



27 Princes Highway, Dandenong

Construction of an 18-storey residential building, reduction in car parking, and alteration of access to a road in a Transport Road Zone.

TOWN PLANNING REPORT

August 2026

TABLE OF CONTENTS

1	Overview	3
2	Site Context	5
3	Proposal	13
4	Planning Scheme outline	15
5	Assessment and Conclusion	33
 Appendix 1 – Clause 58 Assessment table		 46

1 OVERVIEW

This report has been prepared on behalf of 27PD Pty Ltd in support of a proposal to construct a multi-storey development comprising 76 dwellings and alter access to a road in the Transport Zone 2. The proposal also seeks to reduce the car parking requirement pursuant to Clause 52.06 of the Greater Dandenong Planning Scheme.

The proposal presents a significant development opportunity for this highly evolving activity centre. It adds vital housing to the centre while ensuring a high-quality built form outcome is achieved, enhancing the locale and contributing to the activity centre densification, activation, and character sought by the planning scheme.

Visually, the new 18 storey building on the site will contribute positively to the emerging and contemporary qualities of the activity centre in a meaningful way. Moreover, the development will sit comfortably within both its physical and strategic contexts, noting that the site is more than capable of accommodating a development of the size and type proposed. Importantly, the strategic settings in place support the scale and intensity sought.

To that end, this is a proposal which produces an excellent planning outcome for the site and the Dandenong Central Activity Centre generally. Further, the delivery of affordable housing as part of this outstanding development confirms that the proposal will achieve a net community benefit.

This proposal is a fulfillment of the *Central Dandenong Comprehensive Development Plan (updated June 2026)* and the Comprehensive Development Zone – Schedule 2 (Central Dandenong) that apply to the site, providing a high-density residential development opportunity that revitalises an existing vacant site within the activity centre. A high quality built-form outcome that improves upon the site conditions is achieved, consistent with the direction of the comprehensive development plan and the zone control.

The proposal will improve the public realm through its activated ground floor frontage to Princes Highway, which includes a glazed frontage and entrance to the apartment building. Vehicle accessways are limited to a single crossover, to maximise safety. Furthermore, the proposed 18 storey building form is broken into three distinct volumes as it rises; the podium, the central and darker clad section, and the light and glazed top section. This provides visual interest that will minimise bulk and contribute to the built form outcome sought for the area.

The proposal will provide 76 dwellings across 18 levels from the fourth floor upwards, noting that two large and separate communal open spaces are provided on the ground and 12th levels. Dwellings will range in size, with one and two-bedroom layouts provided¹. A three-level car park provides 44 total car parking spaces, and provision for 23 bicycle parking spaces.

The proposal contributes to housing affordability and diversity within the municipality and the Central Dandenong Metropolitan Activity Centre, providing housing choice for a broad range of the population in a central and accessible location. Furthermore, the proposal achieves a high level of compliance with Clause 58 (Apartment Development) of the Greater Dandenong Planning Scheme.

Our client has appointed Rise Architecture to design the building. The outcome is one which is well resolved and sophisticated, resulting in a development that will be respectful of the character of Central Dandenong. Furthermore, the urban design, traffic, waste management, and ESD outcome being provided have been carefully considered to ensure the development is one which appropriately integrates with the site and its surrounds without providing any detrimental impacts to the area.

The proposal, in terms of land use, is highly compatible with the surrounding area, noting the clear need for increased housing within the activity centre, close to public transportation and employment opportunities. The design provides a bespoke and tailored urban design outcome that will enhance the site and its presentation to the public realm.

¹ 32 1-bedroom dwellings, and 44 2-bedroom dwellings.

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The proposal requires a planning permit under the following provisions of the *Greater Dandenong Planning Scheme*:

- Clause 37.02-4 (Comprehensive Development Zone – Schedule 2)
 - A planning permit is required to construct a building or construct or carry out works.
- Clause 52.29-2 (Land Adjacent to the Principal Road Network)
 - A permit is required to alter access to a road in the Transport Zone 2.
- Clause 52.06-3 (Car Parking)
 - A permit is required to reduce (including reduce to zero) the minimum number of car parking spaces required under clause 52.06-5 or in a schedule to the Parking Overlay.

This report is intended to be read in conjunction with the following:

- Town Planning Drawings (prepared by Rise Architecture, dated 1 July 2026).
- Traffic Impact Assessment (prepared by OneMileGrid, dated 4 August 2026).
- Waste Management Plan (prepared by OneMileGrid, dated 31 July 2026).
- Sustainability Management Plan (prepared by Frater Consulting Services, dated 28 July 2026).
- Wind Impact Assessment (prepared by Vipac Engineers, dated 17 July 2026).
- Landscape Plan (prepared by John Patrick Landscape Architects, dated 16 July 2026).
- Arboricultural Report (prepared by Landscapes by Design, dated 5 August 2024).
- Green Travel Plan (prepared by Traffix Group, dated 21 May 2024).
- Feature Survey and Re-establishment Survey (prepared by Melbourne Land Surveyors).
- Urban Context Report & Design Response (prepared by Hansen Partnership, dated November 2024).



Figure 1 – The proposed development as viewed from the northeast along the Princes Highway service road

2 SITE CONTEXT

2.1 SUBJECT SITE

The subject site is located on the southwestern side of Princes Highway in Dandenong (refer Figure 2 – Locality Plan). Specifically, the site is accessed via a service road that runs parallel to the highway.

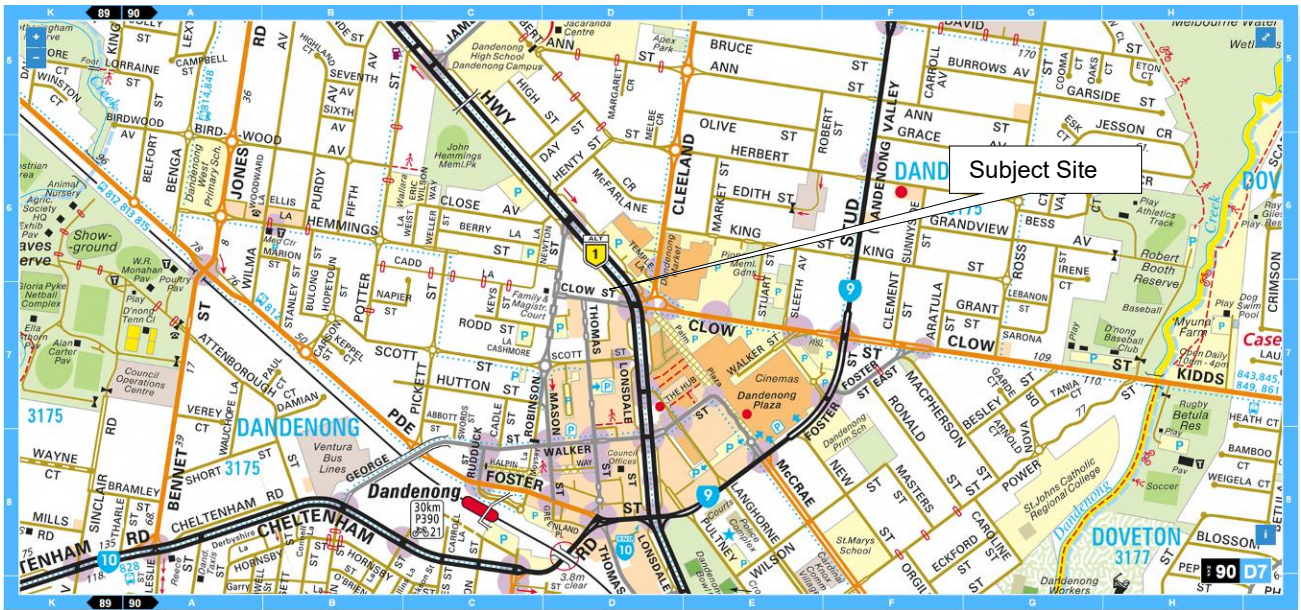


Figure 2 – Locality Plan (Melways, 2024)

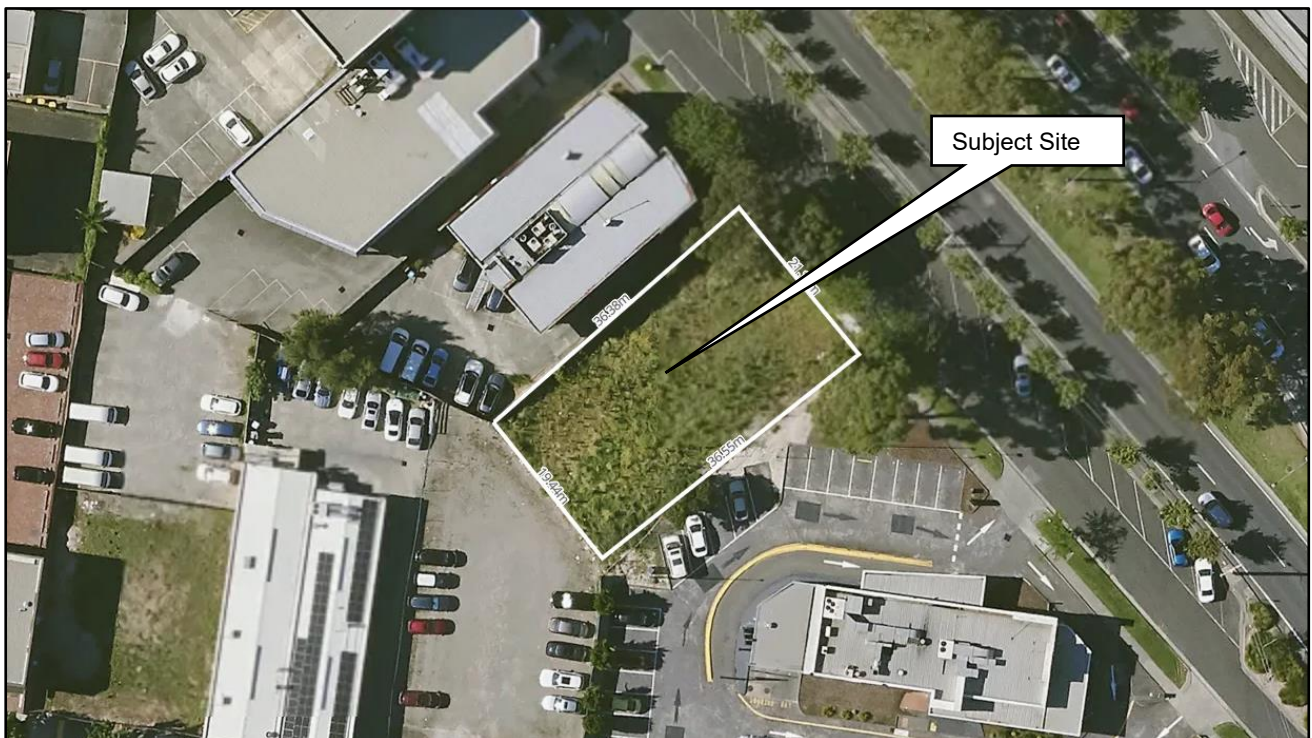


Figure 3 – Aerial Photograph 1 (Landchecker, 11 January 2024)



Figure 4 - Aerial Photograph 2 (Landchecker, 11 January 2024)

The subject site is generally rectangular in shape, with a frontage width of 20.12 metres to the Princes Highway and a depth of 36.58 metres. The overall site area is 734 square metres.

The land is not impacted by any easements or title restrictions.

Topographically, the site contains a gentle slope that falls approx. 700mm from the northwest to the southeast.

The site is currently vacant and was previously occupied by a single dwelling.



Figure 5 – The subject site viewed from the service road.

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Figure 6 – Looking southwest across the subject site from the frontage



Figure 7 – The subject site as viewed from across the Princes Highway



Figure 8 – Subject site looking northeast towards the frontage

2.2 SURROUNDS

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The subject site is located within the Central Dandenong Metropolitan Activity Centre (CDMAC) and is sited on a prominent site interfacing with the Princes Highway. The site is located within the northern section of the activity centre, outside the “core” of the centre, but not within the residential periphery.

The immediate area surrounding the site is characterised by commercial buildings hosting office spaces and retail premises. These land uses neighbour the site to the northwest in a range of buildings, including double storey and quintuple storey buildings. Directly northwest of the site at 29 Princes Highway is a double storey office building which includes glazing facing the subject site.

Across the road from the subject site to the northeast is a large format retail centre comprising a Coles, Chemist Warehouse, and other smaller retail tenancies.

Southwest of the site is an open car parking area and single storey retail premises. Southeast of the site is a KFC at 25 Princes Highway, which includes a single storey building and roadway/carparking surrounding the building.

The service road interfacing with the site’s northeastern frontage includes car parking and street trees, offering a pleasant pedestrian environment that enhances accessibility to the commercial tenancies fronting the street.



Figure 9 – 29 Princes Highway interface with the subject site



Figure 10 – 29 Princes Highway interface with the subject site

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Figure 11 – Looking northwest along Princes Highway towards the commercial buildings



Figure 12 – Interface between the subject site and the KFC at 25 Princes Highway



Figure 13 – Looking southeast across the subject site towards 25 Princes Highway



Figure 14 – Rear interface of the subject site with a private open air car park at 7 Clow Street



Figure 15 – Looking northeast from the subject site across Princes Highway

The subject site is proximate to the following attributes within the activity centre:

- Dandenong Market 150 metres east of the site;
- Dandenong Plaza Shopping Centre 300 metres southeast of the site;
- Dandenong Train Station 700 metres south of the site; and
- Dandenong Library and Greater Dandenong Civic Centre 470 metres south of the site.

Further afield, the site is proximate to the following services, amenities, and employment opportunities:

- Dandenong Hospital 1km to the northeast;
- Dandenong Junction Shopping Centre 1.3km northwest of the site;
- Dandenong West Primary School 1.1km west of the site;
- Dandenong High School 700 metres north of the site;
- Dandenong Oasis Leisure Centre 1.4km north of the site;
- St Mary's primary School 1km southeast of the site;
- St John's Regional College 1.2km southeast of the site; and
- Industrial/commercial land clusters to the northwest, southeast, and southwest, all within walking distance.

The CDMAC is host to a range of building types, land uses, and building sizes. There is a distinct character for larger format buildings, including high rises in the form of office and residential buildings. The development

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of these is recent, noting the history of the CDMAC over the last 20 years and the push to prioritise the centre as a secondary CBD to the broader Melbourne area.

We provide the following photo analysis of a range of built form outcomes within and surrounding the centre and the precedent they serve to assist in guiding the future development outcomes of the centre, in accordance with the planning controls and provisions that apply.



Figure 16 – Looking south along Thomas Street through the civic centre core



Figure 17 – 6 Hemmings Street, Dandenong (200 metres west of the subject site)



Figure 18 – 3 Close Avenue, Dandenong (200 metres west of the subject site)

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Figure 19 – 329 Thomas Street, Dandenong (70 metres south of the subject site)



Figure 20 – Commercial buildings in Central Dandenong (Image credit – infrastructuremagazine.com.au)

3 SUMMARY OF THE PROPOSAL

The application seeks planning permission for the construction of an 18 storey residential building, and alteration of access to a road in the Transport Zone 2. The proposal also seeks to reduce the car parking requirement pursuant to Clause 52.06-5, consistent with the enclosed traffic engineering assessment (prepared by One Mile Grid).

Buildings and Works

The proposal seeks to construct an 18-storey (60.65-metre-tall) tower with 3 levels of above-ground car parking. The building occupies the whole site, with the ground floor level being built to all four boundary interfaces. The building includes a four-storey podium, upon which sits the levels above.

The ground floor of the building is occupied by a 135 square metre communal open space (refer to the enclosed landscape plan prepared by John Patrick Landscape Architects), residential and driveway entries, as well as other residential services (bicycle storage, apartment storage, bin room, water tank room, mail room etc. Levels 1-3 comprise car parking and storage facilities.

Level 4 through to Level 17 is host to 76 apartments, with a range of one and two-bedroom layouts. There are 32 one-bedroom apartments and 44 two-bedroom apartments. Level 12 includes a 180-square-metre outdoor communal outdoor area (per Figure 23 below).

Each residential floor accommodates four to six apartments, accessed from a communal hallway which has access to natural daylight and is serviced by two lifts and a fire escape staircase. The design of the building is broken up into distinct modules as one views the tower from the public realm, notwithstanding that the design is read as a cohesive and articulated element from all vantage points.

The proposal incorporates light wells along the side interfaces to ensure all apartments within the building are provided with adequate solar access, and to allow for future development opportunities on neighboring allotments.



Figure 21 – Northeast and northwest elevations of the proposed building (left and right)

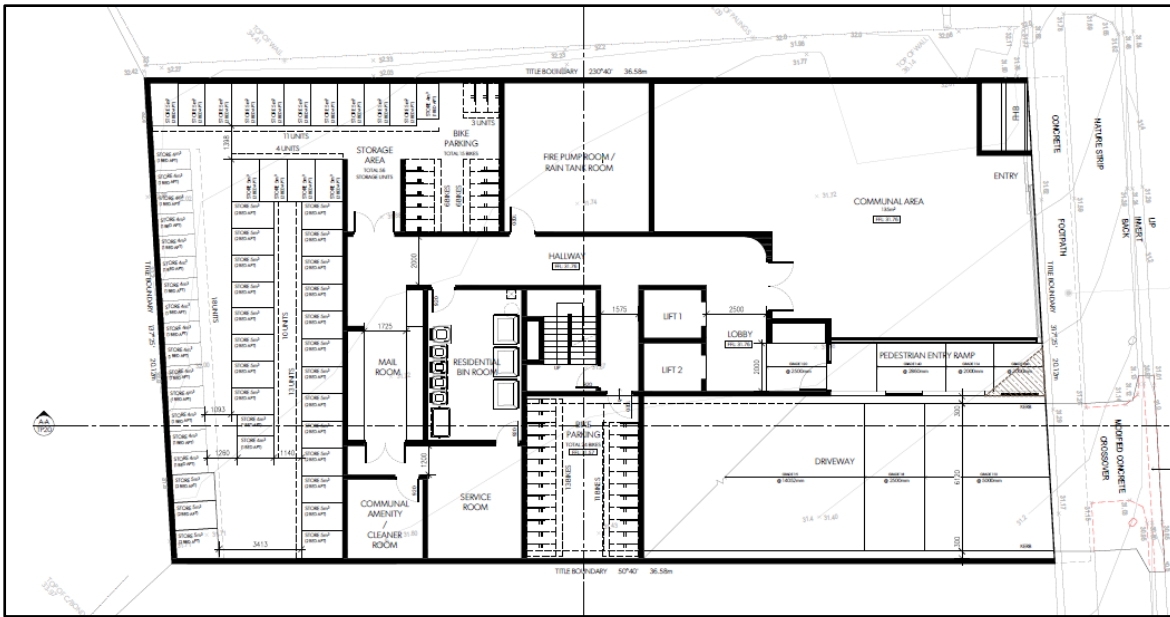


Figure 22 – Proposed Ground Floor Plan



Figure 23 – Proposed landscaping plan – Level 13 communal open space

Carparking Reduction & Alteration of Access to a Road in the Transport Zone 2

The proposal provides 44 car spaces on the land, in lieu of the 76 spaces sought pursuant to Clause 52.06-5 of the Planning Scheme. A reduction of 32 spaces is therefore sought in relation to the 1-bedroom dwellings. A highly detailed Traffic Impact Assessment (traffic engineering) report is included within this submission, and supports the variation proposed.

The proposal also seeks to alter access to a road in a Transport Zone 2 (Princes Highway service road).

4 PLANNING SCHEME

4.1 MUNICIPAL PLANNING STRATEGY (MPS)

Relevant components of the Councils' Municipal Planning Strategy (MPS) are outlined below.

Clause 02.01 (Context) outlines that *The resident population of Greater Dandenong is over 160,000 (Victoria in Future, 2019). Greater Dandenong is the most culturally diverse locality in Victoria, with residents from over 150 different birthplaces..*

In Greater Dandenong the activity centre hierarchy consists of the Metropolitan Activity Centre (known as Central Dandenong), three Major Activity Centres and a wide range of Neighbourhood Activity Centres. Central Dandenong is the regional transport hub and principal service centre to the South Eastern Growth Corridor. Successive large-scale infrastructure and urban renewal projects are transforming the city.

Clause 02.03-1 (Settlement) outlines (as relevant):

Settlement

Greater Dandenong's population is expected to continue to rise, placing pressure on transport networks, infrastructure, services and public open space.

The expected increase in older residents will raise the demand for services, smaller infill dwellings and retirement accommodation, co-located with community facilities, services and recreational facilities within activity centres.

It is anticipated that younger families will move into new developments in the municipality, requiring timely consideration of the availability and distribution of these facilities.

Beyond the municipality, the Casey-Cardinia growth area is expected to accommodate a significantly larger population by 2030.

Urban Renewal – Central Dandenong

The 'Revitalising Central Dandenong' project provides the principal focus for urban renewal within the City and attracts significant investment from both public and private sources.

Dandenong Metropolitan Activity Centre is one of Victoria's largest retail and commercial centres. It serves the growing south-east region of metropolitan Melbourne, as a government services hub and major interchange for significant transport services. The construction of EastLink has reinforced its very high accessibility.

Strategic directions for urban renewal in Central Dandenong are to (as relevant):

- *Showcase Central Dandenong as a preferred destination for quality services, housing, commercial, retail and entertainment activities.*
- *Become more diverse, with integrated land uses, including higher-density residential development as a central component.*
- *Facilitate more compact development and consolidation of land uses and activities with a focus on the 400 metre (5 minute walk) radius centre on Dandenong Transit Interchange and Town Hall.*
- *Create a strong link along the 'Spine of Consolidation' connecting the Dandenong Transit Interchange, Dandenong Town Hall and Dandenong Market.*
- *Redesign movement networks and activate street frontages to enhance and prioritise the pedestrian environment and offer high levels of public realm amenity within the Core of the centre.*

- *Facilitate developments that contribute towards the long term vision for the centre, rather than those that undermine the achievement of mixed land uses, consolidation and higher densities.*

Clause 02.03-5 (Built environment and heritage) outlines (as relevant):

Design

- *With diverse cultural groups that call Greater Dandenong home, there are distinct precincts that are emerging, characterised by buildings with flat unarticulated facades, prominent balconies, limited setbacks, and limited or no landscaping.*
- *Innovative urban design solutions will promote the creation of inclusive and welcoming public spaces. Creating community 'connectedness' and improving safety in public places will foster a sense of belonging.*
- *The quality of urban design in major and neighbourhood activity centres is important to the economic viability of the centres and contributes significantly to the overall image and appearance of the municipality.*
- *New developments need to encourage walkability, provide clear directions to community services and facilities such as local shops. Providing walking and cycling access to recreation opportunities such as open space areas will promote healthy lifestyles.*
- *Due to the absence of prominent natural landmarks, specific 'Gateway' locations have been identified at high exposure points of entry to, or transitions within, the municipality. The sites provide opportunities to enhance local character, improve perceptions of the city, and encourage wider visitation.*
- *Gateways, landmarks and corner buildings provide orientation for visitors to a centre and contribute to its sense of place. Improvements to ground level public realm areas in activity centres as attractive, people-orientated open spaces, provide for positive interfaces with ground level private spaces.*

Strategic directions include:

- *Improve prosperity and contribute to employment growth, by creating attractive places and facilitating cared for natural and heritage areas.*
- *Improve the visual amenity and image of Greater Dandenong particularly the public realm.*
- *Encourage good urban design to improve safety and amenity.*
- *Create environments that are welcoming, inclusive and make a positive contribution to the health and wellbeing of Greater Dandenong's diverse communities.*
- *Facilitate quality building design and architecture.*
- *Ensure that design of the built environment supports accessibility and healthy living.*
- *Enhance the multi-cultural identity of the municipality, as reflected in the city's built form, signage and urban design.*
- *Ensure that new built form and public realm works contribute to the role of identified gateway locations throughout the municipality.*
- *Ensure a coordinated approach to sign design, positioning and display in a manner that is attractive and appropriate to respective commercial, industrial or residential areas and along road corridors.*
- *Reinforce the green wedge as a 'break' in built form development.*

Environmentally Sustainable Development

- *Supporting higher density forms of development in areas with excellent accessibility and closer to activity centres and transport nodes will reduce dependence on the car thereby significantly reducing greenhouse gas emissions.*
- *Council supports the design and construction of new developments that incorporate best practice environmentally sustainable design standards to create a green city committed to a sustainable future.*

- *Encourage all development to achieve best practice environmentally sustainable outcomes.*

Clause 02.03-6 (Housing) outlines that:

- *There is considerable diversity within Greater Dandenong's housing stock. Areas of newer housing are located in the north-east and central-southern areas with in-fill development occurring across the municipality. Higher density housing is generally located in proximity to railway stations and major shopping centres, in particular Central Dandenong. In the non-urban areas to the south, housing ranges from modest to large dwellings on rural-residential lots.*
- *Greater Dandenong has a pre-dominance of single detached dwellings. The highest concentrations of multi-dwelling developments have occurred around the Central Dandenong, Springvale and Noble Park Major Activity Centres.*
- *Many new households will need to be accommodated across the municipality. Supporting urban consolidation by providing new housing in existing areas close to activity centres will reduce the need for residents to travel as far to work, shop or take part in other activities.*
- *Council is committed to actively encouraging multi-storey, higher-density residential development within Central Dandenong and the Springvale and Noble Park Major Activity Centres, as a component of the mixed-use function of those centres. Likewise, Transit Oriented Development will be a key principle to increasing sustainability. With the potential influx of younger families anticipated in activity centres, greater diversity in housing provision to meet the needs of these households will be required.*
- *The popularity of Springvale as a vibrant multicultural retail and business centre provides an opportunity to support additional housing that responds to both local needs and the changing demographics of Melbourne. This will include smaller apartments, shop-top housing and larger detached dwellings. Recognising the cultural diversity of the population and encouraging housing diversity will create opportunities to meet the housing needs of the diverse community.*
- *As the City of Greater Dandenong's population ages more housing and supported accommodation catering for older age groups will be needed. This will include higher density housing, which will need careful management.*

Strategic directions include:

- *Allow for increased residential densities in appropriate locations and provide for diverse housing needs.*
- *Encourage and facilitate a wide range of housing types and styles which increase diversity and cater for the changing needs of households.*
- *Optimise residential consolidation around activity centres and transport nodes.*
- *Improve access to affordable and appropriate housing.*
- *Provide for the orderly development of new residential areas, including appropriate forms of higher density housing within existing activity centres.*

Clause 02.03-8 (Transport) outlines that:

- *While public transport mode share in Greater Dandenong is comparatively high, it accounts for only a limited number of all trips. A lack of public transport in many areas is a significant barrier for people accessing employment, so it is important to ensure accessibility between industrial areas and other employment nodes to public transport.*

Strategic directions include:

- *Promote sustainable modes of transport.*
- *Promote a significant transport mode shift away from car use.*
- *Protect residential and other sensitive uses from adverse impacts of vehicular traffic or other transport related uses or services.*

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Pursuant to Clause 02.04-1 (Strategic framework plans) the subject site is located within the Dandenong Metropolitan Activity Centre (extracted in part below).

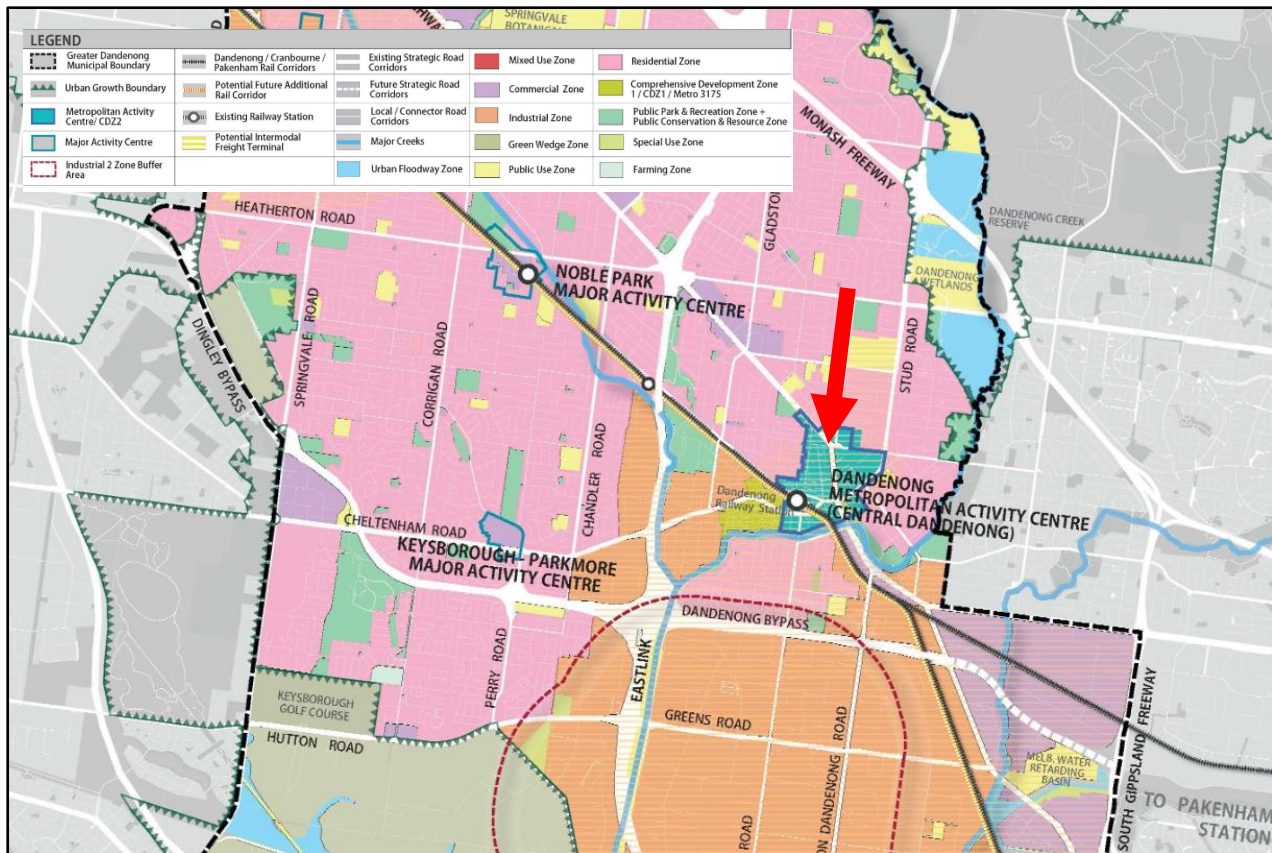


Figure 24 – Strategic Framework Plan (Clause 02.04-1) – subject site shown

4.2 PLANNING POLICY FRAMEWORK

The key elements of the Planning Policy Framework (PPF) relevant to this proposal include:

- Clause 11 Settlement
- Clause 13 Environmental Risks and Amenity
- Clause 15 Built Environment and Heritage
- Clause 16 Housing
- Clause 18 Transport

Relevantly, these policies recognise and support increased residential densities within activity centres. The following is noted:

- Clause 11 outlines that *planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.*
- Clause 11.01-1S (Settlement) seeks to:
 - *develop sustainable communities through a settlement framework offering convenient access to jobs, services, infrastructure and community facilities;*
 - *Focus investment and growth in places of state significance in Metropolitan Melbourne and the major regional cities of Ballarat, Bendigo, Geelong, Horsham, Latrobe City, Mildura, Shepparton, Wangaratta, Warrnambool and Wodonga;*

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- *provide for growth in population and development of facilities and services across a regional or sub-regional network;*
 - *Plan for development and investment opportunities along existing and planned transport infrastructure;*
 - *plan for development and investment opportunities along existing and planned transport infrastructure;*
 - *develop settlements that will support resilient communities and their ability to adapt and change;*
 - *Limit urban sprawl and direct growth into existing settlements;*
 - *Promote and capitalise on opportunities for urban renewal and infill redevelopment;*
 - *Develop compact urban areas that are based around existing or planned activity centres to maximise accessibility to facilities and services;*
 - *Ensure retail, office-based employment, community facilities and services are concentrated in central locations.*
- Clause 11.01-1R (Settlement – metropolitan Melbourne) includes the following strategies of relevance:
 - *Develop a network of activity centres linked by transport; consisting of Metropolitan Activity Centres supported by a network of vibrant major and neighbourhood activity centres of varying size, role and function; and*
 - *Create mixed-use neighbourhoods at varying densities, including through the development of urban-renewal precincts, that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities.*
 - Clause 11.02-1S (Supply of urban land) seeks to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional, and other community uses and includes a strategy to plan to accommodate projected population growth over at least a 15 year period and provide clear direction on locations where growth should occur. Residential land supply will be considered on a municipal basis, rather than a town-by-town basis.
 - Clause 11.03-1S (Activity Centres) seeks to encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community. It includes a strategy which seeks to encourage a diversity of housing types at higher densities in and around activity centres.
 - Clause 11.03-1R (Activity Centres and Precincts – Metropolitan Melbourne) provides a strategy to Support the development and growth of Metropolitan activity centres and Suburban Rail Loop Precincts by ensuring they:
 - *Are able to accommodate significant growth for a broad range of land uses.*
 - *Are supported with appropriate infrastructure.*
 - *Are hubs for public transport services.*
 - *Offer good connectivity for a regional catchment.*
 - *Provide high levels of amenity.*
 - Clause 11.03-1L (Dandenong Metropolitan Activity Centre (Central Dandenong)) applies to all land within the Dandenong Metropolitan Activity Centre and surrounds, as shown on the maps to this clause. The following is relevant:
 - Objective – General
 - To provide for the revitalisation of the Dandenong Metropolitan Activity Centre, known as Central Dandenong, through the consolidation of a mix of residential, office and service industry, retail, entertainment, hospitality, education, community service and recreation/leisure uses and development.*

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Strategies – General

- Promote activity and vitality in the public realm.
- Improve the form and function of Central Dandenong through high quality and innovative built form and urban design responses.

Objective – Residential

To facilitate a growing residential population within Central Dandenong, by providing a range of housing options at higher densities, designed to be accessible for people of all ages and abilities.

Strategies – Residential

- Provide casual surveillance of open areas.
- Encourage development of higher density housing, incorporating design measures to minimise adverse off-site impacts from non-residential uses.
- Encourage greater diversity in housing types.
- Provide the most direct and safe access to public transport facilities from dwellings.
- Encourage high density apartment developments within Central Dandenong.
- Accommodate an increase in resident population in Central Dandenong and its periphery.

The Central Dandenong Comprehensive Development Plan (City of Greater Dandenong, June 2026) is a policy document within the clause.

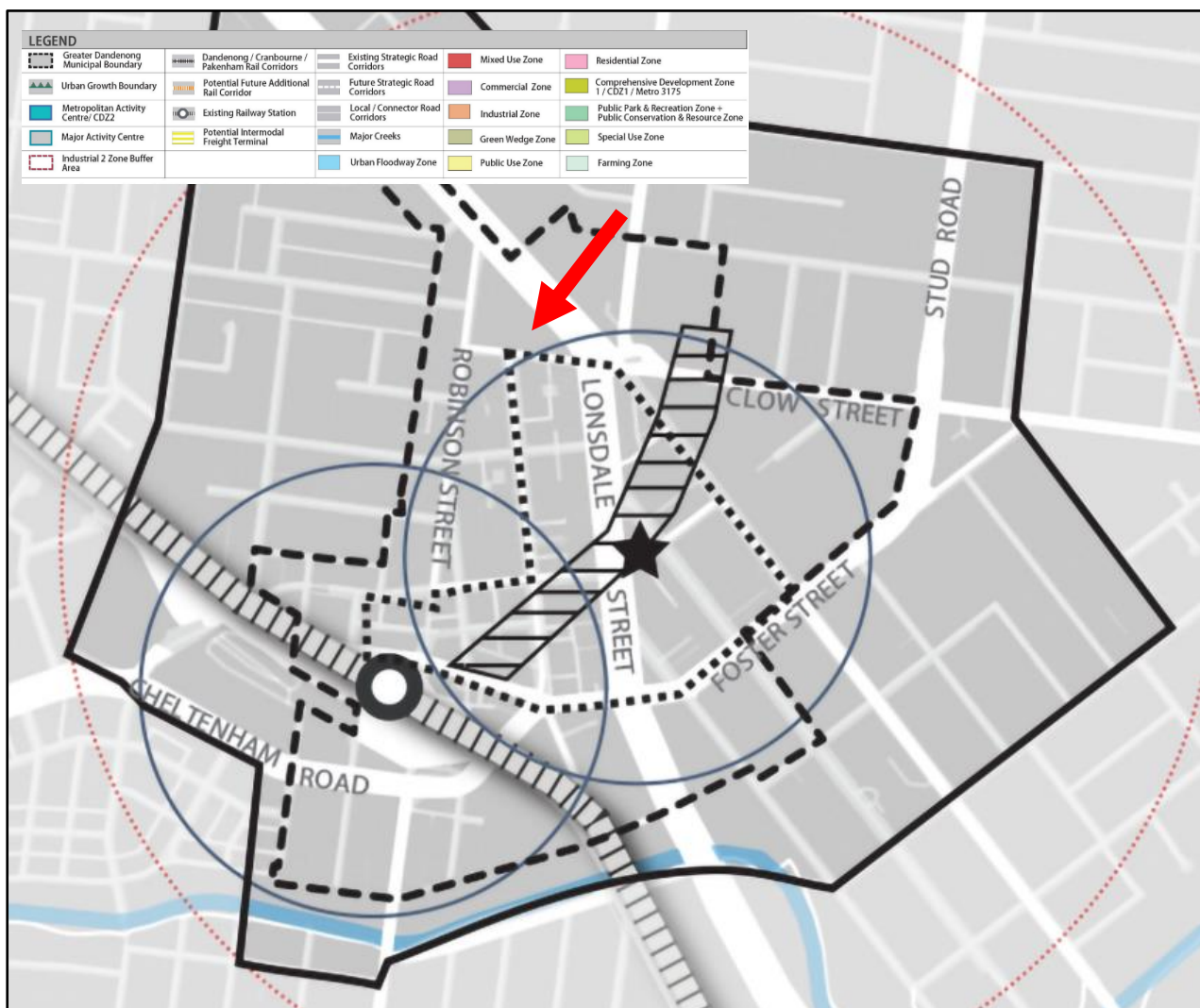


Figure 25 – Central Dandenong Activity Centre Map (Clause 11.03-1L) – subject site indicated

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- Clause 15 (Built Environment and Heritage) states that, amongst other things, *“Planning is to recognise the role of urban design, building design, heritage and energy and resource efficiency in delivering liveable and sustainable cities, towns and neighbourhoods.”* A further aspiration is for planning to *support the establishment and maintenance of communities by delivering functional, accessible, safe and diverse physical and social environments, through the appropriate location of use and development and through high quality buildings and urban design.*
- Clause 15 broadly seeks to ensure land use and development is responsive to the landscape and character, built form and cultural context and protects sites with heritage, architectural, aesthetic, scientific and cultural value; that it supports the establishment and maintenance of communities; that it promotes environmentally sustainable design; and that it promotes excellence in the built environment and creation of places that:
 - *“Are enjoyable, engaging and comfortable to be in.*
 - *Accommodate people of all abilities, ages and cultures.*
 - *Contribute positively to local character and sense of place.*
 - *Reflect the particular characteristics and cultural identity of the community.*
 - *Enhance the function, amenity and safety of the public realm.”*
- Clause 15.01-1S (Urban design) seeks *“To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.”* Strategies include:
 - *Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.*
 - *Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
 - *Ensure the interface between the private and public realm protects and enhances personal safety.*
 - *Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.*
 - *Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.*
 - *Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.*
 - *Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.*
 - *Promote good urban design along and abutting transport corridors.*
- Clause 15.01-1L (Urban design – Greater Dandenong) includes the following strategies:
 - *Support the promotion of multi-cultural identity as reflected in the city’s built form.*
 - *Encourage new developments which are adjacent to public open spaces to address and complement the open space.*
 - *Promote views of valued landscapes and pleasing vistas from both the private and public realm.*
 - *Encourage planting and landscape themes, which complement and improve the environment.*
 - *Encourage developments to provide for canopy trees.*
 - *Promote the development of activity centres as attractive places for the community.*
 - *Encourage the retention and strengthening of the mix of built environments within and around activity centres to support and sustain their vitality.*
 - *Encourage new developments to establish a landscape setting, which reflects the local and wider landscape character.*
 - *Encourage landscaping that integrates canopy trees with a mix of shrubs and ground covers to complement and integrate with existing or proposed landscaping in public areas.*

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- Clause 15.01-1L (Urban design – Greater Dandenong gateway locations) applies to applications for use and development of land (including signage) in gateway locations as identified on the map to this clause. The following is relevant:

Strategies

- *Encourage developments that are designed to uniquely identify the City of Greater Dandenong and improve visual amenity at gateway locations.*
- *Support the effective, sensitive display of signs in gateway locations.*

Consider, as relevant:

- *Gateway Concept Plans contained within the City of Greater Dandenong Gateways Strategy (City of Greater Dandenong, December 2011).*
- *City of Greater Dandenong Gateways Strategy (City of Greater Dandenong, December 2011)*

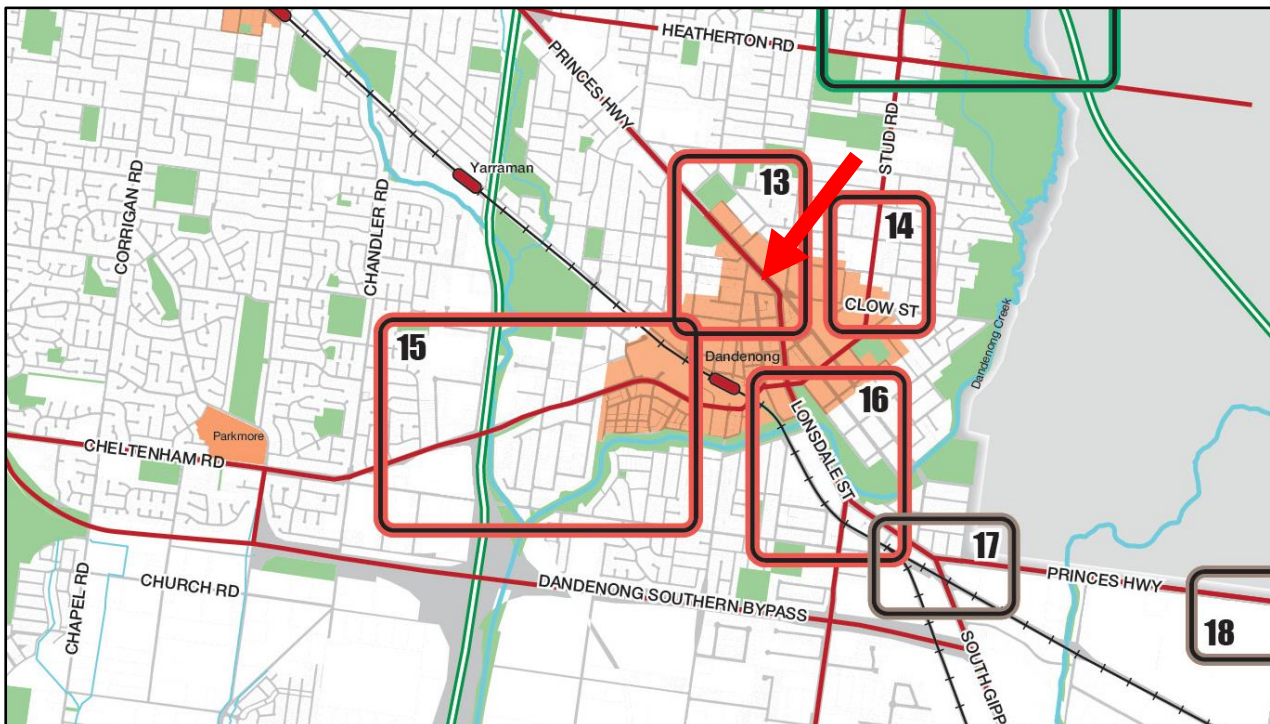


Figure 26 – Greater Dandenong gateway locations Map (Clause 15.01-1L) – subject site indicated

- Clause 15.01-2S (Building design) includes an objective “To achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.” Strategies include (as relevant to the proposal):
 - *Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale, massing and energy performance of new development.*
 - *Ensure development responds and contributes to the strategic and cultural context of its location.*
 - *Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.*
 - *Ensure the layout and design of development supports resource recovery, including separation, storage and collection of waste, mixed recycling, glass, organics and e-waste.*
 - *Encourage water efficiency and the use of rainwater, stormwater and recycled water.*
 - *Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.*
 - *Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.*
 - *Encourage development to retain existing vegetation.*

- *Ensure development provides landscaping that responds to its site context, enhances the built form, creates safe and attractive spaces and supports cooling and greening of urban areas.*
- Clause 15.01-2L (Building design – Greater Dandenong) includes the following strategies:
 - *Ensure building design is consistent with the identified future character of an area and fully integrates with surrounding environment.*
 - *Encourage high standards of building design and architecture, which allows for flexibility and adaptation in use.*
 - *Encourage innovative architecture and building design.*
 - *Encourage development to incorporate sustainable design elements that enhance occupant comfort and environmental performance.*
 - *Ensure new developments improve streetscapes through generous landscape setbacks and canopy tree planting.*
 - *Ensure that private open space areas are well-designed and are of a sufficient size, shape and configuration to best meet private and communal open space needs.*
- Clause 15.01-2L (Environmentally sustainable development) applies to residential and non-residential development, excluding subdivision, in accordance with the thresholds detailed in the policy. The objective of this clause is “*To achieve best practice in environmentally sustainable development from the design stage through to construction and operation*”. Strategies relating to energy performance, integrated water management, indoor environment quality, transport, waste management and urban ecology are outlined.

A Sustainability Management Plan (including an assessment using BESS/Green star, STORM/MUSIC or other methods) and a Green Travel Plan is required for ten or more dwellings.

- Clause 16 (Housing) states that:
 - *“Planning should provide for housing diversity and ensure the efficient provision of supporting infrastructure.*
 - *Planning should ensure the long-term sustainability of new housing, including access to services, walkability to activity centres, public transport, schools and open space.*
 - *Planning for housing should include the provision of land for affordable housing”*
- Clause 16.01-1S (Housing Supply) includes an objective “*To facilitate well-located, integrated and diverse housing that meets community needs*” by:
 - *Ensuring that an appropriate quantity, quality and type of housing is provided, including aged care facilities and other housing suitable for older people, supported accommodation for people with disability, rooming houses, student accommodation and social housing.*
 - *Increasing the proportion of housing in designated locations in established urban areas (including under-utilised urban land) and reduce the share of new dwellings in greenfield, fringe and dispersed development areas.*
 - *Encouraging higher density housing development on sites that are well located in relation to jobs, services and public transport.*
 - *Identify opportunities for increased residential densities to help consolidate urban areas.*
 - *Facilitate diverse housing that offers choice and meets changing household needs by widening housing diversity through a mix of housing types.*
 - *Encourage the development of well-designed housing that provides a high level of internal and external amenity.*
 - *Support opportunities for a range of income groups to choose housing in well-serviced locations.*

Table 1: Metropolitan Melbourne Housing Targets includes a commitment for Greater Dandenong to deliver 52,500 new homes.

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- Clause 16.01-1R (Housing supply – Metropolitan Melbourne) includes the following strategies:
 - *Identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.*
 - *Facilitate increased housing in established areas to create a city of 20-minute neighbourhoods close to existing services, jobs and public transport.*
 - *Provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas.*
 - *Allow for a range of minimal, incremental and high change residential areas that balance the need to protect valued areas with the need to ensure choice and growth in housing.*
 - *Create mixed-use neighbourhoods at varying densities that offer more choice in housing.*
- Clause 16.01-1L (Housing supply – Greater Dandenong) provides the following strategies:
 - *Encourage innovative redevelopment and renewal of existing housing stock, including older styled higher-density apartments and multi-dwelling developments.*
 - *Encourage well designed medium and higher density housing in areas nominated for substantial change.*
 - *Encourage the redevelopment of sites in respective activity centres that have been identified for refurbished commercial, upper residential and medium to higher density housing.*
 - *Encourage the provision of affordable housing in association with larger residential developments.*
 - *Ensure major new residential developments are designed such that they are protected from the potential adverse impacts of any existing industrial uses.*
 - *Encourage opportunities for under-utilised locations within all major activity centres and neighbourhood activity centres to be redeveloped.*
- Clause 16.01-2S (Housing affordability) seeks “To deliver more affordable housing closer to jobs, transport and services.” Strategies include (as relevant):
 - *Improve housing affordability by:*
 - *Increasing choice in housing type, tenure and cost to meet the needs of households as they move through life cycle changes and to support diverse communities.*
 - *Promoting good housing and urban design to minimise negative environmental impacts and keep costs down for residents and the wider community.*
 - *Encouraging a significant proportion of new development to be affordable for households on very low to moderate incomes.*
 - *Increase the supply of well-located affordable housing by:*
 - *Facilitating a mix of private, affordable and social housing in suburbs, activity centres and urban renewal precincts.*
 - *Ensuring the redevelopment and renewal of public housing stock better meets community needs.*
- Clause 18.02-4L (Roads and car parking – Greater Dandenong) includes the following strategies:
 - *Ensure that developments, where appropriate, contribute to the supply of shared public car parking in and around activity centres.*
 -
 - *Ensure that appropriate traffic management measures are implemented where new land uses and development generate significant volumes of traffic.*

Overall, the proposal enjoys a strong level of policy supported under the PPF. It seeks an outcome expressly encouraged within the strategic context of the site and Metropolitan Activity Centre.

4.3 PLANNING CONTROLS

4.3.1 Comprehensive Development Zone – Schedule 2

The subject site is located within Schedule 2 to the Comprehensive Development Zone (Central Dandenong) pursuant to Clause 37.02 of the Greater Dandenong Planning Scheme.

The purpose of the Zone is to:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for a range of uses and the development of land in accordance with a comprehensive development plan incorporated in this scheme.



Figure 27 – Zoning Map

Pursuant to the Schedule to Clause 72.01 (Responsible authority for administering and enforcing this planning scheme), the Minister for Planning is the responsible authority for considering and determining applications, in accordance with Divisions 1, 1A, 2 and 3 of Part 4 of the Planning and Environment Act 1987 and for approving associated matters required by the planning scheme to be done to the satisfaction of the responsible authority in relation to land within the area known as the *Declared Project Area – Central Dandenong* (see below figure) where an application is for a development with a building height of four storeys or greater, the development of 60 or more dwellings, and where development exceeds 10,000 square metres.

As the proposal provides an 18-storey height, contains 76 dwellings, and has a gross floor area exceeding 10,000 square metres, the Minister for Planning is therefore the responsible authority for considering and determining this application.

Schedule 2 to the zone identifies the subject site as being within Precinct E of the Central Dandenong Activity Centre. The Precinct E objectives are:

This precinct is on the edge of Central Dandenong and provides the opportunity for uses such as higher density office and residential, and compatible service industries and other similar commercial activities. The role of this precinct is to build upon the existing commercial base.

The land use objectives of this precinct are:

- To encourage a mix of business and employment uses such as offices and service industry at ground and lower levels.
- To encourage higher density residential and office development above the ground floor level.
- To encourage the location of tertiary and other compatible learning and educational facilities.

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- To encourage a wider variety of retail and other uses within a 400 metre radius of the Dandenong Transit Interchange.

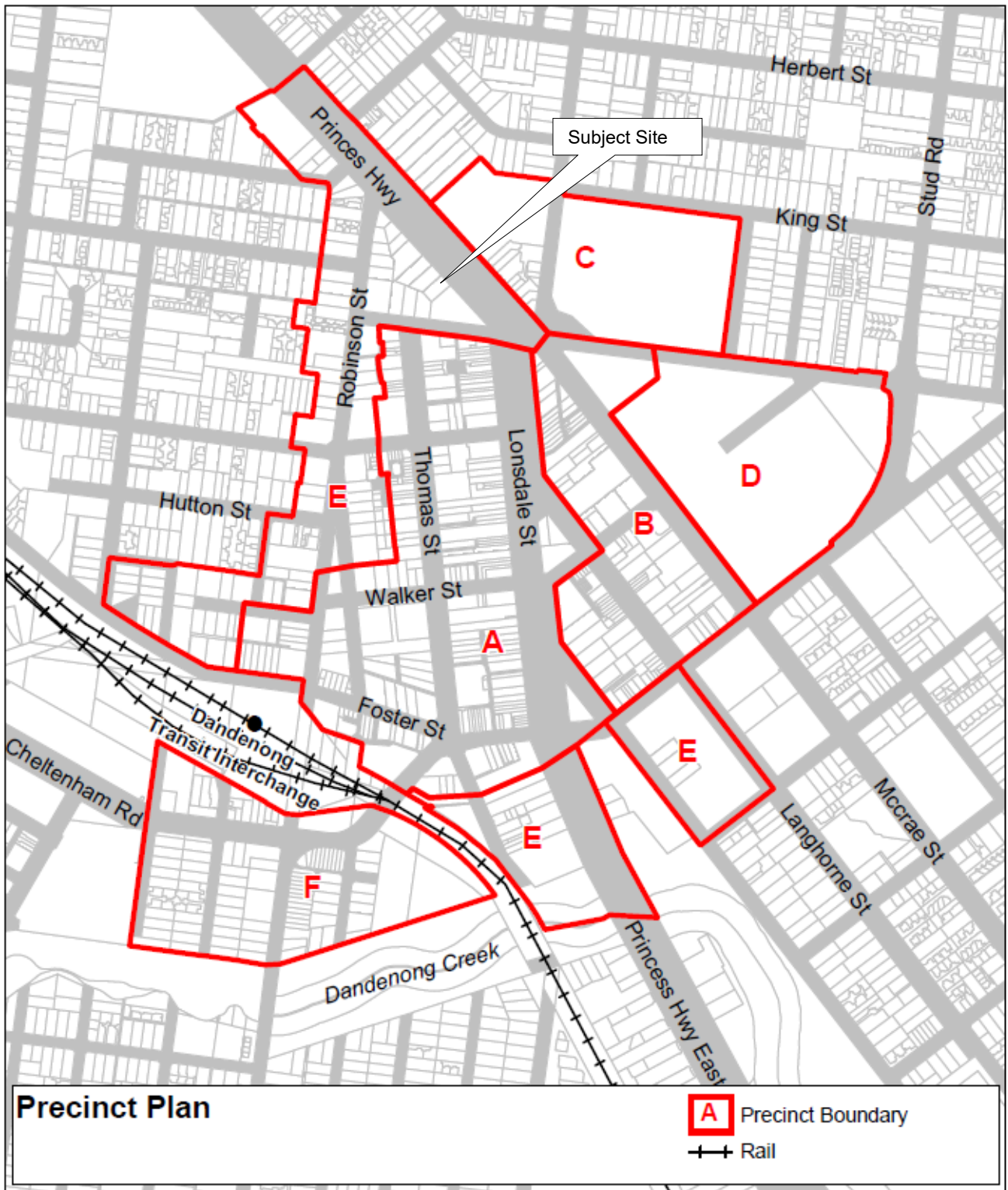


Figure 28 – Map 1 to Schedule 2 to Clause 37.02

Pursuant to Clause 37.02-1, the use of the land for a dwelling does not require a planning permit.

Pursuant to Clause 37.02-4, **a planning permit is required to construct a building or construct or carry out works**. An apartment development must meet the requirements of Clause 58.

Clause 9.0 of the CDZ2 outlines the following decision guidelines of relevance:

Before deciding on an application, the responsible authority must consider, as appropriate:

- *Central Dandenong Comprehensive Development Plan (City of Greater Dandenong, June 2026).*
- *The availability of and connection to services.*
- *The effect of traffic to be generated on roads.*
- *The opportunity to integrate with the rail and transport hub of the Dandenong Transit Interchange.*
- *Opportunities to maximise densities and opportunities to live near public transport and support walkable neighbourhoods.*
- *Provision for a safe pedestrian and living environment adjacent to Princes Highway.*
- *How the development contributes to the integration of public and private realms, including external lighting where appropriate.*

Clause 37.02-4 outlines that:

An application 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 comprehensive development plan.

The schedule to this zone may specify that other applications are also 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 5.0 of Schedule 2 to the Comprehensive Development Zone outlines that:

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 Central Dandenong Comprehensive Development Plan (City of Greater Dandenong, June 2026).

The proposal achieves a high level of consistency with the *Central Dandenong Comprehensive Development Plan (2026)*. This is discussed in Section 5 of this report. It is our view that the proposal meets the exemption requirements for notice and review.

Central Dandenong Comprehensive Development Plan (June 2026).

The *Central Dandenong Comprehensive Development Plan (June)* reflects the provisions outlined at Clause 37.02. Noting this, the following items from the purpose of the document are highlighted, further enforcing the provisions of the zone and Clause 11.03-1L (Dandenong Metropolitan Activity Centre (Central Dandenong)). The policy document provides as follows (as relevant to the proposal):

Purposes

- *To provide for the revitalisation of Central Dandenong.*
- *To provide for the consolidation of development within the core of Central Dandenong.*
- *To increase residential population in Central Dandenong by encouraging development of higher density housing, which offers greater diversity in housing types, building on the transport hubs and surrounding mixed used developments.*
- *To encourage the revitalisation of the area to create a vibrant and mixed use centre.*

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- *To support the future direction and vision for Central Dandenong.*
- *To stimulate mixed-use activities, increase pedestrian and transport linkages to and within*
- *Central Dandenong.*
- *To develop upper levels with a range of uses including residential, retail, office and commercial. Buildings can be expected to be higher-rise structures, taking advantage of views and topography, without adversely impacting on the visual landscapes and city skyline, and their relationship to the human scale.*
- *To facilitate urban renewal throughout Central Dandenong.*
- *To develop the land in accordance with the Future Direction and Vision for Central Dandenong and the following development guidelines and principles.*

Future direction and vision

Central Dandenong will be a residential city of national significance, supported by a strong economic foundation. It will integrate an extensive range of recreation and leisure activities and display a high quality urban landscape. It will be a pedestrian dominated environment, designed for high levels of access and mobility for all forms of transport.

Central Dandenong is positioned to magnify its role in state, national and international arenas, developing a powerful economic base and exemplary outcomes in terms of its built form, architecture and sustainability in the human environment

Urban Function

The urban functions of housing, employment, learning and education, culture and recreation within Central Dandenong will be actively addressed in a dynamic environment for both residents and visitors. High to medium density housing is actively encouraged in the periphery to the Activity Centre, taking maximum advantage of the Housing Choice and Transport Zone in that area. Higher density housing within Central Dandenong will complement the strategy to provide increases in population densities and a range of housing types in a contemporary urban environment.

An expanded and more diverse residential base and increased densities in the office and service sector will add significantly to a resurgent retail base within the city. The increases in these populations will change the economy of Central Dandenong and vice versa in a mutually supportive process.

Transport

It is envisioned that Central Dandenong will be an environment in which public transport and pedestrian activity will dominate. Emphasis is placed on a pedestrian and cycle friendly environment supported by a highly efficient transport management system.

4.3.2 Built Form Overlay – Schedule 3

The subject site is located within Schedule 3 to the Built Form Overlay (Dandenong Metropolitan Activity Centre - Central Dandenong) pursuant to Clause 43.06 of the Greater Dandenong Planning Scheme.

The development objectives of the BFO3 are to:

- To promote development which achieves a high level of amenity and enhances the public realm with high quality design.
- To support high-density development and to discourage underdevelopment.
- To promote sustainable development that achieves best practice sustainable design, contributes positively to sustainable transport patterns and provides increased green cover and tree canopy coverage to reduce urban heat.
- To increase permeability and connectivity for pedestrians and cyclists throughout the activity centre.



Figure 29 – Zoning Map

Pursuant to the Schedule 3 to the Built Form Overlay, Clause 13 (Transitional Provisions) provides that *the requirements of Clause 43.06 and this schedule do not apply to an application made before the approval date of Amendments GC285 to this planning scheme. For the avoidance of doubt, this includes an amended application under section 50, 50A or 57A of the Act if the original application was made before the approval date of Amendments GC285.*

GC285 was approved (gazetted) in July of 2026. The enclosed planning permit application, having been first submitted in 2024, is therefore not assessed under the Built Form Overlay control.

4.4 PARTICULAR PROVISIONS

4.4.1 Clause 52.06 Car Parking

These provisions apply to:

- A new use.
- An increase in floor area, or increase in the number of patrons, seats, practitioners, residents or staff of an existing use.

Prior to a new use commencing or a new building being occupied, the car parking spaces required under Clause 52.06-5 must be provided on the land or as approved under Clause 52.06-3 to the satisfaction of the responsible authority. Clause 52.06-5 provides the number of car parking spaces required for the dwelling (apartment).

The proposal is for 76 dwellings. The subject site is located within a “Category 2”² area pursuant to Clause 52.06, where the car parking rate requires 1 car parking space per dwelling.

On this basis, and having regard to the enclosed detailed report prepared by One Mile Grid³, 44 total car parking spaces are proposed on the site, resulting in a shortfall of 32 spaces when compared to the Planning Scheme requirements. **A permit is required to reduce (including reduce to zero) the minimum number of car parking spaces required under clause 52.06-5.**

The proposal complies with the purposes and decision guidelines of Clause 52.06, in addition to the design standards pursuant to Clause 52.06-9. In assessing the merits of the variation to car parking requirements proposed we defer to the expert traffic engineers who have prepared a highly detailed car parking demand assessment and report to accompany the application. The design of the internal car parking has been formulated in collaboration with the expert engineers.

Please refer to the Traffic impact assessment prepared by One Mile Grid (August 2026), which concludes⁴:

- *The car parking layouts and accesses have been designed in accordance with the requirements of the Australian Standard and are considered appropriate;*
- *The provision of car parking spaces equates to a total shortfall of 32 spaces from the default Planning Scheme requirements;*
- *The provision of 44 residential spaces is considered acceptable considering the following;*
 - *2021 ABS Census Data indicates that there is a market for one and two-bedroom apartments with no car parking provision;*
 - *Parking restrictions in the area will encourage travel via modes other than private vehicle;*
 - *The site has excellent access to public transport;*
 - *Reduced private vehicle usage is encouraged within the Greater Dandenong Sustainable Strategy.*
- *The anticipated traffic volumes generated by the development is not expected to have an impact on the operation of the Princes Highway service road or the surrounding road network.*

4.4.2 Clause 52.29 Land adjacent to the Principal Road Network

Clause 52.29 applies to land adjacent to a road in the Transport Zone 2. The subject site interfaces with the Princes Highway service road, which is located within the Transport Zone 2.

Pursuant to Clause 52.29-2, a permit is required to alter access to a road in the Transport Zone 2. The proposal seeks to construct a 95 dwelling apartment complex on the site which will increase vehicle movements to and from the site (which is vacant but was previously a single dwelling). As such, **a permit is required to alter the access from the site to the Transport Zone 2.**

Pursuant to Clause 52.29-5, an application under this clause 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.

4.4.3 Clause 52.34 Bicycle Parking

Clause 52.34 applies to a new use of land. A new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage have been provided on the land.

Clause 52.34-5 requires the following bicycle parking facilities for a residential and commercial development:

- Dwelling – residents - In developments of four or more storeys, 1 to each 5 dwellings; and
- Dwelling – visitors - In developments of four or more storeys, 1 to each 10 dwellings;

² Following planning scheme amendment VC277.

³ Report dated August 2026.

⁴ Conclusion, page 37.

Consistent with the enclosed Traffic Engineering report prepared by One Mile Gridd, the proposal generates a total requirement for 23 bicycle parking spaces, including 15 for residents and 8 for visitors. It is proposed to provide a total of 32 bicycle parking spaces within the ground floor secure bicycle parking rooms, available for both resident and visitor use.

Please refer to the Transport Impact Assessment accompanying this application for additional information.

4.4.4 Clause 52.37 Canopy Trees

Clause 52.37-9 (Transitional Provisions) provides that *the removal, destruction or lopping of a canopy tree associated with the construction of a building or the construction or carrying out works in accordance with a permit if the application for that permit was made before the approval date of Amendment VC289.*

Amendment VC289 was gazette in September of 2025. This application was made prior to this date, and therefore the clause is not invoked.

4.4.5 Clause 53.18 Stormwater Management in Urban Development

Pursuant to Clause 53.18 this clause applies to an application to construct a building in the Comprehensive Development Zone.

The purpose of the provision is:

To ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.

Pursuant to Clause 53.18-3 'requirements' an application to construct building must meet all the objectives set out at clauses 53.18-5 & 53.18-6 and should meet all the standards set out at clauses 53.18-5 & 53.18-6.

Clause 53.18-5 (Stormwater management objectives for buildings and works) includes the following objectives:

Objectives

- *To encourage stormwater management that maximises the retention and reuse of stormwater.*
- *To encourage development that reduces the impact of stormwater on the drainage system and filters sediment and waste from stormwater prior to discharge from the site.*
- *To encourage stormwater management that contributes to cooling, local habitat improvements and provision of attractive and enjoyable spaces.*
- *To ensure that industrial and commercial chemical pollutants and other toxicants do not enter the stormwater system.*

Clause 53.18-6 (Site management objectives) includes the following objectives and standard:

Objectives

- *To protect drainage infrastructure and receiving waters from sedimentation and contamination.*
- *To protect the site and surrounding area from environmental degradation prior to and during construction of subdivision works.*

Standard

- *An application should describe how the site will be managed prior to and during the construction period and may set out requirements for managing:*

- *Erosion and sediment.*
- *Stormwater.*
- *Litter, concrete and other construction wastes.*
- *Chemical contamination.*

Please refer to the Sustainability Management Plan prepared by *Frater Consulting*, which outlines the proposal's compliant outcome in respect to the aforementioned provisions.

4.4.6 Clause 58 Apartment Developments

Pursuant to Clause 37.02-4 (Buildings and works), apartment development must meet the requirements of Clause 58. The purpose of Clause 58 is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To encourage apartment development that provides reasonable standards of amenity for existing and new residents.*
- *To encourage apartment development that is responsive to the site and the surrounding area.*

The proposal provides a consistent and compliant response to the objectives and standards of Clause 58. Please refer to Appendix 1 to this report for a detailed consideration of Clause 58.

4.4.7 Clause 65 Decision Guidelines

Clause 65 states “*Because a permit can be granted does not imply that a permit should or will be granted. The responsible authority must decide whether the proposal will produce acceptable outcomes in terms of the decision guidelines of this clause.*”

4.4.8 Clause 71.02 Integrated decision making

Clause 71.02-3 says “*Victorians have various needs and expectations such as land for settlement, protection of the environment, economic wellbeing, various social needs, proper management of resources and infrastructure. Planning aims to meet these needs and expectations by addressing aspects of economic, environmental and social wellbeing affected by land use and development.*”

The Planning Policy Framework operates together with the remainder of the scheme to deliver integrated decision making. Planning and responsible authorities should endeavour to integrate the range of planning policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations.”

5 ASSESSMENT

5.1 Overview

The proposal seeks a high-density housing outcome within the Central Dandenong Metropolitan Activity Centre (“CDMAC”) proximate to an array of services, community facilities, and public transportation. This outcome is a fulfillment of the key policy and planning control guidance found at Schedule 2 to the Comprehensive Development Zone (Central Dandenong) (“CDZ2”) and at 11.03-1L (Central Dandenong Local Planning Policy). Furthermore, the proposal is consistent with the spectrum of state and local policy that apply to the site and is entirely consistent with the *Central Dandenong Comprehensive Development Plan (June 2026)*.

Planning scheme amendment VC243, gazetted on 22 September 2023, included an explanatory report which outlined that:

Victoria remains the fastest growing state in the country with our population expected to reach 10.3 million by 2051. Melbourne is also forecast to become Australia’s biggest city by the end of the decade, with the population estimated to grow by an additional 2.9 million people over the next 28 years.

Across Victoria, an additional 1.6 million homes will be required by 2051 to meet this population growth, the majority of those (1.3 million) in Melbourne.

Victoria is the fastest growing state in the country and demand for housing, particularly housing in established areas, is growing. Pressure on the availability of housing in locations where people want to live...

The message remains clear; additional housing is needed, and additional housing in accessible locations supported by services and infrastructure, such as the subject site, provide a critical key in achieving the housing supply sought by the State government.

Planning Scheme Amendment GC285, gazetted 22 July 2026, updated the CDZ2 control in line with the State Government’s Suburban Rail Loop (SRL) and Activity Centre’s reform program. Furthermore, this amendment updated the Comprehensive Development Zone applicable to the application by removing the applicable alternative car parking measures, and implementing the updated Development Plan (dated June 2026).



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The Explanatory report underpinning Amendment GC285 provides that *the amendments support additional housing growth within areas with good access to services, infrastructure and other facilities, ensuring future residents benefit from existing and proposed amenity. They allow for growth to accommodate future population increases without compromising the valued attributes of the train and tram zone activity centres and their surrounding catchments.... the amendments seek to achieve net community benefit, comprising positive environmental, social and economic benefits. While there are potential negative effects of increases to the population and building density in the activity centres and catchment areas, the environmental, social and economic benefits outweigh any potential negative effects.*

The town planning drawings and 3D visualisations prepared by *Rise Architecture* demonstrate a design that responds to the surrounding context whilst providing a land use and built form outcome that is considerate of the clear planning control and policy guidance that applies to the site.

The proposal further seeks to provide a significant public benefit, by way of its inclusive of an affordable housing component within the development. The proposal therefore substantially complies with the net community benefit test contemplated by the planning scheme pursuant to Clause 71.02 (Integrated decision making).

The proposed 18-storey design is responsive to the surrounding interfaces and the character sought for the CDMAC, providing a high-quality development outcome that is enhance to the immediate and broader area, noting that the proposal will form a prominent position on the skyline and on vistas from the northwest and southeast as one travels along the Princes Highway.

The proposal offers a range of dwelling sizes and types in one or two-bedroom configurations. The 76 apartments are all designed to comply with the DDA requirements, ensuring a diversity of choice for a range of household types in line with local and state planning policy. Communal facilities in the form of waste services, car parking, and bicycle storage are all logically located and capable of efficient management. The large communal open spaces provided at the ground and 12th levels provide highly functional external and part-internal recreational areas to suit a range of residents' needs.

The proposal has been tailored to ensure an equitable development opportunity on neighbouring allotments is provided. Noting the clear guidance for development outcomes such as this within this part of the CDMAC, this is critical in ensuring that the proposal is an appropriate fit, not only for the existing context, but to future proof the site to allow for the equitable development of neighbouring sites. This ensures a guaranteed level of on and off-site amenity in respect to daylight, solar access, shadowing, and visual bulk.

The proposal will activate this part of the Princes Highway, which is currently underutilized due to the vacant nature of the subject site. This landholding must be developed in order to realize the substantial development potential of the site and CDMAC; noting that the land currently includes less sensitive commercial uses to all interfaces.

The Transport Impact Assessment by *OneMileGrid* assesses the projected car parking demand and traffic generation associated with the land uses. It is concluded that the traffic movements to and from the site will be acceptable and the traffic generation will be able to be readily absorbed in the surrounding street network. It is also anticipated that the proposed car parking shortfall can readily be accommodated, noting the central location of the subject site and the high level of accessibility to everyday services and transportation, which in many cases negates the need for a private motor vehicle for many of the residents of the proposed building.

Overall, the proposal provides an excellent response to the planning outcomes sought by the Greater Dandenong Planning Scheme. The proposed land use and built form outcome is one which is highly suitable for the site and should have no contention, noting the activity centre context, high level of accessibility, and the robust built form character of the surrounding area.

An assessment against the following provisions is provided, demonstrating the high-quality outcome being sought for the site:

- Central Dandenong Metropolitan Activity Centre;
- Built Form & Urban Design;
- Internal Amenity & Safety;
- External Amenity Impacts & Equitable Development; and
- Traffic, Car Parking, Bicycle Parking, & Waste Management.

5.2 Central Dandenong Metropolitan Activity Centre

Plan Melbourne designates Central Dandenong as one of 6 activity centers that will fulfil CBD like functions. It also forms one of 10 activity centres across Melbourne identified by the state government where state-led planning controls work to implement increased housing diversity and choice.

The CDMAC, which is the second largest CBD within Victoria, is sought by the State policy at Clause 11.03-1R (Activity Centres – Metropolitan Melbourne) to accommodate significant development and growth for a broad range of land uses. The strategic setting calls for the CDMAC to act as a major activity centre for the broader region, and the provision of higher density housing will capitalise off of the extensive concentration of retail, commercial, administrative, entertainment, and cultural land uses, as sought by Clause 11.03-1S (Activity centres).

The Council's local policies and planning controls that apply to the site provide direction for the land use and development outcomes sought for the CDMAC. Pursuant to Clause 03.03-1 it is identified that *Greater Dandenong's population is expected to continue to rise, placing pressure on transport networks, infrastructure, services and public open space...younger families will move into new developments in the municipality, requiring timely consideration of the availability and distribution of these facilities.* Council's identification of land use issues relating to transport access and infrastructure, the proposed development provides an appropriate outcome, and one which is offered with a high level of strategic and statutory support.

The 76 new dwellings proposed for the subject site will cater to the forecast demand, addressing state based housing-targets which anticipate 52,500 new homes and additional households for the Greater Dandenong LGA pursuant to Clause 16.01-1S. Seeking to increase growth within the CDMAC, the proposal provides a high level of consistency with this strategic objective.



Figure 31 – Local Area Map showing proximity of the site to surrounding conveniences

The proposal provides an urban renewal opportunity, providing an infill development on a key redevelopment site, as sought by Clause 11 (Settlement). The proposal supports urban consolidation objectives outlined within the clause, providing housing within a Metropolitan Activity Centre, meaning that residents do not need to travel as far to work, shop or to take part in sports/leisure activities, thus reducing the environmental impacts of transport.

In turn, the proposed dwellings will improve economic vitality within the CDMAC, with 76 additional households benefitting from the surrounding community infrastructure, retail, and commercial offerings. The proposed dwellings, which are one or two bedroom configurations, will provide a diversity of choice and an affordable housing choice for the said households, maintaining a healthy and balanced socio-economic mix within the CDMAC and the municipality more broadly.

Furthermore, the housing mix will meeting housing supply and affordability objectives sought by Clause 16.01-1S (Housing supply), Clause 16.01-1R (Housing supply – Metropolitan Melbourne), and Clause 16.01-2S (Housing affordability), which seek to increase affordable housing that is consistent with the 20-minute neighbourhood concept outlined in Plan Melbourne.

The 18-storey tower form is supported by the policy at Clause 11.03-1L (Dandenong Metropolitan Activity Centre (Central Dandenong)), which specifically seeks multi-level, high density dwelling development within the CDMAC which offers a transit oriented development outcome that reduces reliance on the private motor vehicle. The subject site is proximate to the Dandenong Train station and bus interchange, which is 650 metres southeast of the site, as well as additional bus services that run along the Princes Highway. The site is located within Precinct E under the zone (CDZ2), where higher density residential uses are explicitly sought.

The proposal affords future residents with a high level of accessibility and reduces reliance on the private motor vehicle as a primary form of transportation, as sought by Clause 17 (Transport) and Clause 02.03-8, which encourage a modal shift away from car based travel in locations that are well serviced in proximity to public transport, such as the subject site.

Specific and relevant to this application is the provisions of Clause 11.03-1L (Central Dandenong Local Planning Policy) and the objectives of the CDZ2, which identifies the subject site within Precinct E of the CDMAC. These provisions seeks the revitalisation and consolidation of the CDMAC. The proposal is supported by the these planning scheme provisions as follows:

- The proposal provides 95 new dwellings on a 734 square metre allotment, consolidating a high density living environment within the central location and increasing the population of the CDMAC;
- The location of the subject site encourages public transportation and personal transportation modes in favour of private motor vehicle use; and
- The proposal provides a range of dwelling configurations to support housing diversity and choice for a range of households and socio economic backgrounds.

Furthermore, the proposal is consistent with the emerging development character of the CDMAC, noting the buildings outlined at pages 15, 16, and 17 of the Urban Context Report & Design response prepared by *Hansen Partnership*.

The proposal contributes to the long term vision and outcomes sought for the CDMAC, providing a high quality development that caters to the growing population and housing supply requirements to meet the national significance and economic foundation of the area. On this basis, the proposal is consistent with the *Central Dandenong Comprehensive Development Plan (June 2026)*.

5.3 Built Form & Urban Design

The proposed built form outcome provides a high-quality design response to the site, its neighbouring interfaces, and the surroundings more broadly. The proposed 18-storey structure will form an exemplary presentation on the skyline of the area, and this attribute has been sensitively considered by the design team to ensure that the proposal does not provide an adverse visual bulk impact by way of its scale and height.

The proposal is supported by the planning control and policy provisions that apply, which seek taller and denser built form outcomes for development within the CDMAC. An assessment of the proposal is made in respect to the following categories, with reference made to the Urban Context Report & Design response prepared by *Hansen Partnership*.

5.3.1 Height and Bulk

The proposed height and scale of the proposal responds to the Central Dandenong Comprehensive Development Plan, which seeks high-rise structures that take advantage of views without adversely impacting upon the skyline and visual landscape of the surrounding area.

The height of the podium/street wall references the heights of the commercial building to the northwest of the subject site which also interface with the Princes Highway. This consistency complies with Clause 11.03-1L and provides balance and continuity to the streetscape, ensuring that the proposal does not dominate the site.

Furthermore, the podium is built to the street interface and the side and rear boundaries, maintaining the urban character of the area as sought by state and local planning policy. The setback of the tower form from the street interface and northwest boundary further ensures a distinction of the podium from the tower, minimising bulk.

The height of the tower is broken into distinct forms to minimise visual bulk and provide an articulated built form outcome when viewed from the surrounds. See Figure 30 on page 33. The three distinct forms offer highly-detailed façade treatments, which work to minimise bulk and provide visual interest to the surrounds.

Whilst the proposal offers a high rise form that is noticeably different to the immediate neighbours and surrounds, the following is noted in support of the proposed height:

- The CDZ2 seeks higher density residential built form outcomes within Precinct E of the zone;
- The proposal provides a land use outcome that necessitates the proposed height, noting that the building accommodates 95 additional dwellings of a remarkably high quality;
- The subject site does not include any nearby residential interfaces, ensuring that visual bulk impacts to sensitive uses are minimised; and
- The proposal incorporates upper level setbacks and material articulation in accordance with the precinct E design objectives.

As there are no height controls applicable for the site⁵, the project team have sought to provide a design and height outcome that is integrative with the urban realm of this location. The scale of the building, its articulation, and setback response all work together to ensure the high-rise building sits comfortably on the site and the broader context, and importantly will act as an exemplar and landmark new development within the CDMAC.

5.3.2 Design Detail

The proposal incorporates a high quality and resolved design language to ensure it comfortably integrates with the surrounds and provides an attractive built form outcome for the area.

The proposal provides extensive glazing to all facades, which is appropriately balanced with metal cladding, aluminium balustrade, cladding, render, and textured concrete, all of which are medium toned and are monochromatic. As a result, the proposal does not provide a stark addition to the skyline as its colour palette is muted.

Vertical articulation and extensive ground floor glazing on the podium provides an attractive and visually transparent relationship that enhances the public realm. This improvement of the street interface is consistent with Clause 15 of the Greater Dandenong Planning Scheme.

⁵ Noting that the Built Form Overlay does not apply to this proposal on the basis of transitional provisions, as has been explained in the proceeding sections of this report.

The 18 storey form incorporates a staged and recessed upper podium, which connects to the lower levels and street wall façade. This outcome offers articulation and visual interest to the surrounds. The visible open space on level 12 also assists with achieving an excellent architectural outcome. Noting the above, the proposal avoids sheer walls via the light wells and upper level setbacks proposed.

The northwest elevation of the proposal features extensive glazing and material variation to minimise bulk. The southwest elevation also includes glazing and material variation to break up its mass. The carefully conceived proposal facilitates a high quality building design which has regard for the surrounding environment and built form, particular through the monochromatic material choice which is consistent with the commercial character of the area.

The building promotes the centre as an attractive location and improves the quality of the urban landscape in this location.

5.3.3 Public Realm

The proposal maximises its commercial frontage at ground floor, with only a double driveway and apartment entrance lobby partially occupying the single frontage of the site. The well-designed communal open space at ground level occupies a large part of the frontage, and delivers an inviting presence to the public realm. Noting the current vacant nature of the site, the proposal will be a significant improvement to this section of the Princes Highway, which is currently underutilised but capable of revitalisation.

The proposal provides weather protection in the form of a canopy, and encourages passive surveillance in the form of extensive glazing, allowing inward and outward views of these ground floor windows. The ground floor is built along the street edge so as to encourage pedestrian interaction and remove any uncertainty about the private vs public domain.

This activation of the public realm will further enhance this section of the Princes Highway, which is currently occupied by a range of commercial spaces that are office based and do not provide a high level of street front activation.

The proposal seeks to provide a singular vehicle entrance, noting that there is no opportunity to place this elsewhere due to the singular street frontage of the site. In any case, the vehicle entrance is not prominent and is appropriately offset by the extensive glazing proposed at street level.

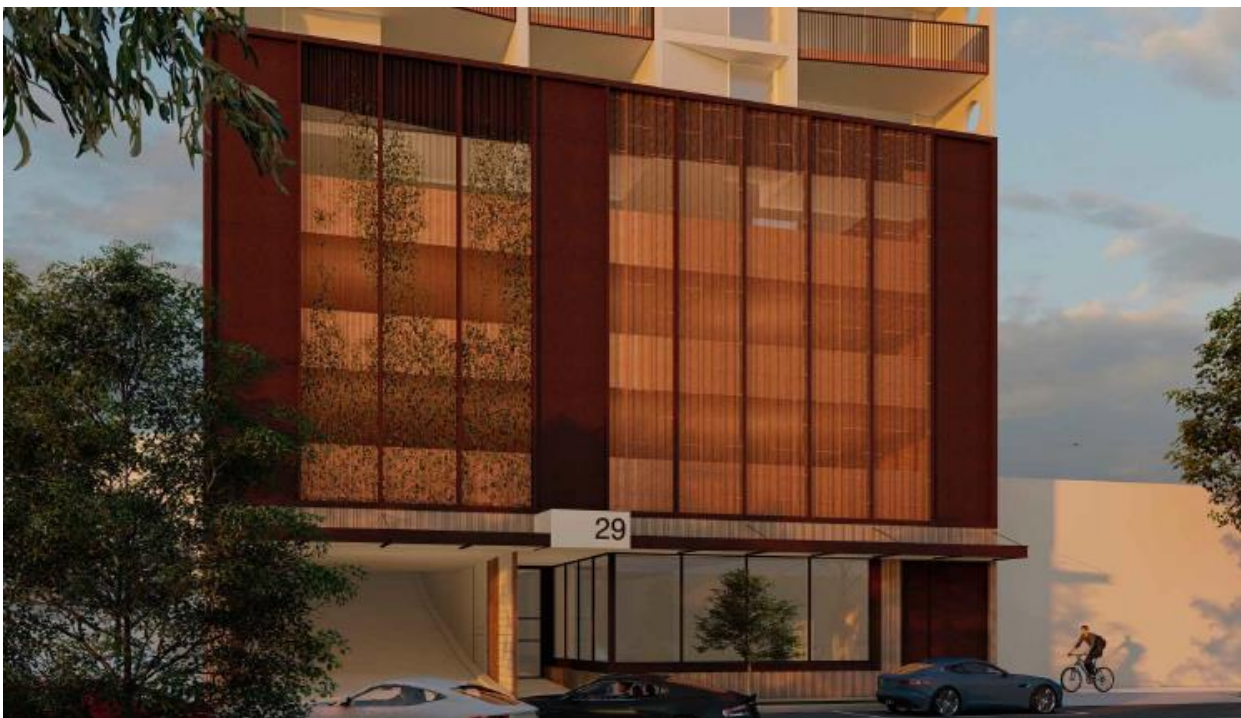


Figure 32 – Proposed ground floor street frontage glazing provision

5.3.4 Gateway Policy

The proposal has been guided by the relevant policy at 15.01-1L (Urban design – Greater Dandenong gateway locations). The subject site is located along the northwestern approach into Central Dandenong along the treed boulevard setting of the Princes Highway. The site is identified within Activity Centre Gateway.

The proposal responds to the objectives and guidelines sought for this approach, providing:

- A high quality building form with robust and attractive materials that will provide an articulated and distinctive architectural outcome that provides a positive gateway experience as one approaches Central Dandenong from the northwest;
- The proposal's mass provides a landmark quality. Again, the high quality finish to the building will ensure that it positively contributes to the skyline and vistas when viewed from along the northwest gateway into Central Dandenong;
- Provides a high quality pedestrian experience at ground floor with the provision of extensive glazing measures to enhance public surveillance and safety;
- Provides a hard edged development frontage and a higher scale building form for the site, to provide a distinctive attribute to the streetscape and skyline as one passes along the northwest approach of the Princes Highway; and
- Minimises the extent of visibility associated with the basement ramp through the provision of the communal open space and pedestrian entrance lobby along the street front.

As outlined in the Urban Context Report & Design Response prepared by Hansen Partnership, the proposal will start to define and “mark” the northern approach into Central Dandenong. It will provide a transitioned height increase as one travels downhill that is graduated with the heights of buildings along the approach. See below.

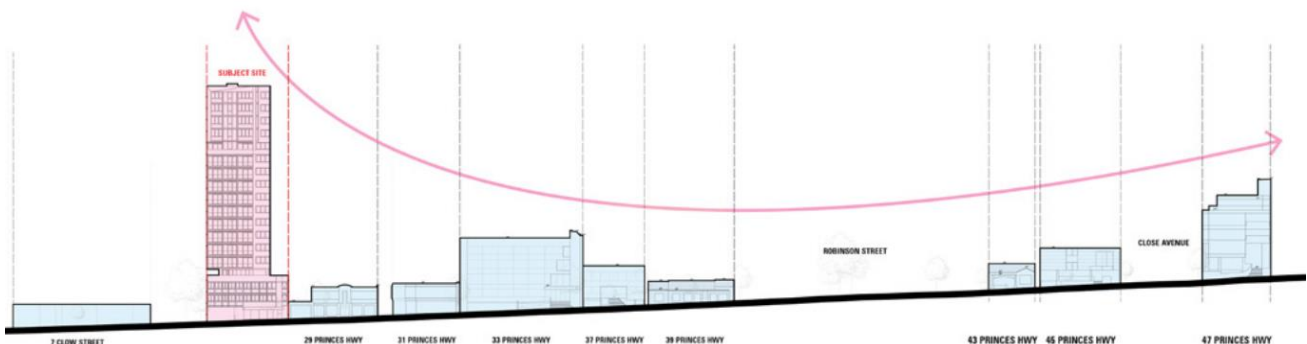


Figure 33 – Transitioned height and scale as one travels down the Princes Highway (extract from page 18 of the Hansen report)

The presentation of the building will provide a distinctive built form outcome for the northwest approach into Central Dandenong along the Princes Highway. It will improve the visual amenity of the entry and form an attractive and recognisable addition to the skyline as one travels downhill along the highway.

5.3.5 Environmentally Sustainable Design

We refer to the Sustainability Management Plan prepared by Frater Consulting which accompanies this application. The proposal incorporated a range of measures to ensure it provides a compliant outcome in respect to ESD measures sought to be addressed by the planning scheme.

In respect to stormwater management, the proposal provides an underground 15,000L water storage tank for toilet flushing. The provision of this tank achieves a BlueFactor score of 117%.

In respect to daylight access, all apartments are provided with a part-northern orientation to ensure daylight and solar access to habitable spaces is maximised.

The proposal further achieves a 50% BESS Score which is considered as “Best Practice”. The proposal incorporates a range of ESD measures and initiatives to achieve this score. Please refer to the Frater Report for further information.

On balance, it is considered that the proposal achieves a high level of consistency with the provisions of Clause 15.01-2L (Environmentally Sustainable Development), Clause 53.18 (Stormwater management in urban development) and the Central Dandenong Comprehensive Development Plan.

5.3.6 Landscaping

The proposal seeks to occupy the full site, consistent with the character of the area and the hard-edged outcomes sought by the planning policy and control provisions that apply to the subject site. This outcome accords with the character of the area, whereby vegetation is not a common characteristic on properties.

A detailed landscaping plan has been produced by John Patrick Landscape Architects, and accompanies this submission. The landscaping outcome and communal open space arrangement is of the highest quality, and will ensure that future residents have access to common facilities in addition to private areas within the apartments.

The proposal retains the mature street tree along the nature strip fronting the property. The extent of soft landscaping will enhance the open space and provide an attractive environment for residents with an outlook to the treed avenue planting of the Princes Highway.

5.3.6 Built Form Summary

The proposed 18 storey building provides a high-quality urban design outcome that is consistent with the built form sought for the CDMAC. The proposal will enhance the amenity and distinctiveness of the area through its sophisticated architectural treatments and massing outcome. The proposal activates the site and the street front, and will contribute to urban consolidation and character outcomes sought by the relevant planning controls and provisions contained within the *Greater Dandenong Planning Scheme*.

Critically, the proposal achieves an appropriate balance between providing increased housing supply and providing an attractive and enhance architectural feature for the area. The proposed building is meritorious in that it is entirely consistent with the outcomes sought by the planning scheme for this location, and provides a design outcome that provides the building scale and dwelling density that local and state planning policy seeks to achieve. On this basis, the proposal is entirely consistent with the built form outcomes sought by the *Central Dandenong Comprehensive Development Plan (June 2026)*.

5.4 Internal Amenity & Safety

The proposal achieves a high level of compliance with the objectives, standards, and decision guidelines contained within Clause 58, which is an application requirement of the CDZ2. This demonstrates a sound design outcome in respect to the proposed built form, external amenity, and internal amenity.

The internal amenity of the proposal provides a high-quality living environment for future occupants of the development. The key components of consideration are outlined below.

5.4.1 Dwelling Layouts

The proposed dwelling provision provides a range of layouts and sizes in one and two bedroom configurations. Clause 58.05 (On-site amenity and facilities) and Clause 58.07 (Internal amenity) are relevant provisions of consideration, and the high level of compliance with these clauses provides a meritorious outcome for the site.

Dwellings within the development comply with Standard D18 (Accessibility objective) and Standard D26 (Functional layout), ensuring that the layouts are functional and meet the needs of a range of household types and occupants, inclusive of those that have physical disablements. All dwellings comply with the requisite

SPOS, living room, and bedroom sizes and are provided with generous storage space internally and within basement storage.

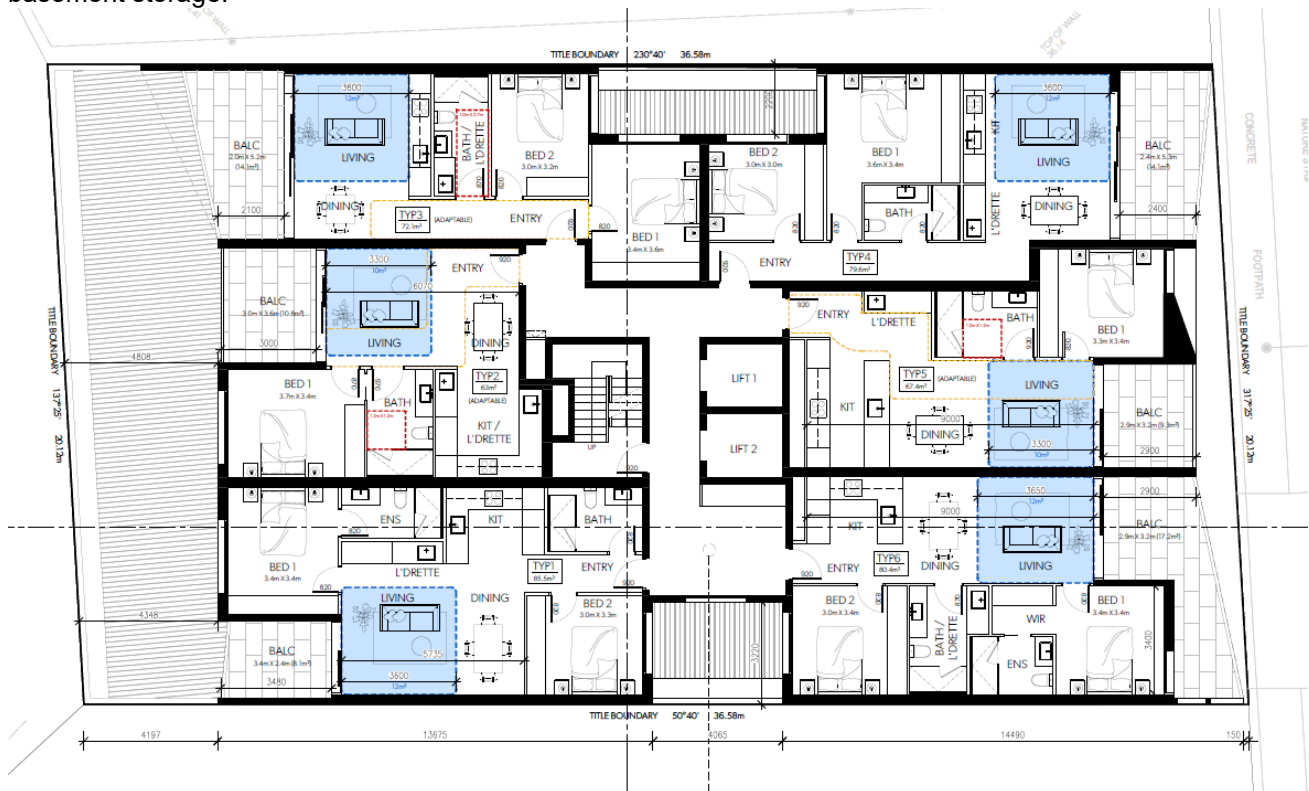


Figure 34 – Typical floor plate (Level 4 – Level 11) showing the functional layouts of the apartments

All dwellings include a partial northern orientation, ensuring that habitable spaces are provided with excellent daylight and solar access throughout the day in accordance with Standard D28 (Windows objective). Furthermore, half of the dwellings within the building have dual aspects, ensuring cross ventilation outcomes are achieved in accordance with Standard D29 (Natural ventilation objective).

Dwelling layouts are logical and provide sufficient space for functional furniture layouts to suit a range of living arrangements. Living spaces open onto SPOS and sensitive areas are buffered from lift cores and communal space by cupboards and bathrooms, minimising noise disturbance. Site services such as air conditioning units are relegated to the basement and the roof to further minimise noise disturbance.

5.4.2 Communal Amenity & Safety

The communal facilities achieve a high level of compliance with Standard D7 (Communal open space objective), Standard D8 (Solar access to communal open space objective), Standard D9 (Safety objective), Standard D12 (Parking location objective), Standard D19 (Building entry and circulation objective), Standard D22 (Common property objective), Standard D23 (Site services objective), and Standard D24 (Waste and recycling objectives).

Common property is logically located, clearly delineated from private space, and is capable of efficient management through an owner's corporation scheme. The following attributes of the development are noted:

- The above-ground car parking area provides three levels of car parking, providing 44 car spaces for residents in the building. Car parking is accessed by a ramp system with access direct from the Princes Highway service road fronting the site;
- The building includes storage units adjacent to car parking spaces for convenient access to the dwellings allocated a car space;
- The remaining dwellings feature a storage cage within the communal storage room at ground floor;

- The ground floor also includes the communal bin room, bicycle parking, cleaning room, and services;
- The pedestrian entrance to the site is provided by way of an open corridor that leads to a glazed lobby. The lobby provides mail facilities in a convenient location, along with immediate access to two lifts and a fire escape;
- The entrance is conveniently accessed from the street front and provides a legible sense of address for occupants, visitors, and service personnel, ensuring passive surveillance and safety is maximised;
- All residential floor areas include a spacious communal hallway that access the two lifts and the fire escape;
- A rubbish chute is provided, affording residents with convenient garbage and waste disposal means from the communal hallway;
- The communal hallway features a large glazed all along the southeastern elevation of the building, providing a nature light source and ventilation source for the spaces; and
- At level 12 of the building, the proposal provides a 180 square metre external communal open space, fit out with garden beds, permanent seating, a BBQ, and planters (refer enclosed landscape plan). This supplements the large communal open space on the ground floor level. These spaces comply with the Clause 58 requirement and ensures a high level of on-site amenity is provided to future occupants outside of their private apartments.

5.5 External Amenity Impacts & Equitable Development

The proposal offers a high-quality response in respect to external amenity considerations. Noting that visual bulk was addressed at Section 5.3 of this report, the following aspects assess the proposal in respect to impacts relating to shadowing, overlooking, noise, and equitable development.

5.5.1 Overshadowing

We refer to the Hansen report which provides an assessment of the shadowing impacts of the proposal. We also note that the proposal does not have any immediate residential abutments to consider.

However, the proposal needs to consider its impact to the public realm, whereby shadowing to Clow Street to the south needs to be contemplated.

Whilst minor shadowing impacts to the southern footpath occur at 10am, Hansen have outlined the minor encroachment of shadowing to this space is acceptable and of no detrimental consequence to the amenity of the spaces.

Where shadowing does fall on the neighbouring allotments, this should not affect the development opportunity of these properties. The shadowing will not impact daylight and solar access from the anticipated building orientations of these sites, should they be redeveloped.

5.5.2 Overlooking

The surrounding properties are not sensitive land uses, and are anticipated to change in future in keeping with the new controls applicable. Therefore, overlooking is not a significant matter of consideration, noting the commercial uses of the neighbouring properties. The nearest residential properties are located 165 metres to the west along Hemming Street and Rodd Street.

Internal overlooking is avoided with the design of the proposal, with a select screening applied where necessary.

5.5.3 Equitable Development

The proposal provides a site layout that ensures the development opportunity of neighbouring allotments is not compromised.

The orientation of the apartments within the development along the northwestern side interface and towards the street ensures that the interfaces to the southeast (1-25 Princes Highway) and southwest (7-9 Clow Street) will not require management in respect to overlooking. Furthermore, the southeastern and southwestern interfaces of the proposal include lightwells to ensure the neighbouring allotments have access to daylight, should apartment developments be proposed on those properties.

The property to the northwest at 29 Princess Highway will be buffered by the proposed northwest setback of the proposed, which ensures ample lighting and ventilation between buildings, should a high-rise tower also be proposed on that property.

A thorough investigation of the equitable development opportunity afforded to the neighbouring properties is provided within the Hansen Report.

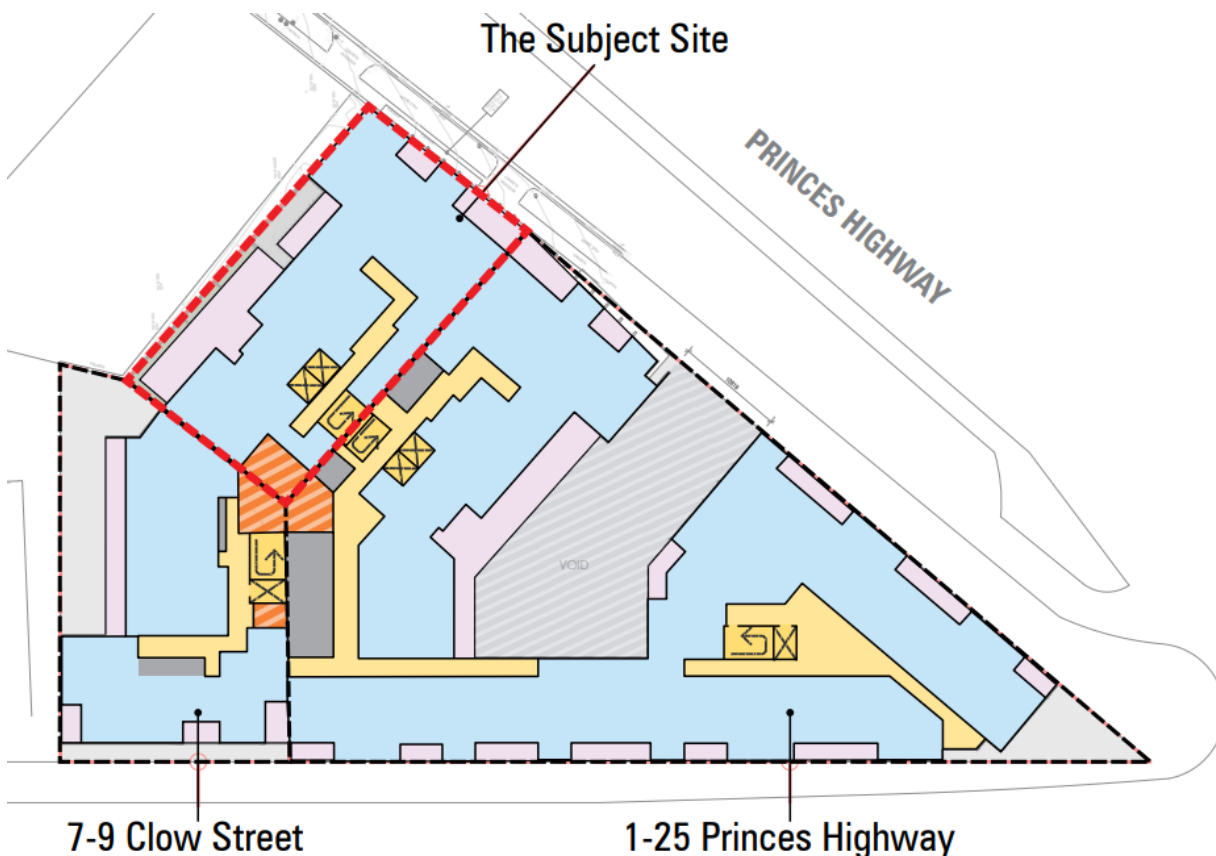


Figure 35 – Equitable development opportunity demonstrated through a proposed site layout for neighbouring properties (extract from Hansen report, page 23)

5.6 Traffic, Car Parking, Bicycle Parking, & Waste Management

We refer to the Transport Impact Assessment and Waste Management Plan prepared by *OneMileGrid* which detail the traffic, car parking, bicycle parking, waste management, and waste collection sought for the proposal. However, the below details are provided for fullness.

5.6.1 Car parking

The proposal seeks to provide 44 car parking spaces, within levels 1-3. All spaces are accessed via a basement ramp system that connects to the Princes Highway service road frontage.

The proposal is for 76 dwellings. 44 total car parking spaces are proposed on the site, resulting in a shortfall of 32 spaces when compared to the Planning Scheme requires.

Please refer to the OneMileGrid report for a detailed consideration of car parking matters.

5.6.2 Traffic impacts

The proposed reduced parking provided on site and the “left-in, left-out” arrangement required by the one-way service road accessing the site will ensure traffic generation is not detrimental to the area. Noting the high capacity of the Princes Highway and the high level of activity already found within the area, the provision of an additional 48 car spaces on the site will not be of any significant detriment to the traffic flow of the area.

Please refer to the OneMileGrid report for additional information.

5.6.3 Bicycle Parking

The 29-bicycle space requirement for the proposal is met. A ground floor bicycle storage room is provided for residents of the development.

5.6.4 Waste management and collection

We refer to the Waste Management Plan (“WMP”) prepared by OneMileGrid.

Private waste collection is sought, with the waste collection vehicle parking along the street front within the existing truck zone fronting adjacent to 1-25 Princes Highway. Please refer to the WMP for additional detail.

6 CONCLUSION

As a key and clearly under-utilised site within the CDMAC, the subject site offers an opportunity for a substantial level of change and redevelopment in the manner proposed. Offering very little to the centre presently, this proposal will enliven and reactivate this property, providing a valuable housing and commercial contribution to the CDMAC.

Importantly, this proposal includes a component of affordable housing, and therefore will derive a significant public benefit. A key tenet of the Greater Dandenong Planning Scheme confirms that Council is to *facilitate appropriate and affordable housing that suits diverse needs is critical to maintaining a healthy and balanced socio-economic society*. Council seeks to Encourage the provision of affordable housing in association with larger residential developments. This proposal addresses these key town planning considerations, providing a net community benefit by way of the affordable housing component of the proposal.

The proposal offers a high quality and attractive urban design outcome with an articulated building form and facade design that will enhance the public realm and contribute to the identity and sense of place sought for the CDMAC.

The proposed dwellings offer a high level of internal amenity and functionality, complemented by the high-quality communal spaces and services within the building. The high level of accessibility of the site and its central location encourages personal and public transport modes, reducing the reliance on the private motor vehicle and supporting the proposed car parking reduction sought.

Furthermore, the proposed building ensures amenity impacts to the surrounding properties and public realm are minimised through the considered design approach. The outcome is one which ensures that equitable development opportunity is provided to the neighbouring properties.

This proposal provides a well resolved response to the outcomes sought by the Greater Dandenong Planning Scheme for the CDMAC, and provides an outcome that is entirely consistent with the *Central Dandenong Comprehensive Development Plan (June 2026)*.

Overall, this site and proposed development provides an opportunity for the equitable development of the Central Dandenong MAC to commence in keeping with the strategic vision of the area, and thereby provide for a substantial community and Metropolitan benefit.

The proposed development represents an excellent response to the site and surrounding area. It provides for a mixed-use apartment building of remarkable architectural quality. Accordingly, the proposed development is considered to be entirely appropriate and worthy of support.

Bowden Town Planning

APPENDIX 1 – CLAUSE 58 ASSESSMENT

Clause 58 (Apartment Developments) applies to the construction of an apartment development in the Comprehensive Development Zone. The purpose of Clause 58 is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To encourage apartment development that provides reasonable standards of amenity for existing and new residents.
- To encourage apartment development that is responsive to the site and the surrounding area.

A development:

- Must meet all of the objectives of this clause.
- Should meet all of the standards of this clause.

The proposal demonstrates a high level of consistency with the objectives and standards of Clause 58. These are outlined in turn on the following pages.

Urban Context		Clause 58.02
Title & Objective	Standard	Complies / Variation Required
Clause 58.02-1 Urban context objectives 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.	Standard D1 The design response must be appropriate to the urban context and the site.	Complies Refer to discussion and Urban Context Report from Hansen Partnership.
	The proposed design must respect the existing or preferred urban context and respond to the features of the site.	Complies Refer to discussion and Urban Context Report from Hansen Partnership.
Clause 58.02-2 Residential policy objectives 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.	Standard D2 An application must be accompanied by a written statement to the satisfaction of the responsible authority that describes how the development is consistent with any relevant policy for housing in the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.	Complies Please refer to the discussion section of this report.
Clause 58.02-3 Dwelling diversity objective	Standard D3 Developments of ten or more dwellings should provide a range of dwelling sizes and types, including	Complies The proposal provides 76 apartments in a range of one and two bedroom layouts. There are varying apartment layouts and

Urban Context		Clause 58.02
Title & Objective	Standard	Complies / Variation Required
To encourage a range of dwelling sizes and types in developments of ten or more dwellings.	dwellings with a different number of bedrooms.	footprints provided to suit a range of households. Layout and footprint differences include the provision of desk areas to some apartments, varied SPOS sizes, and a range of kitchen sizes. Total one-bedroom apartments – 32 Total two-bedroom apartments - 44
Clause 58.02-4 Infrastructure objectives 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.	Standard D4 Development should be connected to reticulated services, including reticulated sewerage, drainage and electricity, if available. Development should not unreasonably exceed the capacity of utility services and infrastructure, including reticulated services and roads. In areas where utility services or infrastructure have little or no spare capacity, developments should provide for the upgrading of or mitigation of the impact on services or infrastructure.	Complies The subject site is located within an established area and the development will have access to existing services and infrastructure. The existing services and infrastructure can meet any additional demand generated by the development. The subject site is accessed from a service road and will not unduly impact upon traffic movements along the Princes Highway. Any requirement to upgrade the capacity of existing services will be met during the construction phase.
Clause 58.02-5 Integration with the street objective To integrate the layout of development with the street. To support development that activates street frontage.	Standard D5 Development should be oriented to front existing and proposed streets. Along street frontage, development should: • Incorporate pedestrian entries, windows, balconies or other active spaces. • Limit blank walls. • Limit high front fencing, unless consistent with the existing urban context. • Provide low and visually permeable front fences, where proposed. • Conceal car parking and internal waste collection areas from the street. Development next to existing public open space should be designed to complement the open space and facilitate passive surveillance.	Complies The proposal provides a high-quality pedestrian interface to the street. This interface incorporates both an entrance to the proposed shop as well as a separate entrance to the dwellings. Accordingly, the proposal provides high-quality entrances to all available interfaces, enhancing connectivity and passive surveillance to the public realm. The proposal is oriented to the Princes Highway frontage and provides a high level of glazing and passive surveillance along this interface. The proposed building form is built to all site boundaries. No fencing is proposed. No neighbouring open space or similar. Please refer to the Urban Context Report prepared by Hansen Partnership for additional detail.

Urban Context		Clause 58.02
Title & Objective	Standard	Complies / Variation Required

Site Layout		Clause 58.03
Title & Objective	Standard	Complies / Variation Required
Clause 58.03-1 Energy efficiency objectives 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.	Standard D6 Buildings should be: - Oriented to make appropriate use of solar energy. - Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced. Living areas and private open space should be located on the north side of the development, if practicable. Developments should be designed so that solar access to north-facing windows is optimised.	Complies The proposed apartments are oriented to receive northern solar access where possible, as all apartments feature a northeastern and/or northwestern orientation. The proposal does not adjoin any neighbouring residential land. Furthermore, the shadow diagrams accompanying the application displays that the proposal will not overshadow any residential land on 22 September. All living areas and SPOS will have northern solar access.
	Dwellings located in a climate zone identified in Table D1 should not exceed the maximum NatHERS annual cooling load specified in the table.	Complies with objective The subject site is located within Climate Zone 62 (Moorabbin), which has a maximum cooling load of 21 MJ/M ² per annum. For the purpose of BESS assessment 6.5- star average results have been assumed with cooling energy lower than 30 MJ/m ² , which is consistent with the remainder of Melbourne. The proposal achieves a 50% BESS Score.

Site Layout		Clause 58.03
Clause 58.03-2 Communal open space objective To provide communal open space that meets the recreation and amenity needs of residents. To ensure that communal open space is accessible, practical, attractive, easily maintained. To ensure that communal open space is integrated with the layout of the development and enhances resident amenity.	Standard D7 A development of 10 or more dwellings should provide a minimum area of communal outdoor open space of 30 square metres. If a development contains 13 or more dwellings, the development should also provide an additional minimum area of communal open space of 2.5 square metres per dwelling or 220 square metres, whichever is the lesser. This additional area may be indoors or outdoors and may consist of multiple separate areas of communal open space. Each area of communal open space should be: • Accessible to all residents. • A useable size, shape and dimension. • Capable of efficient management. • Located to: ○ Provide passive surveillance opportunities, where appropriate. ○ Provide outlook for as many dwellings as practicable. ○ Avoid overlooking into habitable rooms and private open space of new dwellings. ○ Minimise noise impacts to new and existing dwellings. Any area of communal outdoor open space should be landscaped and include canopy cover and trees.	Complies Required – 190 square metres (76 apartments) Provided – 315 square metres The communal open spaces are located on the 12th floor and at ground level, and offer internal and external communal private open space. These areas are of the highest quality, having been designed by an expert landscape architecture firm (John Patrick Landscape Architecture). The space does not overlook any dwellings within the building. Noise impacts to proposed dwellings will be minimal, noting the masonry construction of the proposal. The communal space will feature landscaping beds to its border. It will feature a communal BBQ and bench seating. The space is accessible to all apartments in the building and will be capable of efficient management.
Clause 58.03-3 Solar access to communal outdoor space objective To allow solar access into communal outdoor open space	Standard D8 The communal outdoor open space should be located on the north side of a building, if appropriate.	Complies The communal open space is located on the northern side of the building.

Site Layout		Clause 58.03
	At least 50 per cent or 125 square metres, whichever is the lesser, of the primary communal outdoor open space should receive a minimum of two hours of sunlight between 9am and 3pm on 21 June.	Complies As above. The communal space is unobstructed to its northeast and northwest and will be provided with a high level of solar access.
Clause 58.03-4 Safety objective To ensure the layout of development provides for the safety and security of residents and property.	Standard D9 Entrances to dwellings should not be obscured or isolated from the street and internal accessways.	Complies The communal entrance of the proposed building will feature a high level of passive surveillance from the street.
	Planting which creates unsafe spaces along streets and accessways should be avoided.	Complies No planting is proposed along the street frontage that would result in an unsafe built form outcome.
	Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways.	Complies The development maximises lighting and surveillance.
	Private spaces within developments should be protected from inappropriate use as public thoroughfares.	Complies Private spaces are clearly delineated from public spaces. There will be no confusion as to whether an outdoor space is private or communal.
Clause 58.03-5 Landscape objectives 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.	Standard D10 - Development should retain existing trees and canopy cover. - Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made. - Development should: - Provide the canopy cover and deep soil areas specified in Table D2. - Table D2 specifies a 5% canopy cover area, with a 5% of 12sqm deep soil area, whichever is the greater, for a lot less than 1000sqm. One Type A Tree is required (4m canopy spread, 6m mature height). Existing trees can be used to meet the canopy cover requirements of Table D2.	Complies with objective Minimal landscaping is proposed in accordance with the character of built form in the area, noting the site is located within an established and long-standing commercial corridor wherein site coverages are very high. In saying this, landscaping is provided within the communal open space area atop of the podium to provide for an attractive outdoor space. The proposal maintains the street tree. The site is void of vegetation. Trees do not form a predominant part of the local context in this location noting the high site coverages, open car parks, and multi storey commercial buildings that surround the site. No significant trees have been removed in the 12 months preceding the lodgement of the application. The 739 square metre site area requires a 36.95 square metre deep soil planting

Site Layout	Clause 58.03	
	○ Provide canopy cover through canopy trees that are: ▪ Located in an area of deep soil specified in Table D3. Where deep soil cannot be provided trees should be provided in planters specified in Table D3. ▪ Consistent with the canopy diameter and height at maturity specified in Table D4. ▪ Located in communal outdoor open space or common areas or street frontages. ○ Comprise smaller trees, shrubs and ground cover, including flowering native species. ○ Include landscaping, such as climbing plants or smaller plants in planters, in the street frontage and in outdoor areas, including communal outdoor open space. ○ Shade outdoor areas exposed to summer sun through landscaping or shade structures and use paving and surface materials that lower surface temperatures and reduce heat absorption. ○ Be supported by irrigation systems which utilise alternative water sources such as rainwater, stormwater and recycled water. ○ Protect any predominant landscape features of the area. ○ Take into account the soil type and drainage patterns of the site. ○ Provide a safe, attractive and functional environment for residents.	area and canopy coverage. It also requires 1 Type A tree. Noting the above, the proposal seeks to construct a building that encompasses the full site without any ability to provide deep soil planting areas. This is consistent with the character of the area, which is that of a built-up town centre whereby canopy coverage on building sites is limited or absent. The proposal provides planters on the podium roof where the communal open space is located. A landscape plan is provided for the communal outdoor spaces, and is enclosed.

Site Layout		Clause 58.03
	Specify landscape themes, vegetation (location and species), irrigation systems, paving and lighting.	
Clause 58.03-6 Access objective To ensure that vehicle crossovers are designed and located to provide safe access for pedestrians, cyclists and other vehicles. To ensure the vehicle crossovers are designed and located to minimise visual impact.	Standard D11 Vehicle crossovers should be minimised. Car parking entries should be consolidated, minimised in size, integrated with the façade and where practicable located at the side or rear of the building. Pedestrian and cyclist access should be clearly delineated from vehicle access. The location of crossovers should maximise pedestrian safety and the retention of on-street car parking spaces and street trees. Developments must provide for access for service, emergency and delivery vehicles.	Complies One double width crossover will service all car parking spaces within the building and is a necessary inclusion for the projected traffic generation of the proposal. The proposed modification of the existing crossover will have a negligible impact upon the car parking provision of the service road in front of the development. Access for service and emergency is provided via the safe and clearly delineated entry and along the street front. The vehicle access is clearly delineated from pedestrian access to the site, with a high amount of visibility offered to maximise safety to pedestrians.
Clause 58.03-7 Parking location objectives To provide convenient parking for resident and visitor vehicles. To protect residents from vehicular noise within developments.	Standard D12 Car parking facilities should: - Be reasonably close and convenient to dwellings. - Be secure. - Be well ventilated if enclosed.	Complies Car parking facilities are easily accessible via the lifts in the building. Car parking is secure and away from the street front. Car parking is also ventilated.
	Shared accessways or car parks of other dwellings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.	Not Applicable No shared accessways adjacent to habitable room windows.
Clause 58.03-8 Integrated water and stormwater management objectives	Standard D13 Buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use.	Complies The proposal is provided with a rainwater tank for the purpose of toilet flushing.

Site Layout		Clause 58.03
To encourage the use of alternative water sources such as rainwater, stormwater and recycled water. To facilitate stormwater collection, utilisation and infiltration within the development. 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.	Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority.	Complies As per the Sustainability Management Plan prepared by Frater, Potable (mains) water consumption from fire testing and building systems (HVAC) will be reduced by at least 80% by collecting and recycling. This requirement will need to be clearly integrated into the service's design. Building air-conditioning will not use potable water for cooling.
	The stormwater management system should be: - Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater – Best Practice Environmental Management Guidelines (Victorian Stormwater Committee 1999) as amended. - Designed to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas.	Complies The proposal achieves a 117% BlueFactor Rating. The roof catchment area (as described above) will be diverted to 14,000L rainwater tank(s). The rainwater collected will be used for toilet flushing. The remainder of impervious areas will directly be released at the legal point of discharge on site.

Amenity Impacts		Clause 58.04
Title & Objective	Standard	Complies / Variation Required
Clause 58.04-1 Building setback objectives 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. To allow adequate daylight into new dwellings. To limit views into habitable room windows and private open space of new and existing dwellings. To provide a reasonable outlook from new dwellings. To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents.	Standard D14 The built form of the development must respect the existing or preferred urban context and respond to the features of the site.	Complies The proposed development is an appropriate response to the site context. It provides a higher density built form arrangement without detrimentally impacting upon the neighbouring amenity or neighbourhood character of the area. The proposed scale and site coverage in the design is responsive to the commercial character of the area, noting long walls on boundary and full site coverage are common characteristics within the CDMAC. The proposed built form exercise local and state policy which seeks such an outcome for the CDMAC, where higher density housing is encouraged. The proposal has no sensitive interfaces and provides an equitable development outcome, noting this is demonstrated on the town planning drawings and within the Urban Context Report from Hansen Partnership. The report from Hansen also outlines the appropriateness of the built form in greater detail. Accordingly, the design response is appropriate in consideration of the context.
	Buildings should be set back from side and rear boundaries, and other buildings within the site to: • Ensure adequate daylight into new habitable room windows. • Avoid direct views into habitable room windows and private open space of new and existing dwellings. Developments should avoid relying on screening to reduce views. • Provide an outlook from dwellings that creates a reasonable visual connection to the external environment. • Ensure the dwellings are designed to meet the objectives of Clause 58.	Complies As above. The proposal provides a large northwestern setback and lightwells along the southeastern boundary to: • Ensure adequate daylight is provided to all apartments and common areas; • Provide an outlook to the public realm and enable a reasonable visual connection to the surrounds; and • Ensure equitable development opportunities for neighbouring allotments. Furthermore, the proposal avoids overlooking on the site through a measured design outcome and a minimal

Amenity Impacts		Clause 58.04
Title & Objective	Standard	Complies / Variation Required
		application of screening where needed. A high level of privacy and security is offered to all dwellings.
Clause 58.04-2 Internal views objectives To limit views into the private open space and habitable room windows of dwellings within a development.	Standard D15 Windows and balconies should be designed to prevent overlooking of more than 50 per cent of the private open space of a lower-level dwelling directly below and within the same development.	Complies Where internal overlooking could be achieved, screening to a height of 1.7 metres is provided to balconies to ensure overlooking is minimised in accordance with the standard.
Clause 58.04-3 Noise impacts objectives To contain noise sources in developments that may affect existing dwellings. To protect residents from external and internal noise sources.	Standard D16 Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings.	Complies Lifts and mechanical plants are not located adjacent to bedrooms. Buffers between the lift shaft and bedrooms are provided via cupboards, kitchens, bathrooms etc. Mechanical services are located on the roof of the building away from residential tenancies.
	The layout of new dwellings and buildings should minimise noise transmission within the site.	Complies Sensitive habitable spaces are logically located to minimise noise transmission within the site.
	Noise sensitive rooms (such as living areas and bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non-residential uses, car parking, communal areas and other dwellings.	Complies As above.
	New dwellings should be designed and constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources.	Complies Any acoustic requirements be addressed via condition on any permit issued.

Amenity Impacts		Clause 58.04
Title & Objective	Standard	Complies / Variation Required
	Buildings within a noise influence area specified in Table D3 should be designed and constructed to achieve the following noise levels: - Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am. - Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm	Not applicable Site is well distanced from industrial land, train lines and freeways.
	Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements	Not Applicable As above.
	Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.	Complies The requirements of the standard are met by the proposal.
Clause 58.04-4 Wind impacts objectives To ensure the built form, design and layout of development does not generate unacceptable wind impacts within the site or on surrounding land.	Standard D17 Development of five or more storeys, excluding a basement should: - not cause unsafe wind conditions specified in Table D6 in public land, publicly accessible areas on private land, private open space and communal open space; and - achieve comfortable wind conditions specified in Table D6 in public land and publicly accessible areas on private land within a distance of half the greatest length of the building, or half the total height of the building measured outwards on the horizontal plane from the ground floor building façade, whichever is greater. Trees and landscaping should not be used to mitigate wind impacts. This does not apply to sitting areas, where trees and landscaping may be used to supplement fixed wind mitigation elements.	Complies This matter can be address via permit condition. Please refer to the enclosed report prepared by ViPac for a detailed consideration of wind matters. We refer to the analysis of experts in this area.

Amenity Impacts		Clause 58.04
Title & Objective	Standard	Complies / Variation Required
	Wind mitigation elements, such as awnings and screens should be located within the site boundary, unless consistent with the existing urban context or preferred future development of the area.	

On-Site Amenity and Facilities		Clause 58.05
Title & Objective	Standard	Complies / Variation Required
Clause 58.05-1 Accessibility objective To ensure the design of dwellings meets the needs of people with limited mobility.	Standard D18 At least 50 per cent of dwellings should have: • 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 of either Design A or Design B specified in Table D4.	Complies The proposal demonstrates compliance with the standard, noting that every apartment in the building complies with the layout and dimension requirements of Standard D18 and Table D7. Please refer to the plans for a detailed overview of layouts and dimensions.
Clause 58.05-2 Building entry and circulation objective 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.	Standard D19 Entries to dwellings and buildings should: • Be visible and easily identifiable. • Provide shelter, a sense of personal address and a transitional space around the entry.	Complies The residential entryway is logically located and easily identifiable along the street frontage. The foyer delivers a safe transitional space and shelter.
	The layout and design of buildings should: • Clearly distinguish entrances to residential and non-residential areas. • Provide windows to building entrances and lift areas. • Provide visible, safe and attractive stairs from the entry level to encourage use by residents. • Provide common areas and corridors that:	Complies Whilst the lift area is set away from view from the street front, it is easily identifiable and private, and not accessible from the public. All lift waiting areas/ corridors above ground level are provided with extensive glazing for natural light and ventilation.

On-Site Amenity and Facilities		Clause 58.05
Title & Objective	Standard	Complies / Variation Required
	- Include at least one source of natural light and natural ventilation. - Avoid obstruction from building services. - Maintain clear sight lines.	
Clause 58.05-3 Private open space objective To provide adequate private open space for the reasonable recreation and service needs of residents.	Standard D20 A dwelling should have private open space consisting of at least one of the following: • An area at ground level of at least 25 square metres, with a minimum dimension of 3 metres and convenient access from a living room. • A balcony with at least the area and dimensions specified in Table D8 and convenient access from a living room. • An area on a podium or other similar base of at least 15 square metres, with a minimum dimension of 3 metres and convenient access from a living room. • An area on a roof of 10 square metres, with a minimum dimension of 2 metres and convenient access from a living room. If a cooling or heating unit is located on a balcony, the minimum balcony area specified in Table D8 should be increased by at least 1.5 square metres. If the finished floor level of a dwelling is 40 metres or more above ground level, the requirements of Table D8 do not apply if at least the area specified in Table D9 is provided as living area or bedroom area in addition to the minimum area specified in Table D11 or Table D12 in Standard D25.	Complies All dwellings feature balconies that comply with the standard area and dimension requirements. Please refer to the town planning drawings for detailed plans and dimensions.
Clause 58.05-4 Storage objective	Standard D21	Complies All apartments are provided with a storage cage at ground floor as well as

On-Site Amenity and Facilities		Clause 58.05
Title & Objective	Standard	Complies / Variation Required
To provide adequate storage facilities for each dwelling	Each dwelling should have convenient access to usable and secure storage space. The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table D10.	internal storage in accordance with the standard requirements.
Clause 58.06-1 Common property objective To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained. To avoid future management difficulties in areas of common ownership.	Standard D22 Developments should clearly delineate public, communal and private areas.	Complies Private and communal spaces are appropriately delineated.
	Common property, where provided, should be functional and capable of efficient management.	Complies Common property areas can be readily managed by an owner's corporation, noting these are minimal within the design and confined to the foyer, and hallway, car park, and communal open space.
Clause 58.06-2 Site services objective To ensure that site services can be installed and easily maintained. To ensure that site facilities are accessible, adequate and attractive.	Standard D23 The design and layout of dwellings should provide sufficient space (including easements where required) and facilities for services to be installed and maintained efficiently and economically.	Complies Appropriate provision is made within the building for site services and facilities.
	Meters and utility services should be designed as an integrated component of the building or landscape.	Complies Mailboxes and other site facilities will be appropriately designed and located for efficient access and identification.
	Mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development.	Complies Mailboxes located in the Foyer.

On-Site Amenity and Facilities		Clause 58.05
Title & Objective	Standard	Complies / Variation Required
Clause 58.06-3 Waste and recycling objectives To ensure dwellings are designed to encourage waste recycling. To ensure that waste and recycling facilities are accessible, adequate and attractive. To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.	Standard D24 Developments should include dedicated areas for: - Waste and recycling enclosures which are: - Adequate in size, durable, waterproof and blend in with the development. - Adequately ventilated. - Located and designed for convenient access by residents and made easily accessible to people with limited mobility. - Adequate facilities for bin washing. These areas should be adequately ventilated. - Collection, separation and storage of waste and recyclables, including where appropriate opportunities for on-site management of food waste through composting or other waste recovery as appropriate. - Collection, storage and reuse of garden waste, including opportunities for on-site treatment, where appropriate, or off-site removal for reprocessing. - Adequate circulation to allow waste and recycling collection vehicles to enter and leave the site without reversing. - Adequate internal storage space within each dwelling to enable the separation of waste, recyclables and food waste where appropriate.	Complies Please refer to the Waste Management Plan which outlines the proposed waste management of the proposal and its suitability for the site and its mixed-use function.
	Waste and recycling management facilities should be designed and managed in accordance with a Waste Management Plan approved by the responsible authority and: Be designed to meet the best practice waste and recycling management guidelines for residential development adopted by Sustainability Victoria.	Complies As above.

On-Site Amenity and Facilities		Clause 58.05
Title & Objective	Standard	Complies / Variation Required
	Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise and hazards associated with waste collection vehicle movements.	
Clause 58.06-4 External walls and materials objective To ensure external walls use materials appropriate to the existing urban context or preferred future development of the area.	Standard D25 External walls should be finished with materials that: - Do not easily deteriorate or stain. - Weather well over time. - Are resilient to the wear and tear from their intended use.	Complies Selected materials are high quality and resilient, comprising of extensive glazing, steel panelling, concrete render, and concrete panelling.
To ensure external walls endure and retain their attractiveness.	External wall design should facilitate safe and convenient access for maintenance.	Complies See above.

Internal Amenity		Clause 58.07
Title & Objective	Standard	Complies / Variation Required
Clause 58.07-1 Functional layout objective To ensure dwellings provide functional areas that meet the needs of residents.	Standard D26 Bedrooms should: - Meet the minimum internal room dimensions specified in Table D11. - Provide an area in addition to the minimum internal room dimensions to accommodate a wardrobe.	Complies All bedrooms within the development comply with or exceed the minimum dimension requirements.
	Living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table D12.	Complies All living rooms within the development comply with or exceed the minimum dimension and area requirements.
Clause 58.07-2 Room depth objective To allow adequate daylight into single aspect habitable rooms.	Standard D27 Single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height. The depth of a single aspect, open plan, habitable room may be increased to 9 metres if all the following requirements are met:	Complies All habitable rooms in the design comply, refer plans for further details.

Internal Amenity		Clause 58.07
Title & Objective	Standard	Complies / Variation Required
	- The room combines the living area, dining area and kitchen. - The kitchen is located furthest from the window. - The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level. This excludes where services are provided above the kitchen. The room depth should be measured from the external surface of the habitable room window to the rear wall of the room.	
Clause 58.07-3 Windows objective To allow adequate daylight into new habitable room windows.	Standard D28 Habitable rooms should have a window in an external wall of the building.	Complies All habitable rooms are provided with an external window.
	A window may provide daylight to a bedroom from a smaller secondary area within the bedroom where the window is clear to the sky. The secondary area should be: - A minimum width of 1.2 metres. - A maximum depth of 1.5 times the width, measured from the external surface of the window.	Complies As above.
Clause 58.07-4 Natural ventilation objective To encourage natural ventilation of dwellings. To allow occupants to effectively manage natural ventilation of dwellings.	Standard D29 The design and layout of dwellings should maximise openable windows, doors or other ventilation devices in external walls of the building, where appropriate.	Complies The layout of the development maximises opportunities for natural ventilation to all apartments.
	At least 40 per cent of dwellings should provide effective cross ventilation that has: - A maximum breeze path through the dwelling of 18 metres. - A minimum breeze path through the dwelling of 5 metres. - Ventilation openings with approximately the same area.	Complies As above. 42 out of the 76 apartments (55%) will achieve a compliant outcome, with swept paths shown on the plans in orange hatching.

Bowden Town Planning

Internal Amenity		Clause 58.07
Title & Objective	Standard	Complies / Variation Required
	The breeze path is measured between the ventilation openings on different orientations of the dwelling.	