Street with secure lobby spaces. The internal layouts, including hallways and lobbies at the upper levels provide for the safe, functional and efficient movement of residents. The hallways are also provided with daylight and ventilation on the west side.

Based on the above, it is considered that the standard and objectives are met.

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D20	<p><b>Private open space above ground floor objective</b></p> <p>To provide adequate private open space for the reasonable recreation and service needs of residents.</p>	<p>Objective Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/></p> <p>The proposal includes 86 dwellings with balcony space that complies with the standard and are considered to be adequate for the reasonable recreation and service needs of residents, consistent with the objective.</p> <p><b>Assessment Table</b></p> <table><tr><th>Dwelling</th><th>Dwelling Type</th><th>Standard P.O.S.</th><th>Proposed P.O.S.</th></tr><tr><td>Type A1 (North)</td><td>1 bedroom</td><td>8m<sup>2</sup> with a minimum dimension of 1.7m.</td><td>8m<sup>2</sup> with a minimum dimension of 2.1m.</td></tr><tr><td>Type A2 (East)</td><td>1 bedroom</td><td>8m<sup>2</sup> with a minimum dimension of 1.8m.</td><td>8m<sup>2</sup> with a minimum dimension of 2.7m.</td></tr><tr><td>Type A3 (East)</td><td>1 bedroom</td><td>8m<sup>2</sup> with a minimum dimension of 1.8m.</td><td>8m<sup>2</sup> with a minimum dimension of 1.8m.</td></tr><tr><td>Type A4 (East)</td><td>1 bedroom</td><td>8m<sup>2</sup> with a minimum dimension of 1.8m.</td><td>8m<sup>2</sup> with a minimum dimension of 2.55m.</td></tr><tr><td>Type A5 (South)</td><td>1 bedroom</td><td>8m<sup>2</sup> with a minimum dimension of 1.2m.</td><td>8m<sup>2</sup> with a minimum dimension of 2.64m.</td></tr><tr><td>Type B1 (South)</td><td>2 bedroom</td><td>8m<sup>2</sup> with a minimum dimension of 1.2m.</td><td>8m<sup>2</sup> with a minimum dimension of 2.25m.</td></tr><tr><td>Type B2 (North)</td><td>2 bedroom</td><td>8m<sup>2</sup> with a minimum dimension of 1.7m.</td><td>8m<sup>2</sup> with a minimum dimension of 2.9m.</td></tr><tr><td>Type B3 (East)</td><td>1 bedroom</td><td>8m<sup>2</sup> with a minimum dimension of 1.8m.</td><td>8m<sup>2</sup> with a minimum dimension of 2.7m.</td></tr></table>	Dwelling	Dwelling Type	Standard P.O.S.	Proposed P.O.S.	Type A1 (North)	1 bedroom	8m <sup>2</sup> with a minimum dimension of 1.7m.	8m <sup>2</sup> with a minimum dimension of 2.1m.	Type A2 (East)	1 bedroom	8m <sup>2</sup> with a minimum dimension of 1.8m.	8m <sup>2</sup> with a minimum dimension of 2.7m.	Type A3 (East)	1 bedroom	8m <sup>2</sup> with a minimum dimension of 1.8m.	8m <sup>2</sup> with a minimum dimension of 1.8m.	Type A4 (East)	1 bedroom	8m <sup>2</sup> with a minimum dimension of 1.8m.	8m <sup>2</sup> with a minimum dimension of 2.55m.	Type A5 (South)	1 bedroom	8m <sup>2</sup> with a minimum dimension of 1.2m.	8m <sup>2</sup> with a minimum dimension of 2.64m.	Type B1 (South)	2 bedroom	8m <sup>2</sup> with a minimum dimension of 1.2m.	8m <sup>2</sup> with a minimum dimension of 2.25m.	Type B2 (North)	2 bedroom	8m <sup>2</sup> with a minimum dimension of 1.7m.	8m <sup>2</sup> with a minimum dimension of 2.9m.	Type B3 (East)	1 bedroom	8m <sup>2</sup> with a minimum dimension of 1.8m.	8m <sup>2</sup> with a minimum dimension of 2.7m.
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D21	<p><b>Storage objective</b></p> <p>To provide adequate storage facilities for each dwelling.</p>	<p>Objective Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/></p> <p>The proposed apartments are provided with a minimum of 10m<sup>3</sup> of internal storage for the one and two bedroom apartments as required by the standard. There is also 3.7m<sup>3</sup> - 4.1m<sup>3</sup> storage cages for each apartment, consistent with the standard and objective, meaning each apartment will have total size needed based on the number of bedrooms.</p>																																				
CLAUSE 58.06 DETAILED DESIGN																																						
D22	<p><b>Common property objectives</b></p> <p>To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained.</p> <p>To avoid future management difficulties in areas of common ownership.</p>	<p>Objectives Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/></p> <p>The proposal includes a common driveway, lobby areas, communal space, car parking areas, services such as lifts and bin storage. This is common for residential developments and the areas will be appropriately managed by an owner’s corporation, consistent with the objectives.</p>																																				
D23	<p><b>Site services objectives</b></p> <p>To ensure that site services can be installed and easily maintained.</p> <p>To ensure that site facilities are accessible, adequate and attractive.</p>	<p>Objectives Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/></p> <p>The proposal includes a range of common services associated with the apartments including mailboxes, meters and bins storage areas.</p> <p>The mailboxes for each apartment will be located at the entrance to the building from Scott Street and are therefore conveniently located for use by Australia Post, residents and staff.</p>																																				
D24	<p><b>Waste and recycling objectives</b></p> <p>To ensure dwellings are designed to encourage waste recycling.</p> <p>To ensure that waste and recycling facilities are accessible, adequate and attractive.</p> <p>To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.</p>	<p>Objectives Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/></p> <p>Bins will be stored in the basement and the waste will be collected by Private Waste Collection from the rear of the site. This will be undertaken in accordance with the Waste Management Plan prepared by One Mile Grid.</p>																																				



<b>D25</b>	<b>External walls and materials objectives</b>  To ensure external walls use materials appropriate to the existing urban context or preferred future development of the area.  To ensure external walls endure and retain their attractiveness.	Objectives Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/>  The proposal includes a predominantly concrete/render exterior which will create an attractive presentation and is durable.  The balance of the building materials (such as glass and metal) are also common building materials and are therefore consistent with this standard and objective.
<b>CLAUSE 58.07 INTERNAL AMENITY</b>		
<b>D26</b>	<b>Functional layout objective</b>  To ensure dwellings provide functional areas that meet the needs of residents.	Objective Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/>  The proposal includes <b>bedrooms</b> with minimum dimensions exceeding 3.4 metres by 3 metres for the main bedroom (10.2m <sup>2</sup> ) and 3 metres by 3 metres (9m <sup>2</sup> ) for all other bedrooms, consistent with the standard.  The proposal includes <b>living areas</b> with a minimum width exceeding 3.6 metres and area exceeding 12m <sup>2</sup> , consistent with the standard.  Refer to TP.5001 – TP.5003 of the development plans which demonstrate compliance.
<b>D27</b>	<b>Room depth objective</b>  To allow adequate daylight into single aspect habitable rooms.	Objective Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/>  The majority of apartments include dual aspect living rooms, with kitchens provided at the rear of the spaces. These all comply with the standard, noting there are no rooms that exceed a depth of 9 metres (irrespective of whether they are single or dual aspect).
<b>D28</b>	<b>Windows objective</b>  To allow adequate daylight into new habitable room windows.	Objective Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/>  All habitable rooms have a window in an external wall consistent with the standard and will allow adequate daylight into the rooms consistent with the objective. It is also worthy to note that there are no habitable rooms that rely on snorkels for access to daylight which is a common outcome for many apartment designs.
<b>D29</b>	<b>Natural ventilation objectives</b>  To encourage natural ventilation of dwellings. To allow occupants to effectively manage natural ventilation of dwellings.	Objectives Met <input checked="" type="checkbox"/> Standard Met <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/>  All habitable rooms include a section of window or door opening that will allow for natural ventilation and all dwellings include cross flow ventilation with a breeze path between 5 metres and 18 metres, consistent with the requirements of this standard.  These are shown for four apartments on TP.5001 – TP5003 prepared by Cera Stribley which demonstrate compliance.

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## 21 CONCLUSION

It is submitted that the proposed construction of a thirteen storey residential building to be used for affordable housing is appropriate and consistent with the strategic directions of the Greater Dandenong Planning Scheme as demonstrated throughout this planning report.

The proposal is of a high quality and it is expected that the future occupants of this building will be afforded an excellent level of amenity through the design of the apartments, generous balcony spaces and the accessible location within the core of Dandenong which offers a significant range of amenities and services.

It is therefore considered that a planning permit should be issued for the proposal.

Jason Barnfather  
Director  
**Squareback Planning**

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