

# 7 and 33 Princes Highway, Dandenong South

Planning permit  
no.PA2403037



Officer Assessment Report  
Development Approvals & Design



Department  
of Transport  
and Planning

OFFICIAL



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# Executive Summary



Key Information	Details		
<b>DFP Application No:</b>	DFP 289 / PPA_46		
<b>Application No:</b>	PA2403037		
<b>Received by DFP</b>	13 November 2023		
<b>Date lodged in POL</b>	16 July 2024		
<b>Statutory Days:</b>	88		
<b>Applicant:</b>	[REDACTED]		
<b>Planning Scheme:</b>	Greater Dandenong		
<b>Land Address:</b>	7 and 33 Princes Highway, Dandenong South		
<b>Proposal:</b>	<p><b>7 Princes Highway</b> - Partial demolition, and construction of buildings and works to develop warehouses, construction and display of signage, removal of native vegetation, alteration and construction of access to road in a Transport 2 Zone, reduction to the number of car parking spaces required under Clause 52.06-5.</p> <p><b>33 Princes Highway</b> - Removal of native vegetation.</p>		
<b>Development Value:</b>	\$111.5m		
<b>Why is the Minister responsible?</b>	In accordance with the schedule to Clause 72.01 of the Planning Scheme, the Minister for Planning is the responsible Authority for this application because for the use or development of land for which Clause 53.22 applies		
<b>DFP eligibility criteria in accordance with 53.22</b>	<b>Category</b>	1	
	<b>Sector</b>	Warehouse and Logistics	
	<b>Land use</b>	Warehouse	
	<b>Location</b>	Metro (City of Greater Dandenong)	
	<b>Alignment with the DFP threshold/criteria</b>	Yes - \$111 million development cost (\$30 million threshold)	
	<b>OVGA</b>	Yes	
	<b>Invest Victoria</b>	Yes 19 June 2024	
	<b>Quantity Surveyor Report</b>	Refer to Qanstruct builders estimate letter dated January 2024	
<b>Why is a permit required?</b>	<b>Clause</b>	<b>Control</b>	<b>Trigger</b>
<b>Zone:</b>	Clause 34.02	Commercial 2 Zone	Clause 34.02-4 a permit is required for buildings and works.
<b>Overlays:</b>	Clause 43.01	Heritage Overlay Schedule 56 (HO56) – Formerly International Harvester Factory	Pursuant to Clause 43.01, a permit is required to: <ul style="list-style-type: none"> <li>Demolish or remove a building;</li> <li>Remove, destroy or lop a tree;</li> <li>Construct a building or construct or carry out works including a fence rainwater tanks and</li> <li>Construct or display a sign.</li> </ul>
<b>Particular Provisions:</b>	Clause 52.05	Signs	Pursuant to Clause 52.05 – 11 a permit is required to display business identification signs (Clause 52.05-12).



	Clause 52.06	Car Parking	Pursuant to Clause 52.06-3, a permit is required to reduce the number of car parking spaces required.	
	Clause 52.17	Native Vegetation	Clause 52.17-1, A permit is required to remove, destroy or lop native vegetation, including dead native vegetation.	
	Clause 52.29	Land Adjacent to the Principal Road Network	A permit is required to create or alter access to a road in a Transport 2 Zone.	
<b>Cultural Heritage:</b>	The land is in an area of cultural heritage sensitivity. A mandatory Cultural Heritage Management Plan is not required as the land has been subject to significant ground disturbance.			
<b>Total Site Area:</b>	12.21 hectares			
<b>Gross Floor Area:</b>	67,120sqm			
<b>Height:</b>	13.7m to 14.2m			
<b>Land Uses:</b>	<b>Warehouse (including ancillary offices)</b>			
	67,120sqm			
<b>Parking:</b>	<b>Cars</b>	<b>Motorcycles</b>	<b>Bicycles</b>	
	516	0	80	
<b>Referral Authorities:</b>	Head, Transport for Victoria – s55 Determining - no objection DEECA – s55 Recommending - no objection Greater Dandenong City Council – s52 – objection City of Casey – s52 – No objection Vic track – s52 – No objection Fire Rescue Victoria – s52 – No objection Melbourne Water – s52 – No objection			
<b>Public Notice:</b>	Notice of the application was given in accordance with Section 52(1) of the Act. No objections were received from the community.			
<b>Delegates List:</b>	Approval to determine under delegation received on 17 February 2025.			



## Application Process

### Background

- Two planning applications were lodged with Greater Dandenong City Council (PLN23/0404 and PLN23/0438). The applications combined cover the entire planning unit that is subject to the DTP application. The council has advised these applications have not been withdrawn. Both applications PLN23/0404 and PLN23/0438 (stage 1 and stage 2) were internally and externally referred by Council. Whilst neither application was formally advertised, the stage 1 application (PLN23/0404) has received eighteen (18) objections to date.
- The key milestones in the application process were as follows:

Development Facilitation Program: Pre-application		
Enquiry lodgement	13 November 2023	
Details of pre-application advice		
<b>Informal advice</b>	DTP - Transport	<ul style="list-style-type: none"> <li>There are significant concerns regarding truck ingress and egress via Princes Highway.</li> <li>Considering the operating speed of Princes Highway, it is unsafe for heavy vehicles to turn right into Princes Highway from the side road and vice versa whilst the intersection is unsignalised.</li> <li>While anticipated parking/traffic generation is unknown, the predicted volume used in SIDRA analysis may not reflect the right outcome, such as level of service, delay, DOS and queue length.</li> <li>Traffic impact assessment needs to be made more apparent to justify how the proposed unsignalised intersection will operate efficiently whilst complete parking demand and traffic volumes are unknown.</li> </ul>
	Council	<ul style="list-style-type: none"> <li>Concern at the degree of the loss of heritage buildings</li> <li>Urban design and Landscaping – increased setback and landscaping</li> <li>Car parking – reduction is considered acceptable</li> <li>Access – refer this to DTP Transport comments</li> <li>Vegetation – River Red Gums are identified as an important tree species of local and regional conservation significance within Council's Local policy at Clause 21.06. It is considered that every effort must be taken to retain and protect these trees, including Trees 44-51, Tree 52 and Tree 53 to the east of the site.</li> </ul>
	Melbourne Water	28 September 2023 No objection – advice provided about flooding.
	VicTrack	26 September 2023 No objection subject to conditions
	Fire Rescue Victoria	25 September 2023 No objection <i>FRV recommends to the design team that they should consider the implications of Part C2 of the National Construction Code, with whether perimeter vehicle access is required, and whether vegetation removal and access plans need to be considered by the Responsible Authority.</i>
	Office of the Victorian Government Architect (OVGA)	OVGA provided the following comments dated 15 March 2024 (summarised): <ul style="list-style-type: none"> <li>The design approach pays little meaningful regard to the heritage of the site.</li> <li>The key Princes Highway frontage fails to capture and celebrate the heritage of the site.</li> <li>The design is an overdevelopment. Despite the generous</li> </ul>



dimensions of the site, it appears that all available land is pressured by maximising hardstand, road, parking, and warehouse uses.

- The removal of the landscape setback and established trees in the front setback to provide extensive carparking to the street is a poor overall outcome.
- The opportunity to reuse sections of the former cab shop and express the actual existing saw tooth roof to the main frontage would all help create a coherent start to a heritage experience.
- The lack of sensitivity to the site then brings into question the demolition of the amenities buildings.
- The scale of the warehouses in direct adjacency to the heritage elements is not appropriate, greater separation is required.
- Concern on the significant reduction in landscape and tree canopy.

DTP officers met with the proponent and consultants on site (8 May 2024). At this meeting changes to the plans were discussed. To address pre-application matters raised, the following components of the proposal have been amended:

- Greater retention of heritage buildings including retained portion of the Amenities Building (retaining the sawtooth roof profile), two bays at the north end of the Cab Shop, increased landscaping and retention of eight River Red Gums.
- The setback to Warehouse 1A from the front façade of the Administration Building has been increased by 1 metre and the proposed canopy reduced in size.

DTP officers are generally supportive of the proposed changes.

**Invest Victoria**

Yes 19 June 2024

### Application process

**Application lodgement** 16 July 2024

**Further information requested** 29 July 2024

**Further information received** 31 July 2024

**Decision Plans (submitted under s57A)** Architectural plans prepared by Concept Y dated 1 November 2024 (site plan) and 30 August 2024 (other plans)

**Discussion Plans**

- Roadworks Concept Plan prepared by Impact Traffic Engineering dated 12/12/2024

**Other Assessment Documents**

- Landscape Plan prepared by Habit8 dated 7 May 2024
- Sustainable Management Plan prepared by Sustainable Design Consultants dated June 2024
- Green Travel Plan prepared by Impact Traffic Engineering dated 17 June 2024
- Earthworks Plan by Cosentino Group dated 6 June 2024
- Drainage Plan prepared by Cosentino Group dated 11 June 2024.
- Technical Note prepared by Impact Traffic Engineering dated 3 December 2024
- Safe System Assessment (Rapid) prepared by Impact Traffic Engineering dated 4 October 2024
- Traffic and Transport Assessment prepared by Impact Traffic Engineering dated 1 November 2024

- Town Planning Report prepared by ProUrban dated 14 June 2024
- Arboricultural Impact Assessment (7 Princes Hwy - site only) prepared by Sustainable Tree Management dated 24 June 2024
- Arboricultural Impact Assessment (7 Princes Hwy – road reserve) prepared by Sustainable Tree Management dated 16 December 2024
- Construction Impact Assessment (33 Princes Hwy) prepared by Arbor Survey dated 6 February 2024
- Biodiversity Assessment of 7 Princes Highway, Dandenong South, Victoria prepared by Ecology and Heritage Partners dated June 2024
- Biodiversity Assessment of a Pipeline Installation at 33 Princes Highway, Dandenong South, Victoria prepared by Ecology and Heritage Partners dated May 2024
- Waste Management Plan prepared by Impact Traffic Engineering dated 7 June 2024.
- Project Economic Impact Assessment prepared by Deep End Services dated 21 May 2024
- Heritage Interpretation Strategy prepared by Sue Hodges Productions dated 15 June 2024
- Building Engineers report prepared by Consentino Group dated 10 April 2024
- Heritage Impact Statement prepared by Bryce Raworth dated June 2024
- Conservation Management Plan prepared by Bryce Raworth dated June 2024
- Cultural Heritage Letter of Advice regarding proposed warehouse development at 7 Princes Highway prepared by Jem Archaeology dated 16 August 2024
- Cultural Heritage Letter of Advice regarding proposed stormwater pipe replacement at 29 and 31B Princes Highway prepared by Jem Archaeology dated 12 September 2024
- Letter of advice by JBS & G Australia regarding presence of land contamination and hazardous materials dated 22 March 2023.

3. The subject of this report is the decision plans (as described above).

## Proposal Summary

4. The proposal can be summarised as follows:

- **Demolition:** The proposal includes the demolition of all buildings (including hardstand) excluding a portion of the original 'administration' building, 'factory' (also known as 'cab shop') and 'gatehouse' building fronting Princes Highway and a portion of the original 'amenities building' on the site.
- **Buildings and works:** The proposal includes the construction of eight warehouses with the following specifications provided:
  - An overall height of between 13.7m and 14.6m
  - Warehouses 3B, 3C, 4 and 5 will all contain a main office within a mezzanine level over the warehouse entry/lobby area and a smaller dock office near the loading areas. Warehouses 1A, 1B, 2 and 3A utilise the existing heritage building for their ancillary office. Warehouses 1A, 1B and 2 do not contain dock offices.
  - Materials and finishes incorporate a mix of metal cladding, precast concrete and metallic roof sheeting, as well as lightweight cladding and glazing panels to office areas.
- **Drainage:** The proposal includes the upgrading of the existing stormwater drainage pipeline to Eumemmering Creek at 33 Princes Highway, Dandenong South. The existing 1200mm drainpipe will be replaced with 2 x 1200mm drain pipes, which will sit side by side in the same location. This includes replacing the pipes in a drainage easement across 29 and 31C Princes Highway.
- **Access:** The proposal includes the following access arrangements:
  - A 10m wide crossover from Princes Highway will provide access to the site's internal road network.





- Two additional crossovers are proposed from the Warehouse 1A carpark, on the western side of the frontage to Princes Highway, onto the Princes Highway side road.
  - An 8.8m wide internal accessway.
  - Significant roadworks will be required to provide access to the site, including signalisation of the access to the site to Princes Highway, as well as replacing the existing on-road bicycle lane with an off-road shared path. These are discussed in further in the Referrals and Assessment sections of this report.
  - A carriageway easement in favour of the site adjoining to the west is shown on the plans, although is not part of the proposal. A condition of permit will therefore require this to be removed from the plan.
  - **Car parking:** 516 car parking spaces are proposed, including two EV charging spaces and one DDA compliant space for each warehouse tenancy.
  - **Bicycle parking:** 80 bike spaces are proposed across the site, located adjacent to each of the associated offices. Each office tenancy will also include one shower and change room area.
  - **Signage:** The proposal includes the following business identification signs within the site:
    - Pylon signs for each warehouse. Most will be setback within the site, except Warehouse 1A which is adjacent to the site frontage to Princes Highway. These signs are notated on the plans as 4m high and 1.2m wide, although the plans include an 8m high pylon sign elevation, but does not show where these pylon signs are proposed. The description of the signs in the planning report is also inconsistent with the plans, stating there are nine 8m high pylon signs proposed. A condition of permit will therefore require the 8m high pylon sign elevations to be removed from the plan, given the locations of these signs are not shown on the plans.
    - Signage on fences within the site, with 1.4m x 1m dimensions.
    - The applicant has advised all pylon and fence signage is proposed to be internally illuminated, although this is not shown on the plans.
    - Panel signs and signage zones on the proposed building walls, some of which have dimensions of 6x4m and others 4m x 4m.
  - **Landscaping:** The proposal includes landscaping throughout the site, in which most existing trees are proposed to be retained, particularly along the site frontage to Princes Highway and a communal open space area on the western side of Warehouse 2.
  - **Vegetation removal:** The proposal includes removal of the following vegetation:
    - Within the site at 7 Princes Highway: Tree group 25 (5 River Red Gums), Trees 32 (Southern Mahogany), 33 (Prickly Paperbark), 39 (River Red Gum), 54 (River Red Gum), 55 (River Red Gum), 56 (River Red Gum), 60 (River Red Gum), 61 (River Red Gum) and 62 (River Red Gum) – includes 8 native trees (regrowth more than 10 years old), 1 remnant tree, as well as planted trees. This equates to removal of 0.185 hectares of native vegetation, including 1 large and 4 small-scattered trees.
    - Drainage works at 33 Princes Highway: 4 native trees (River Red Gums) are identified for removal due to construction impact. This is identified as remnant vegetation in the Biodiversity Assessment, consisting of 0.022 hectares of native vegetation, including 2 large trees.
  - **Fencing** is proposed throughout the site around carparking areas and along all boundaries, including the frontage to Princes Highway.
5. The applicant has provided the following concept image/s of the proposal:



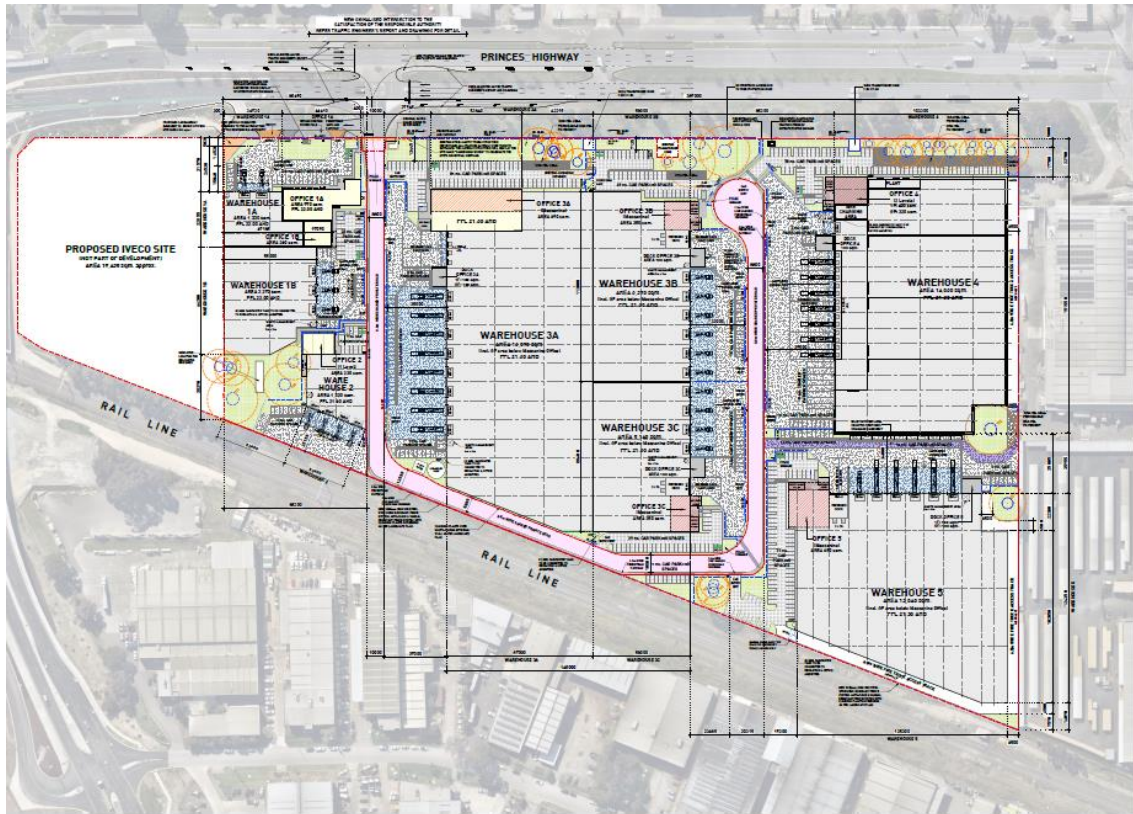
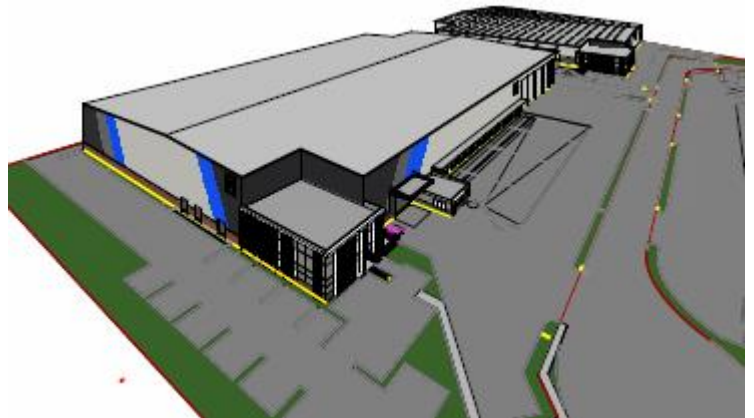
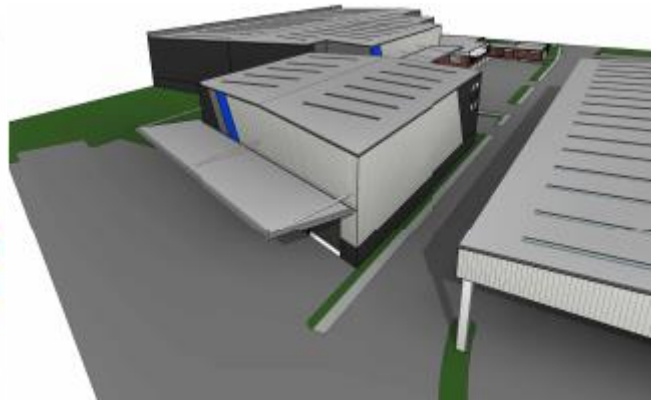


Figure 1: Proposed site plan



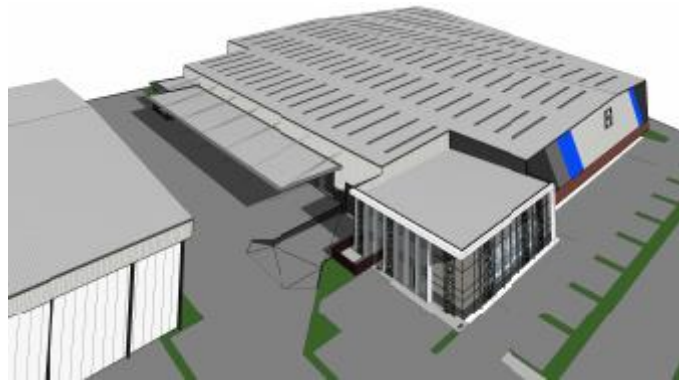


Figure 2: Proposed Warehouses 1 – 5 in order from top left



Figure 3: Offices 1A, 1B, and 2 clockwise in order from top left. These are existing buildings proposed to be partly retained for their heritage value

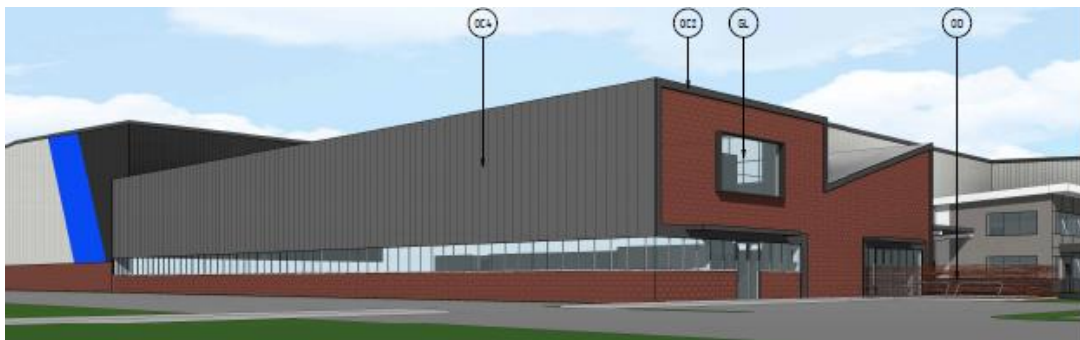


Figure 4: An existing building will be modified using brick cladding to match existing, as well as new lightweight cladding, which will be used as Office 3A33





Figure 5: Proposed offices 3B, 3C, 4 and 5 in order from top left

# Subject Site and Surrounds

## Site Description



Figure 6: site and surrounds



Figure 7: site with aerial imagery

6. The proposal includes works to two sites, 7 and 33 Princes Highway, Dandenong South.
7. The sites are located in Dandenong South, approximately 35 kilometres south-east of Melbourne CBD, near the intersection of South Gippsland Highway and Princes Highway. The site is located in an established commercial and industrial precinct, approximately 1 kilometre south-east of the Dandenong Central Business District.
8. 7 Princes Highway is approximately 12.21 hectares in size and is bounded by Princes Highway to the north and the metropolitan railway line to the south. The site is formally described as Lot 2 on Plan of Subdivision 300391K. There are no easements impacting the land.
9. The existing site comprises several industrial, ancillary buildings and at grade car parking. The site has historically been used as the International Harvester factory for industrial purposes, including the original tenancy of car and farm machinery manufacturing. More recently, the site was occupied by Iveco Trucks and was used for a variety of vehicle manufacturing, service and storage activities.
10. Mature vegetation is located along the railway frontage in the south-eastern corner of the site as well as along the Princes Highway frontage. Mature trees are also located along the eastern boundary of the site.
11. 7 Princes Highway also wraps around 7A Princes Highway, a small lot fronting Princes Highway (Lot 1 TP244072), under the same ownership as the subject site. An existing electrical transformer building is located on the site, which is proposed to be removed in this application.



12. 33 Princes Highway is formally identified as Reserve 1 on Plan of Subdivision 414290. This land is owned by Melbourne Water and accommodates part of the Eumemmerring Creek. The land includes areas of native vegetation and drainage infrastructure and easements associated with the adjacent development. Notably the proposal includes drainage works in E-7, which is shown on title (Figure 3) as a drainage easement that benefits 7 Princes Highway, being the land on title Vol.10003 Fol.307.

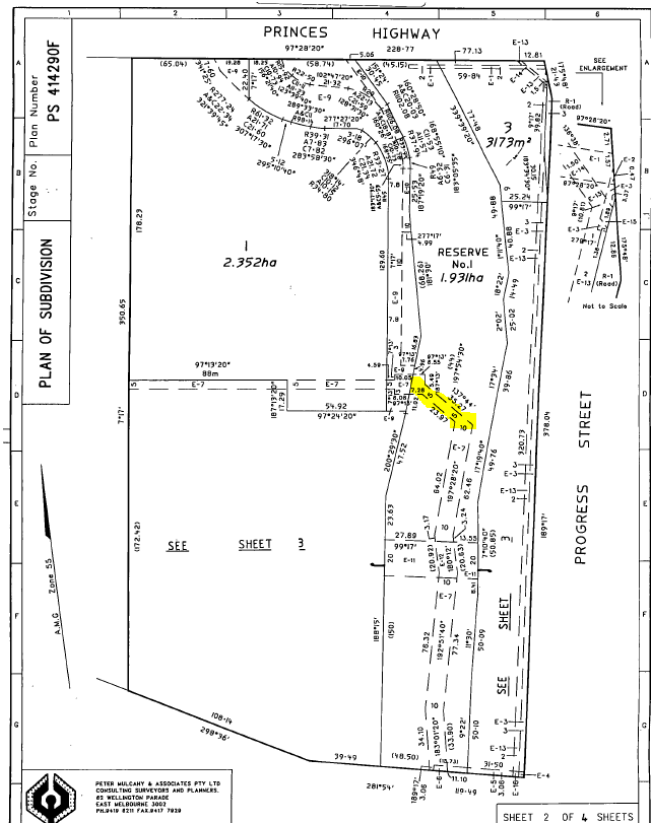


Figure 8: Plan of Subdivision showing drainage easement, connecting through to 7 Princes Highway and the creek reserve.

13. No covenants or Section 173 Agreements are recorded on the titles comprising the subject site.

### Site Surrounds

14. Melbourne’s integrated land use and transport policy (MICLUP) identifies the site as state significant industrial land, within the Dandenong National Employment and Innovation Cluster (NEIC). The surrounding area is mainly industrial and warehousing in use and character. Built form is generally large commercial buildings, or clusters of smaller ones, with car parking within the front setback, storage areas at the rear and minimal landscaping.

15. Development surrounding the site at 7 Princes Highway can be described as follows:

- The site is bound by Princes Highway to the **north**. Opposite the site to the north, land is located within the Industrial 1 Zone. Commercial and industrial development front Princes Highway to the north.
- To the immediate **south**, the site has a direct interface with the metropolitan rail corridor which delivers the Pakenham metro train line and the Melbourne – Traralgon V-Line. Directly adjacent to the railway corridor to the south, land is located within the Commercial 2 Zone and development comprises of a mix of commercial and industrial (with the exception of the Shawlands Caravan Park).



- To the **east**, the site 7 Princes Highway adjoins a large warehouse development associated with a timber manufacturing, wholesale and storage facility. Beyond this is the Eumemmering Creek which is associated with the Port Phillip Catchment.
16. To the **west** of the site is a large at-grade car parking area associated with the previous Iveco facility. Development adjacent to 33 Princes Highway is Princes Highway and the railway to the south. To the east are a number of lots containing commercial premises, which are oriented toward Progress Street and back onto the creek reserve. To the west are the large warehouse sites between the reserve and 7 Princes Highway, described earlier.



## Referrals

17. The application was referred to the following groups:

Type of referral authority	Clause	Kind of application	Organisation	Response and date received
<b>Section 55 Referral – Determining</b>	52.29-4 (Land Adjacent to the Principal Road Network)	An application to create or alter access to, or to subdivide land adjacent to, a road declared as a freeway or an arterial road under the <i>Road Management Act 2004</i> , land owned by the Head, Transport for Victoria for the purpose of a road, or land in a Public Acquisition Overlay if the Head, Transport for Victoria is the acquiring authority and the acquisition is for the purpose of a road.	Head, Transport for Victoria	<b>No objection</b> 17 December 2024
<b>Section 55 Referral – Recommending</b>	66.02-2 (Native Vegetation)	To remove, destroy or lop native vegetation on Crown land which is occupied or managed by the responsible authority.	DEECA	No objection 23 August 2024

Roadworks and street tree removal matters – Head, Transport for Victoria (TfV) and Greater Dandenong City Council:

18. Head, Transport for Victoria raised concerns in a Request for Further Information on 28 August 2024, regarding the impact of the proposal on the operation of Princes Highway, including the creation of significant delays and road safety issues.
19. A technical note and Safe System Assessment by Impact Traffic Engineering were submitted in late September and early October 2024 in response to the RFI. This was followed by a meeting with the applicant, Transport for Victoria and DTP planning officers on 9 October, during which concerns were expressed by TFV regarding the approach taken in the further traffic engineering work – chiefly regarding the proposed use of an unsignalised 'seagull' intersection to provide access to the site from Princes Highway.
20. TfV completed their review of the further information following the meeting, and verbally advised the proposal would not be supported in its current form due to the unresolved traffic concerns. Rather than await a written objection from TfV, the applicant elected to provide a signalised option, which TfV indicated was a better approach to the concerns raised.
21. An amendment to the application under Section 57A was submitted 6 November 2024 showing a signalised intersection, which was re-referred to TfV 6 November 2024. Notices were also sent to Greater Dandenong and Casey Councils as they were interested parties to the roadworks, including street tree impacts.
22. TfV requested a revised Traffic Impact Assessment Report in a second RFI 20 November 2024.
23. Greater Dandenong City Council also responded 27 November 2024, raising concerns with the impacts on street trees that would result from an extension of the left-hand turn lane into the site. A meeting between DTP and Council officers confirmed the council's opposition to any street tree removal. Street trees that would be impacted by the left-turn lane are shown in Figure 9 on the following page.
24. An option to relocate the current on-road bicycle lane was discussed and a concept plan provided by the applicant, as well as an updated arborist report, on 16 December 2024 which advises this option would avoid removal of the street trees. The bicycle lane would be replaced with an off-road shared path. This option was supported by Transport for Victoria in their referral response 17 December 2024. The council has also indicated moving the bicycle lane could be a potential solution, subject to arborist assessment.



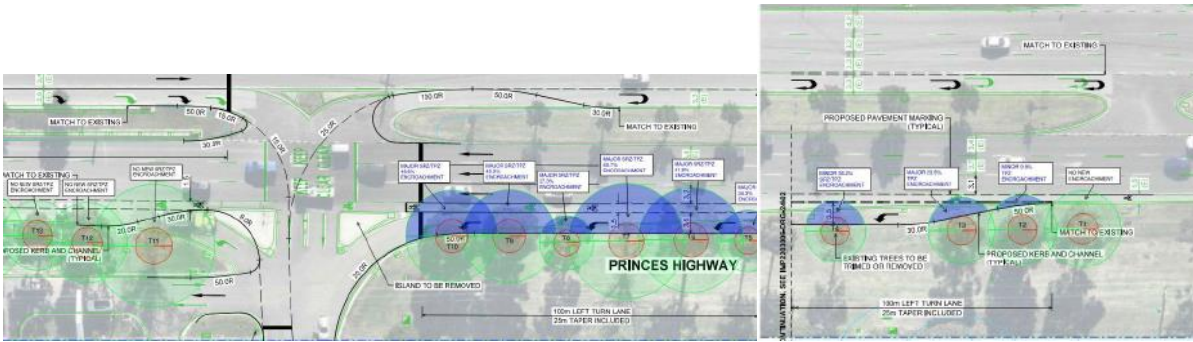


Figure 9: Street Tree Protection Zones impacted by proposed left-turn lane shown shaded in blue

25. It is therefore considered the proposed roadworks can be supported, subject to the plans being amended in accordance with the concept intersection plans.

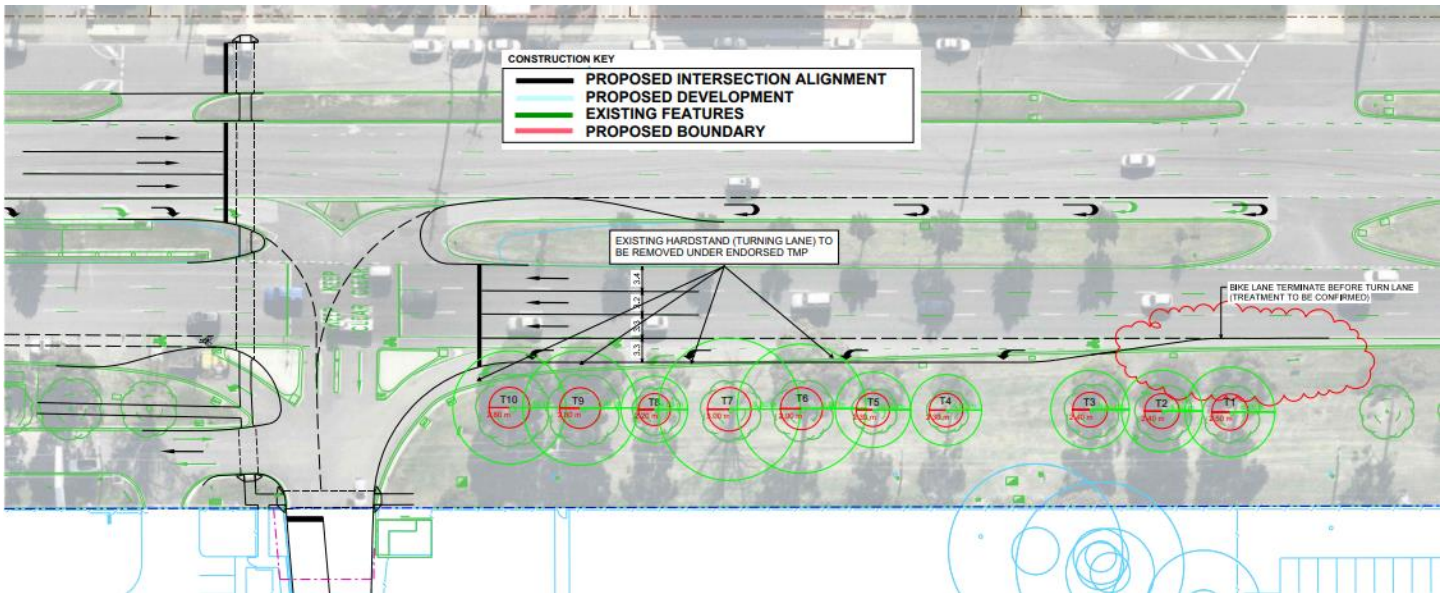


Figure 10: Concept design for intersection, showing on-road bicycle lane relocated and proposed left-turn lane located further north of street trees

## Notice

26. The application is not exempt from the notice requirements of section 52(1)(a), (b) and (d), of the *Planning and Environment Act 1987* pursuant to the following provisions:
- Pursuant to Clause 34.02-6 (C2Z), the application is exempt from notice requirements as the land is not within 30m of a residential or otherwise specified zone.
  - Pursuant to Clause 52.29-5 (Land Adjacent to the Principal Road Network), an application requiring a permit to remove or alter access to a Road in a Transport 2 Zone is exempt from the notice requirements.
27. The application is **not** exempt from the notice requirements of section 52(1)(a), (b) and (d), of the *Planning and Environment Act 1987* pursuant to the following provisions:
- Pursuant to Clause 43.01-4 (HO), the application is not exempt from notice requirements as construction of carrying out of works and tree removal is proposed.

- Pursuant to Clause 52.05 (signs), the proposal is not exempt from the notice requirements as there is no specified land included in the exemption provided in the schedule to the Clause.
- Pursuant to Clause 52.06-4 (car parking), the proposal is not exempt from notice requirements as the application is for a permit under multiple clauses.
- Pursuant to Clause 52.17, the proposal is not exempt from notice requirements as there is no specified land included in the exemption provided in the schedule to the Clause.

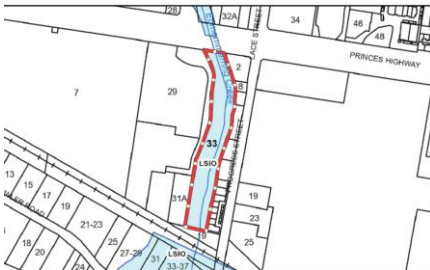
28. Notice of the application was given in accordance with Section 52(1) of the Act, pursuant to the following provisions:

Provision	Organisation	Response Received (date)
<b>Section 52(1)(a)</b>	Owners and occupiers of adjoining allotments	No submissions received
<b>Section 52(1)(b)</b>	Greater Dandenong City Council	5 September 2024 (first response) – Support for proposal, but raised concerns regarding drainage, tree protection, native vegetation offset and cultural heritage requirements. These are addressed later in the assessment section of this report. 27 November 2024 (second response) – Concerns raised regarding proposed street tree removal – as discussed earlier in the referrals section of this report.
	City of Casey	26 November 2024 – No objection
<b>Section 52(1)(c)</b>	N/a	N/a
<b>Section 51(1)(d)</b>	Vic track	14 August 2024 – No objection
	Fire Rescue Victoria	30 September 2024 – No objection
	Melbourne Water	4 September 2024 – No objection Note – was originally referred to Melbourne Water under s55. Given there is no permit trigger for the proposal under either the Urban Flood Zone or Land Subject to Inundation Overlay, the response is considered as under s52.



## Statutory Controls – Greater Dandenong Planning Scheme

Provision		Permit Trigger
<b>Zone</b>	Commercial 2 Zone (C2Z) – 7 Princes Highway	<p>Pursuant to Clause 33.02-4, a <b>planning permit is required</b> to construct a building or construct or carry out works.</p> <p>Pursuant to Clause 34.02-1, a 'warehouse' is a Section 1 use and therefore a permit is <b>not</b> required provided it is not for a purpose listed in the table to Clause 53.10 and not located within any of the threshold distances specified. The office use is considered to be ancillary to the primary use of the land as a warehouse and therefore, no permit is required.</p> <p>Pursuant to Clause 34.02-8, signs are at Clause 52.05. This zone is in Category 1.</p>
	Urban Floodway Zone (UFZ) – 33 Princes Highway (Eumemmering Creek reserve)	<p>A planning permit is <b>not</b> required for the proposed drainage works in the UFZ as works for a Minor utility installation (which includes storm water drains) is exempt under Clause 62.02-1.</p> <p>It is further noted that pursuant to Clause 37.03-2, a permit is also not required for the laying of underground sewerage, water and gas mains, oil pipelines, underground telephone lines and underground power lines provided they do not alter the topography of the land, in accordance with plans prepared to the satisfaction of the responsible authority. Notably, Melbourne Water has not objected to the proposal and a separate stormwater connection consent has also been provided for the proposed drainage works in the creek reserve.</p>
	Transport 2 Zone – Princes Highway (adjacent to site)	A planning permit is <b>not</b> required for the proposed roadworks as they are exempt under Clause 62.02-2, and are not specifically required under the zone provisions.
<b>Overlay</b>	Heritage Overlay – Schedule 56 (HO56) – 7 Princes Highway	<p>Pursuant to Clause 43.01-1, a <b>permit is required</b> to:</p> <ul style="list-style-type: none"> <li>Demolish or remove any of the buildings and/or to remove any of the trees;</li> <li>Construct a building or construct or carry out works including rainwater tanks and signs; and</li> <li>Construct or display a sign.</li> </ul>
	Land Subject to Inundation Overlay (LSIO) – 33 Princes Highway (Eumemmering Creek reserve)	A planning permit is <b>not</b> required for the proposed drainage works in the LSIO for the same reasons as in the UFZ.





Specific Controls Overlay 8 (Greater Dandenong PS) and 4 (Casey PS)



These SCOs are located in Princes Highway adjacent to the site, where roadworks are proposed for site access. Both SCOs are for the *South Gippsland Highway, Dandenong South Level Crossing Removal Project Incorporated Document, September 2019*.

A planning permit is **not** required for the proposed roadworks as they are exempt under Clause 62.02-2, and are not specifically required under the overlay provisions, or in the incorporated document.

<b>Particular and General Provisions</b>	Clause 52.05 (Signs)	Pursuant to Clause 52.05 – 11 <b>a permit is required</b> to display business identification signs.
	Clause 52.06 (Car Parking)	Clause 52.06-3 – <b>a permit is required</b> to reduce the number of car parking spaces required.
	Clause 52.17 (Native Vegetation)	Clause 52.17-1, <b>a permit is required</b> to remove, destroy or lop native vegetation, including dead native vegetation.
	Clause 52.29 (Land Adjacent to the Principal Road Network)	Clause 52.29-2, <b>a permit is required</b> to create or alter access to a road in a Transport 2 Zone.
	Clause 52.34 (Bicycle Facilities).	<b>No permit required</b> – There are no requirements for bicycle facilities for warehouses under Clause 52.34.
	Clause 53.18 (Stormwater Management in Urban Development)	This clause applies to an application under a provision of a zone to construct a building or construct or carry out works. An application to construct a building or to construct or carry out works: <ol style="list-style-type: none"> <li>Must meet all of the objectives of Clauses 53.18-5 and 53.18-6.</li> <li>Should meet all of the standards of Clauses 53.18-5 and 53.18-6.</li> </ol>
	Clause 53.22 (Significant Economic Development)	The proposal is eligible to be considered under Clause 53.22. The responsible authority must consider: <ol style="list-style-type: none"> <li>The purpose of the clause.</li> <li>The views of the Office of the Victorian Government Architect.</li> </ol>

## Strategic Direction and Land Use

### Plan Melbourne

29. Plan Melbourne 2017-2050 (Plan Melbourne) outlines the key strategic directions with regard to the provision of housing and commercial activity within Melbourne's urban areas. Outcome 1 of the Plan is *'Melbourne is a productive city that attracts investment, supports innovation and creates jobs.'* The following directions are relevant to the proposal:

- Direction 1.1 is to *'Create a city structure that strengthens Melbourne's competitiveness for jobs and investment'*.
- Direction 1.2 is to *'Improve access to jobs across Melbourne and closer to where people live'*.





30. The site is located in the Dandenong National Employment and Innovation Cluster, as well as the state-significant Southern Industrial Precinct. Policy 1.1.3 is to 'Facilitate the development of national employment and innovation clusters'.



Figure 11: Dandenong NEIC shown shaded in light brown, with subject site marked with red star.

31. Policies 1.1.6 and 1.1.7 also provide strong strategic support for the continued industrial use of the subject land and surrounding area.

### Greater Dandenong Planning Policy Framework

32. The *Planning Policy Framework* (PPF) encourages appropriate land use and development which enhances the built environment, supports economic growth, meets the community expectations on retail and commercial provision, delivers diversity in housing supply to meet existing and future needs, and integrates transport and infrastructure planning.

33. The relevant PPF policies have been considered in assessing the application as follows.

Clause	Description
<b>Clause 11</b>	<b>Settlement</b>
<b>Clause 12</b>	<b>Environmental and Landscape Values</b>
Clause 12.01-1S	Protection of biodiversity
Clause 12.01-2S	Native Vegetation Management
Clause 12.03-1S	River and riparian corridors, waterways, lakes, wetlands and billabongs
<b>Clause 13</b>	<b>Environmental Risks and Amenity</b>
Clause 13.03-1S	Floodplain management
Clause 13.04-1S	Contaminated and potentially contaminated land
<b>Clause 15</b>	<b>Built Environment and Heritage</b>
Clause 15.01-1S	Urban Design
Clause 15.01-1R	Urban design – Metropolitan Melbourne



Clause 15.01-2S	Building design
Clause 15.03-1S	Heritage Conservation
<b>Clause 17</b>	<b>Economic Development</b>
Clause 17.01-1S	Diversified economy
Clause 17.01-1R	Diversified economy– Metropolitan Melbourne
Clause 17.03-1S	Industrial land supply
Clause 17.03-2S	Sustainable industry
Clause 17.03-3S	State significant industrial land
<b>Clause 18</b>	<b>Transport</b>
Clause 18.01-3S	Sustainable and safe transport
Clause 18.02-4S	Roads
<b>Clause 19</b>	<b>Infrastructure</b>
Clause 19.03-33	Integrated water management
Clause 19.03-5S	Waste and resource recover
	<b>Local Planning Policy Framework</b>
Clause 21.02	Municipal Profile
Clause 21.05	Built form
Clause 21.06	Open Space and Natural Environment
Clause 21.07	Infrastructure and Transportation
Clause 22.03	Urban Design in Commercial and Industrial Areas
Clause 22.05	Greater Dandenong Gateways Policy
Clause 22.06	Environmentally Sustainable Development
Clause 22.11	Advertising Signs Policy

34. The proposal is considered to provide an appropriate response to the above-mentioned planning policies as outlined below:

- Policy encourages the intensification of industrial development within Dandenong South (**Clause 17.03-3S**).
- The design of the proposal responds to the existing built form and site-specific heritage context (**Clause 15.03-1S**). It will also sit comfortably among other development in the area (**Clause 15.01-1S**), and is consistent with the built form policies for commercial areas (**Clause 15.01-2S and Clause 21.05**) and gateway locations (**Clause 22.05**).
- Landscaping is provided and native vegetation removal is avoided and minimised in accordance with **Clause 12.01-2S and Clause 21.06**.
- Conditions will be included on any permit issued to ensure that potentially contaminated land is appropriately remediated in accordance with **Clause 13.04-1S (Contaminated and Potentially Contaminated Land)**.
- The proposal will include a new signalised intersection that will provide safe vehicle access to the site (**Clause 18.02-4S**).
- The site has access to public transport and includes bicycle parking (including end of trip facilities) in excess of the statutory requirements (**Clause 18.01-3S**).

- The proposal will respond to environmentally sustainable design (ESD) initiatives with the provision of high-performance materials, energy efficient building services, bicycle facilities, sustainable waste management, and stormwater reuse and treatment measures (**Clause 19.03-3S, Clause 22.06 and Clause 53.18**).

## Buildings and Works

### Heritage

35. An incorporated plan applies to the site under the schedule to the Heritage Overlay (International Harvester Factory incorporated plan, 24 September 2003). The plan lists the following as significant:

- All indigenous trees on the site, in particular the River Red Gums over 100 years old.
- The title itself in a large contiguous parcel.
- The buildings on the site particularly those from the construction period of the 1950s.

36. The *City of Greater Dandenong Heritage Study and Heritage Places (Part 2 Evaluation of the Significance of Heritage Places) 2003* also includes a citation for the site, under 'International Harvester Company Complex, former, and Red Gums'. The site is listed as having local and regional significance, both for the former factory itself, as well as the River Red Gums onsite. The administration building, amenities block and original factory building are all listed in the citation and are shown in Figure 11 on the following page. The front wing of the existing administration building and sawtooth amenities buildings are noted as the most architecturally accomplished built form onsite in the proposed Conservation Management Plan by Bryce Raworth

37. The proposal includes retention of existing buildings as follows:

- Administration building – will largely be retained, with the existing overhead brick mechanical room at the mezzanine level demolished, as well as replacement of the existing roof structure. The building will be used for two separate offices.
- Amenities block – the sawtooth wing will be retained and used as an office.





Figure 12: Original factory buildings c1956 (Source: Application).

- The 2 bays of the 'cab shop' section of the factory building will be retained, as evidence of post war industrial character of the site.
38. Other buildings proposed to be retained are:
- Gate and guardhouse at the site entry, which will emphasise the original main entrance to the site. The guardhouse is proposed to be restored, which is recommended in the conservation strategy to be investigated to determine whether the original face brickwork can be restored.
  - Bicycle shed will be retained, although relocated to an area of open space further south.
39. While some trees are proposed for removal, most are proposed to be retained, including substantial areas along the Princes Highway frontage and in the southwest corner of the site. 8 River Red Gums are proposed to be removed on 7 Princes Highway – of these only 1 is remnant, 5 are regrowth older than 10 years and the remainder planted. The remnant tree is in poor condition, as shown in the image below:



40. The proposed heritage conservation management plan and interpretation strategy include relocating key industrial items of the factory including steel trusses and a mechanical press near the Princes Highway frontage, as well as interpretative signage.
41. All other buildings, hardstand areas and landscaping are proposed to be demolished. The conservation management plan considers this justified for the following reasons:
- The heritage significance has been compromised by significant alterations to the exteriors, erasing much of the post war architectural character, removal of much of the manufacturing equipment, and loss of International Harvester signage.
  - The buildings are unsuitable for adaptive reuse for the purpose of modern warehouses.
  - The need to removed existing structures to decontaminate the site.
42. The proposed warehouse buildings, while modern in appearance, will be similar in appearance to the existing buildings onsite. The new offices are described as 'paying homage' to the original amenities building, although no further details are provided.
43. It is considered the proposal strikes an appropriate balance with the strategic direction for the intensification of the use of the site for warehousing, with the need to respond to the heritage of the site. It does this through the retention of the most significant heritage buildings and items, as well as providing signage, that will allow for the interpretation of the site's heritage.

Office of the Victorian Government Architect (OVGA)



44. As discussed earlier, the OVGA raised a number of concerns with the proposal, particularly regarding the response to the heritage of the site. As noted earlier, the proposal was revised to include greater retention of existing buildings and River Red Gums onsite.
45. A letter by Bryce Raworth dated 3 May 2025 provided further justification for how the changes to the plans following the design review address the concerns raised by OVGA as follows:
- *The setback of Warehouse 1A from the front façade of the Administration Building has been increased by 1 metre, and the loading bay canopy substantially reduced in extent. This will make the warehouse and canopy less visually overbearing relative to the Administration Building. Recycled bricks will not be used on the new part of the building so that it will not be confused with original fabric.*
  - *The front setback to the Administration Building has been reconfigured to increase the extent of soft landscaping and to reinstate the horse shoe shaped hardstand, comparable to that which originally existed in this part of the site.*
  - *Warehouse 2A now incorporates a retained portion of the former Amenities Building for use as office space. The project engineer has advised that this is the only part of the Amenities Building that is structurally capable of retention. This change is beneficial from a heritage point of view in that it preserves the distinctive sawtooth roof profile at the northern end of the Amenities Building – this being one of the building’s most distinctive architectural features.*
  - *Two bays at the northern end of the former Cab Shop are retained (to their full width), and adaptively reused as the Warehouse 3A office. This change will preserve part of the manufacturing complex that is most prominent in views from the Princes Highway, and further assists in the interpretation of the early industrial character of the place, particularly in respect to retention of an iconic sawtooth roof bay.*
46. The placement of key industrial items along the Princes Highway frontage in accordance with the heritage conservation management plan, in addition to larger landscape areas and tree retention, are considered a satisfactory response to the concerns raised by OVGA regarding the Princes Highway streetscape.
47. OVGA also raised concerns about the proposal being an overdevelopment of the site. It is considered the changes to the plans since the design review, which include larger areas for landscaping, are an appropriate response both to the concerns as well as policy.
48. Site coverage is high, but is considered reasonable for a modern warehouse development. The proposed landscaping along the site frontage will have the greatest contribution to the public realm, as well as pockets within the site. Permeable surfaces are proposed for landscaping, as well as gravel cell paving areas to protect existing trees. A Sustainability Management Plan has been provided which includes Water Sensitive Urban Design initiatives, and is discussed later in this report.
49. OVGA also criticised the absence of an internal pedestrian network. The proposal plans shown pedestrian access either directly from Princes Highway, or a footpath along the internal accessway within the site. A condition of permit will require these to be connected to the new shared path that will be constructed along the site frontage, as discussed earlier in the referral section of this report. A condition of permit will also require the connecting paths and access to be designed to accommodate bicycles and pedestrians. The internal road within the site could be used by cyclists once inside the site.

### Urban design and built form

50. In considering the design and built form of the proposed development, the most relevant clauses of the scheme are Clauses 22.03 (Urban Design in Commercial and Industrial Areas) and 22.05 (Greater Dandenong Gateways Policy). The proposal is regarded as a satisfactory response to the urban design and built form provisions of Clause 22.03 as it will:
- Include substantial areas of landscaping around buildings, particularly along the Princes Highway frontage.
  - Provide large warehouses along a highly visible main road, which complement the scale of nearby buildings.



- Provide offices at the front of each warehouse with clear entrances, which address Princes Highway and/or the internal accessway.
  - Encroach into the minimum 20m front setback required for the site, which is in Area 4 of Map to Clause 22.03-3: Setbacks and exceed landscaping design standards. The proposed garden beds along the Princes Highway frontage are 7.1m – 13.4m in depth and while less than the minimum 20m width of the policy, are considered satisfactory given the wide nature strip in front of the site, and that no other sites nearby feature garden beds that would meet the standard.
  - Incorporate waste storage areas within the floorplate of each warehouse in accordance with the waste management plan.
  - Locate loading docks to the side of the buildings and will not dominate the Princes Highway frontage.
  - Replace the existing fencing with new fencing types, that are typical of commercial developments and will maintain views into the site. A condition of permit will require the pedestrian pathway between Warehouse 1B loading area/carpark and Warehouse 2 carpark, as well as the common area around the restored bike shed, to not be fully enclosed by fencing, as this will reduce the amenity of these areas as well as obstruct the visual connection to the Warehouse 2 office, which is one of the heritage elements of the site.
  - Include wall cladding types that are typical for a commercial development and will not reflect light or glare to road users. Zincalume, however, is proposed to the roof, which is highly reflective and accordingly a condition of permit will require it to be changed to a non-reflective finish or material in accordance with Clause 22.03.
51. Carparking is proposed within the front setback of the site to Princes Highway. While not encouraged under Clause 22.03, it will be set behind a wide landscaped area along the frontage, in addition to the wide nature strip which includes existing canopy trees. Most other sites in the immediate area also feature carparking in front setbacks. It is therefore not considered an unacceptable outcome for this site.
52. Services are not shown on the plan, and will be required to be shown integrated into building design as a condition of permit, in accordance with Clause 22.03.
53. The proposal is also a satisfactory response to Clause 22.05 policy to meet the Public Realm and Built Form Guidelines for Gateway 17 of the *City of Greater Dandenong Gateways Strategy, December 2011*, as it will facilitate contemporary, high quality and sustainable architecture, which is appropriate in its commercial context of large format built form. Setbacks and the location of loading areas and carparking are also considered to meet the strategy, for the same reasons discussed earlier.

### Earthworks

54. The earthworks plan appears to show earthworks being carried out across most areas of the site, other than inside tree protection zones. This would be inconsistent with other plans which require retention of heritage building components onsite. A condition of permit will therefore require the plans to be amended to exclude the heritage buildings from the proposed earthworks.

### Advertising signs

55. As discussed earlier, the 8m high pylon sign locations are not shown on the plans and will therefore be required to be removed from the plans as a condition of permit.
56. In addition, the applicant has advised the other pylon and fence signs (shown as 'directional signage' on the plans) will be internally illuminated. These signs are proportionate to the scale of and integrated with the development, setback within the site and are not near any sensitive interface. The signage is generally consistent with Clauses 52.05 and 22.11 (Advertising Signs Policy) and will be compatible with the visual appearance of the area and will not result in visual clutter. The signage proposed is also consistent with the guidelines in *City of Greater Dandenong Gateways Strategy, December 2011*.

## Landscaping

57. The concept landscape plan shows tree planting along the Princes Highway frontage, as well as carpark areas and larger landscape areas within the site, in accordance with Clause 22.03 policy.

## Car and Bicycle Parking, Loading, and Other Services

### Car Parking

58. The following car parking rates are relevant to the application under Clause 52.06:

Use	Rate	Amount Required	Amount Provided
Car Parking	2 spaces to each premises plus 1.5 spaces to each 100sqm of net floor area (NFA)	998 spaces (7 warehouses, total 65,629sqm NFA)	516 Not Achieved

59. The proposal requires a reduction of 482 spaces, or 48% of the statutory parking rate. The Traffic and Transport Report by Impact Traffic Engineering provides a number of examples of commercial developments in the area where the recorded carparking demand was regularly recorded at only 8 - 25% of the number of carparking spaces required under Clause 52.06. In addition, there the report also provides examples of similar developments nearby where only 22 - 80% of the carparking spaces required under Clause 52.06 are provided. Accordingly, it has been demonstrated the proposal will provide adequate carparking to meet the demand that has been recorded for similar developments in the area.
60. The site has good access to public transport, with bus stops located in front and opposite the site for route 893, providing access to Dandenong Station, which is approximately 2.5km walking distance from the site. The site also has access to bicycle infrastructure, with on-road and off-road paths available in the immediate area, which are included in the Principal Bicycle Network, providing active transport options. The Green Travel Plan included with the application includes promotion of these alternative modes of transport.
61. It is considered the proposal has demonstrated sufficient onsite parking will be provided and will result in the efficient use of the land. The alternative modes of transport available will encourage a reduction in private car usage, consistent with sustainability objectives.

### Design Standards for Car Parking

62. The proposal shows carparking spaces and aisle widths with minimum dimensions that generally meet or exceed Clause 52.06-9. A condition of permit will require all aisle widths to be shown meeting the minimum 6.4m width requirement as specified in the Traffic and Transport Assessment.
63. 2 EV charging spaces are shown provided for each warehouse, in accordance with the Sustainability Management Plan and Green Travel Plan. The council has recommended the EV spaces be further notated to be equipped with charging infrastructure, which will be included in any permit issued. It is considered the proposal is a satisfactory response to the design standards of Clause 52.06-9, noting the council has not raised any further concerns with the proposed carparking design.

### Access, Traffic Movement and Circulation

64. The proposed access shown in Figure 10 earlier has been considered by Transport for Victoria and is regarded as appropriate. A condition of permit will require the plans to be amended to show this design.
65. The proposed 10m wide internal accessway has been designed to accommodate the movement of B-double trucks within the site for Warehouses 3, 4 and 5, including a court bowl to provide sufficient turning area. Swept path diagrams have been provided demonstrating sufficient access using the internal accessway and loading areas.



Swept paths have also been provided for Warehouses 1 and 2 demonstrating sufficient access and egress, although for smaller trucks.

66. The service road in front of the site, which is currently two-way, will be changed to one-way only. New vehicle access and egress for Warehouse 1A will be constructed directly to the service road, for which truck swept path diagrams have been provided. Transport for Victoria and council have not raised any concerns with these proposed access arrangements.
67. A bus stop in front of the site will potentially be affected by the proposal during construction, which Transport for Victoria have addressed in a condition that will be included on the permit.
68. Access to adjoining land to the west is currently through a driveway that encroaches the northwest corner of the subject land. As noted earlier, a carriageway easement is shown over this part of the site, but is not part of the subject application and so will be required to be removed from the plan as a condition of permit. The plans leave part of this area as unfenced so the proposal does not, of itself, encumber access to the adjoining land.

### **Bicycle Facilities**

69. There is no statutory requirement for bicycle facilities for a warehouse. The proposal, however, provides 80 bicycle spaces – 10 per warehouse. The Sustainability Management Plan includes provision of one male and one female shower and one staff locker per eight peak staff. Office 1B does not include these facilities in full, however, a condition of permit will require the inconsistency between the plans and SMP be corrected. Also, lockers will be required to be notated on the Office 1A floor plan.

### **Waste**

70. A waste management plan has been provided, which the council has not objected to, and is therefore considered to be satisfactory.

## **Environmental Risks**

### **Flood Mitigation**

71. The application was referred to Melbourne Water, who supported the proposal subject to conditions for the minimum floor area levels, which the plans show the proposal complies with. The conditions will be included on any permit issued to ensure that this Melbourne Water requirement is met.

### **Environmental Risks**

72. The letter of advice by JBS & G Australia, dated 22 March 2023, advises there is potential contamination or hazardous materials in the buildings and underlying soils. The letter was only provided to DTP officers on 28 January 2025. The following actions were recommended during the redevelopment of the site:
  - Removal of hazardous building materials
  - Demolition of all buildings and site infrastructure
  - Identification of impacted soils requiring management, remediation or disposal.
73. Planning Practice Note 30 – Potentially contaminated land, includes land used for industry or where a known past activity may have caused contamination, as potentially contaminated land. Any significant effects the environment may have on a development, including contamination, is required to be considered under s60 of the *Planning and Environment Act 1987*, as well as Clauses 13.04-1S and 65.01.
74. It is evident the land is contaminated or is at least potentially contaminated. The proposal does not include a sensitive use. The practice note recommends a preliminary site investigation (PSI) be done – normally this would be submitted as part of the application. As the proposal does not include a sensitive use, it is considered the PSI can be undertaken as a condition of permit.



## Sustainability

### Environmentally Sustainable Design (ESD), Water Sensitive Urban Design (WSUD) and Stormwater Management

75. A Sustainability Management Plan (SMP) has been provided in accordance with Clause 22.06 (Environmentally Sustainable Development). The proposal will achieve a BESS score of 58% which exceeds the minimum requirement. Some notable sustainability initiatives include retention of existing building fabric, provision of EV charging facilities and landscaping, including green walls.
76. The SMP also outlines WSUD initiatives including collection and reuse of stormwater captured on rooftops. As noted earlier, Melbourne Water has provided a stormwater connection consent for the proposed upgrade to the existing drainage outlet to Eumemmering Creek, and has not objected to the proposal.
77. The council has recommended conditions requiring further details of the energy efficiency and stormwater initiatives, as well as standard drainage conditions, which will be placed on any permit issued. The proposal does not, however, include a response to Clause 53.18, particularly regarding stormwater quality. Council has recommended a condition requiring the stormwater section of the SMP be revised to include details of how stormwater treatment will comply with the *Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999*, which is a requirement of Standard W2 in Clause 53.18-5. Subject to the conditions recommended by the council, it is considered this will address the provisions of Clauses 21.06, 22.06 and 53.18.

### Native Vegetation

78. The proposal has undergone a number of revisions during the pre-application, as well as during the application process, to avoid and minimise the loss of native vegetation. DEECA have not objected to the proposal and recommended offset conditions, which will be included on any permit issued. As discussed earlier in the referrals section of this report, a condition of permit will require relocation of the existing bicycle lane as part of the proposed roadworks, that will avoid the removal of native vegetation (mature canopy trees) in the road reserve. It is acknowledged the council requested the replacement off-road path be reviewed before a permit is issued – it is considered, however, the width of the road reserve and the concept plan provided by the applicant provide sufficient certainty that there is adequate space for a bicycle path to be located, without requiring vegetation removal.
79. Council has recommended conditions to improve the detail of native vegetation on the plans, which will be included on any permit issued.

## Other Matters

### Cultural Heritage

80. Part of the main site, as well as the creek reserve, is in an area of cultural heritage sensitivity. The applicant has provided evidence from Jem Archaeology that both lots have been subject to significant ground disturbance, from previous construction activity and drainage works. First Peoples – State Relations was consulted and advised there is a sufficient degree of probability that the subject land has been subject to significant ground disturbance, from the evidence provided.
81. A mandatory Cultural Heritage Management Plan is therefore not required for the proposal.

### Clause 53.22 Significant Economic Development

82. The proposal is considered consistent with the purpose of Clause 53.22 as it is a large warehouse development in the NEIC and will be a significant contribution to Victoria's economy. Subject to the conditions recommended in this report, it is considered the proposal will result in high quality urban design and architectural outcomes.





## DTP response to recommended agency conditions

Proposed condition	Recommendation
<p><b>Council (Section 52)</b></p> <p>Before the development starts, amended plans drawn to scale and dimensioned, must be submitted to and approved by Greater Dandenong City Council. When approved, these plans will be endorsed by Greater Dandenong City Council and will then form part of this permit. The plans must be generally in accordance with the plans submitted with the application, but modified to show:</p> <ul style="list-style-type: none"><li>a) Tree ID numbers as per Arboricultural Impact Assessment prepared by Sustainable Tree Management, 24/06/2024, V2, reflected on the Demolition Plan;</li><li>b) Tree Protection Zones drawn to scale and accurately dimensioned in accordance with the Arboricultural Impact Assessment prepared by Sustainable Tree Management, 24/06/2024, V2;</li><li>c) The Stormwater Connection Plan to show:<ul style="list-style-type: none"><li>i. Stormwater connection to the site at 1 Princes Highway, Dandenong South. The connection must be designed to avoid traversing through the tree reserve to the south of Warehouse 1B.</li><li>ii. Trees 1-4 to be removed, in accordance with the Construction Impact Assessment prepared by Arbor Survey, 06/02/2024, V1.</li></ul></li><li>d) Initiatives contained within the revised Sustainability Management Plan and/or Built Environment Sustainability Scorecard (BESS) assessment, including but not limited to:<ul style="list-style-type: none"><li>i. Annotation to all designated EV car spaces that states all EV spaces to be equipped with chargers and charging infrastructure;</li><li>ii. Depiction of the quantity, location and extent of heat pumps.</li></ul></li></ul>	<p><b>Changes recommended:</b></p> <p>Use model condition, including plans to be approved by the responsible authority (RA) (all RA references are the Minister for Planning).</p> <p>Allow for demolition and earthworks to commence prior to plans being approved. Note a separate condition will require the environmental site assessment, and audit if needed, be completed before earthworks.</p> <p>Condition c(i) is not required, as a stormwater connection to 1 Princes Highway is already shown on the drainage plan running beneath Warehouse 1B.</p> <p>Site plan is required to be updated to include proposed tree removal on 33 Princes Highway, as recommended in condition c(ii).</p>
<p>Concurrent with the endorsement of plans under condition 1 and before any trees or vegetation are removed, a landscape plan to the satisfaction of the Greater Dandenong City Council must be submitted to and approved by the Greater Dandenong City Council. The landscape plan must be prepared by a person or firm with suitable qualifications to the satisfaction of the Greater Dandenong City Council, drawn to scale with dimensions. The landscape plan must show:</p> <ul style="list-style-type: none"><li>a) The site at a scale of 1:100/200, including site boundaries, existing and proposed buildings, neighbouring buildings, car parking, access and exit points, indicative topography and spot levels at the site corners, existing and proposed vegetation, nature strip trees, easements and landscape setbacks;</li><li>b) Details of the proposed layout, type and height of fencing;</li><li>c) All screening structures, loading bays and refuse collection locations;</li><li>d) Legend of all plant types, surfaces, materials and landscape items to be used;</li><li>e) A plant schedule giving a description of botanical name, common name, mature height and spread, pot size, purchase height (if a tree) and individual plant quantities;</li><li>f) All landscape plantings on site to consist of indigenous species sourced from a local provenance, rather than exotic deciduous trees and shrubs. River Red-gum trees are the preferred species and should remain the dominant feature on site.</li><li>g) All groundcover stock to be a minimum 140mm, all shrub stock to be a minimum 200mm, and all tree stock to be a minimum 100L and a minimum 1.8m in height and self-supporting at the time of planting.</li></ul> <p>When approved, the amended landscape plan will be endorsed and will form part of this permit. The provisions, recommendations and requirements of the landscape plan must be implemented and complied with to the satisfaction of the Greater Dandenong City Council. Landscaping in accordance with the endorsed landscaping plan and schedule must be completed before the building is occupied.</p> <p>At all times, the landscaping must be maintained in good order in accordance with the endorsed landscape plan and schedule to the satisfaction of the Greater Dandenong City Council.</p>	<p><b>Changes recommended:</b></p> <p>Use model condition, including plans to be approved by the responsible authority (RA).</p> <p>Allow for demolition and earthworks to commence prior to plans being approved.</p> <p>Condition (f) requirement for plants to be indigenous and sourced locally is onerous and not required. Applicant has recommended an alternative breakdown of 25% indigenous, 60% native and 15% exotic species, which is regarded as reasonable.</p>
<p>Concurrent with the endorsement of plans under condition 1, the applicant is to submit a</p>	<p><b>Changes recommended:</b></p>





revised Sustainability Management Plan (SMP) to the satisfaction of Greater Dandenong City Council. The revised SMP must be in accordance with the design initiatives, construction measures, commitments and environmental performance benchmarks included in the SMP (prepared by Sustainable Development Consultants, ref S4790c Version 2, dated June 2024) but modified to include:

- a) Submission of preliminary energy efficiency (JV3) energy model for all office spaces as per the commitments in the energy section of the SMP. This includes preliminary specifications of recommended thermal treatments for the building fabric. The modelling outputs and assumptions must be included in the appendix of the SMP.
- b) Submission of preliminary daylight calculations (modelling or equivalent) that demonstrates the effectiveness of the current design and any other façade treatments. The external roof material solar absorptance must be  $\leq 0.45$ , to help support measures to reduce urban heat. Calculations, assumptions and outputs must be included in the appendix of the SMP.
- c) Revised BESS assessment that includes a revised energy efficiency section inclusive of completed energy inputs in accordance with the completed energy modelling.
- d) Revised Stormwater section that includes a report from an industry accepted performance measurement tool such MUSIC or equivalent, and details that the treatment proposed demonstrates the level of compliance (for water quality) with the Urban Stormwater Best Practice Environmental Management Guidelines, CSIRO 1999. The report must also include details of maintenance requirements of the proposed stormwater quality systems including maintenance requirements and frequency of maintenance.
- e) Confirmation that the development is gas free and accordingly, a revised BESS energy section.
- f) Specification of the heat pumps including their supply, energy performance (target COP/EER), quantity and extent. The heat pumps must be depicted on the town planning drawings.

The provisions, recommendations and requirements of the endorsed SMP are to be designed, constructed and complied with to the satisfaction of Greater Dandenong City Council. No alterations to the endorsed SMP cannot occur without prior written consent from Greater Dandenong City Council.

Use model condition, including plans to be approved by the responsible authority (RA).

Allow for demolition and earthworks to commence prior to plans being approved – can be done concurrent to endorsement of plans.

Change condition (a) to be a post-development requirement.

Change Condition (b) requirement for solar absorptance from 'must' to 'should' to allow discretion.

Revise Condition (d) maintenance requirement to allow for scenario where offsite solution or levy is permitted in lieu of onsite treatment.

Delete Condition (e) as there is no requirement for gas to not be provided for non-residential development.

Concurrent with the endorsement of plans under condition 1 and prior to any demolition, site works and vegetation removal, a Tree Protection and Management Plan (TPMP) must be submitted to and approved by Greater Dandenong City Council. The TPMP must set out recommendations and requirements in relation to the management and maintenance of trees to be retained and all trees on adjoining land where any part of the tree protection zone falls within the land, and detail the following to the satisfaction of Greater Dandenong City Council:

- a) Trees accurately located and numbered as per the arborist report with TPZs and SRZs represented to scale, including:
  - i) Trees 25 – 62 as per the Arboricultural Impact Assessment prepared by Sustainable Tree Management, 24/06/2024, V2.
  - ii) Trees 1-4 as per the Construction Impact Assessment prepared by Arbor Survey, 06/02/2024, V1.
- b) A clear image of trees required to be retained;
- c) Tree protection and impact mitigation measures in accordance with the Biodiversity Assessment Report prepared by Ecology and Heritage Partners, June 2024;
- d) Assessment of the impact of the proposed drainage works on the trees to be retained and details of tree protection measures to minimise impact;
- e) The type, installation and maintenance of tree protection fencing;
- f) Requirements for movement in/out and throughout the site by vehicles, machinery equipment and workers that may affect management of any TPZ;
- g) The protection of trunks and crowns of any specified tree;
- h) Specific details of any works proposed within any TPZ and how arboricultural impacts will be mitigated, including specifications for the installation of gravel cell within TPZs to ensure impacts to retained trees are minimised;
- i) How tree crowns will be managed, including any pruning requirements;
- j) Location and size of any roots to be pruned to facilitate the proposed works with

**Changes recommended:**

Use model condition, including plans to be approved by the responsible authority (RA).



justification of how the tree will remain viable following the specified root pruning;

- k) Excavation within or near a TPZ;
- l) Specific methodologies and management for installation of services including, but not limited to, gas, electricity, telecommunications, storm water and sewerage;
- m) Maintenance of TPZs in accordance with AS 4970-2009, including mulching, watering and prohibited activities;
- n) Remedial works as required; and
- o) Schedule of Project Arborist inspections.

The TPMP must include a program to implement the proposed measures before (including demolition), during and until completion of construction, including landscaping.

The tree protection measures set out in the TPMP must be implemented to the satisfaction of Greater Dandenong City Council, unless by prior written consent.

Provision must be made for the drainage for proposed development including landscaped and paved areas, all to the satisfaction of Greater Dandenong City Council.

The connection of the internal drainage infrastructure to the legal point of discharge must be to the satisfaction of Greater Dandenong City Council.

Collected stormwater must be retained onsite and discharged into the drainage system at pre-development peak discharge rates as stated in the legal point of discharge approval letter. Approval of drainage plan including any retention system within the property boundary is required.

Access to the site and any associated roadwork must be constructed, all to the satisfaction of Greater Dandenong City Council.

Standard concrete vehicular crossing/s must be constructed to suit the proposed driveway/s in accordance with the Greater Dandenong City Council's standard specifications. Any vehicle crossing no longer required must be removed and the land, footpath and kerb and channel reinstated, to the satisfaction of Greater Dandenong City Council.

**Changes recommended:**

Replace first, second and third conditions with model stormwater management conditions.

Most of fourth and fifth conditions, except regarding removal of existing vehicle crossings, are not required as are covered in Head, Transport for Victoria conditions.

Minister as the RA unless relating to ongoing compliance.

Prior to the occupancy of the development, all parking areas and accessways must be:

- a) constructed and available for use in accordance with the plan approved by Greater Dandenong City Council;
- b) formed to such levels and drained so that they can be used in accordance with the plan; and
- c) line-marked or provided with some other adequate means of showing the car parking spaces

Car spaces, access lanes, loading bays and driveways must be maintained (including line marking) and kept available for these purposes at all times.

The car parking area must be lit if in use during the hours of darkness and all lights must be designed and fitted with suitable baffles. The lighting must be positioned to prevent any adverse effect on adjoining land and must not be considered excessive for the area, all to the satisfaction of Greater Dandenong City Council.

The loading and unloading of goods from vehicles must only be carried out on the land within the designated loading bay(s) and must not disrupt the circulation and parking of vehicles on the land.

The site operator must endeavour to prevent site bound commercial vehicles queuing on arrival along the public access road. Accordingly, access driveways/roadways/aisles providing access to loading areas on-site must not be gated during operating hours or feature control points (i.e. boom gates, guardhouse or similar) without suitable queuing space on site, all to the satisfaction of Greater Dandenong City Council.

**Changes recommended:**

Minister as the RA unless relating to ongoing compliance.

Use model conditions.

A requirement for a public lighting plan is included in the Head, Transport for Victoria conditions.

A car parking management plan will be required instead of the last condition, to provide better guidance to site operators.

**DTP – Transport for Victoria (Section 52 conditions)**

Before the development starts, or such other time agreed to in writing by the Head, Transport for Victoria, amended plans to the satisfaction of the Head, Transport for Victoria must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans submitted with the application but modified to show:

Conditions f, g and h can be addressed in the landscape plan.



- a. illegal trespass of people onto railway land is prevented.
- b. the development design does not require people to access onto railway land, or breach electrical safety requirements, for the purposes of routine cleaning, replacement, inspection, maintenance and repair of any part of the building or development.
- c. the development does not cause reflected sunlight to interfere with train driver visibility or interpretation of rail signals.
- d. the development does not reflect or refract artificial light such that it interferes with train driver visibility or interpretation of rail signals.
- e. the development exterior avoids use of red, green or yellow colour schemes that may interfere with driver operations.
- f. the development's landscaping and planting will not interfere with train driver visibility or interpretation of rail signals upon completion or in the future.
- g. the development's landscaping and planting will not facilitate illegal access to railway land over boundary fence or wall via tree climbing upon completion or in the future.
- h. the development's landscaping and planting will not cause damage to any rail assets or infrastructure, via root or branch ingress, upon completion or in the future.

Windows, doors and balconies must not be placed on the title boundary with railway land. Any windows doors and balconies that are set back from, and generally facing the railway land title boundary shall:

- a. be designed to prevent items from being thrown or falling onto railway land.
- b. not require people to access onto railway land for the purposes of cleaning, replacement, inspection and maintenance.
- c. not cause reflected sunlight to interfere with train driver visibility or interpretation of rail signals
- d. not reflect or refract artificial light such that it interferes with train driver visibility or interpretation of rail signals.

Condition not required as no walls are proposed on the boundary and cladding material requirements will be included in earlier conditions, as noted.

Prior to commencement of demolition or construction works, the Rail Operator must be contacted through the email address [metrositeaccess@metrotrains.com.au](mailto:metrositeaccess@metrotrains.com.au) to obtain the Rail Operator's conditions and safety requirements for works on, over or adjacent to railway land.

Before development starts (including demolition, bulk excavation and site preparation works within the subject land), all necessary construction control agreements and indemnity agreements must be prepared and entered into with the Head, Transport for Victoria to the satisfaction of, and at no cost to, the Head, Transport for Victoria and the Rail Operator.

Before development starts (including demolition, bulk excavation and site preparation works within the subject land), a Traffic Management Plan must be submitted to, and approved by, the Head of Transport for Victoria. The Traffic Management Plan must provide for:

- a. how public transport operations, traffic, walking and cycling movements will be managed during the demolition and construction; and
- b. how any traffic impact to the railway land and associated infrastructure assets will be mitigated.

The Traffic Management Plan must be implemented and complied with to the satisfaction of the Head, Transport for Victoria.

All costs associated with the preparation and implementation of the Traffic Management Plan will be at no cost to the Head, Transport for Victoria.

The endorsed Traffic Management Plan must not be modified without the prior written consent of the Head, Transport for Victoria.

The first condition can be placed as a note, rather than a permit condition, particularly as no works are proposed in the rail corridor.

The traffic management plan can be included as a requirement in a construction management plan, except for the requirements relating to impacts on railway land.

Before development starts (including demolition, bulk excavation and site preparation works within the subject land), separate Demolition and/or Construction Management Plan must be submitted to and approved by the Head, Transport for Victoria. When approved, the Demolition and Construction Management Plan will form a part of this permit. The Demolition and Construction Management Plan must include (but not be limited to) details of:

- a. the buildings, works and other measures necessary to:
  - i. protect railway land, track, overhead power and associated infrastructure.
  - ii. Prevent or minimise disruption to the operation of the railway.
- b. the remediation of any damage to railway land, track, overhead and underground

Use model construction management plan condition.



power and communication assets, and associated infrastructure.

- c. details of required access to the railway land during demolition and construction of the development with appropriate durations and schedules.
- d. arrangements for:
  - i. any hoarding associated with the construction of the development at the railway boundary or that encroaches onto or overhangs railway land.
  - ii. piling, excavation, shoring, stabilising, anchoring, filling, earthworks or construction associated with the development occurring on or next to the boundary of the railway land.
  - iii. crane location(s), slew radius and slew locking proposals
  - iv. the deposit or store of waste, fill or other materials associated with the development on the railway land.
  - v. air and dust management.
  - vi. operating hours.
  - vii. noise and vibration controls.
  - viii. the management of site drainage, effluent and waste.
  - ix. the security of the railway land and associated infrastructure.

All demolition and construction works must be carried out in accordance with the approved Demolition and Construction Management Plan unless with the prior written consent of the Head, Transport for Victoria. The Demolition and Construction Management Plan must be prepared, implemented and monitored at no cost to the Head, Transport for Victoria.

The Demolition and Construction Plan must be consistent with any Construction Management Plan required by the Responsible Authority.

The permit holder or owner must, at all times, ensure that the common boundary with railway land is fenced to prohibit unauthorised access to the rail corridor. Any permanent walls or fences on the common boundary with railway land must be designed and constructed with the agreement of Head, Transport for Victoria, and be cleaned and finished using a graffiti proof finish or alternative measures used to prevent or reduce the potential of graffiti as approved by the Head, Transport for Victoria.

Conditions are reasonable other than references to boundary walls, which are not proposed to the rail corridor.

No drainage, effluent, waste soil or other materials must enter or be directed to railway land from the development site or be stored or deposited on railway land by the proponent.

Access to railway assets by rail staff for the purposes of inspection, cleaning, maintenance and repair shall be maintained at all times. Existing access routes to railway land shall not be closed, diverted or modified without prior agreement with the by the Head, Transport for Victoria and the relevant Rail Transport Operator(s).

The developer or landowner shall be responsible to pay any Rail Operator costs associated with providing necessary interface services to support the development as deemed required by the Rail Operator. This includes but not limited to documentation review, negotiation effort to execute project agreements, providing access coordination and approvals, as well as project management support during project stages: development/construction delivery/close out.

Entry onto railway land is at the discretion of the Rail Operator and is subject to the Rail Operator's Site Access Procedures and conditions during and post construction.

The development should be designed so that any ongoing maintenance requirements can occur from within the development site without access to rail land.

Any wall which may be permitted to be located on the railway reserve boundary shall not have any fitting, window or doorway when opened intrudes into the railway reserve boundary.

**VicTrack (Section 52)**

No entry to railway land is permitted without the written consent of VicTrack.

Conditions can be included on the permit.

At all times the common boundary with the railway land must be fenced with a 1.8m paling or black chain mesh fence and must be repaired and maintained, all at no cost to VicTrack to prohibit unauthorised access to the rail corridor.

Any replacement, repair or reconstruction of any fence on the boundary to railway land must be in accordance with VicTrack's requirements.

No drainage, effluent, waste, soil or other materials must enter, be stored or be directed to



the railway land.

No lighting (permanent or temporary) may be erected at any time that spills unreasonable light onto the railway tracks or which interferes with the visibility of signals and rail lines by train drivers.

Red, green or yellow colour schemes or shapes capable of being mistaken for train signals must not be used on elevations facing railway land.

The development's landscaping and planting must be setback to ensure tree canopy does not extend over railway land.

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83. The proposal is generally consistent with the relevant planning policies of the **Greater Dandenong** Planning Scheme and will contribute to the provision of **warehouses** within the **Greater Dandenong** area.
84. The proposal is generally supported by the various referral agencies subject to conditions which have been mostly included in the permit. Concerns from the council have been assessed and most matters raised are addressed in permit conditions.
85. It is **recommended** that Planning Permit No. PA2403037 for the partial demolition, and construction of buildings and works to develop warehouses, construction and display of signage, removal of native vegetation, alteration and construction of access to road in a Transport 2 Zone, reduction to the number of car parking spaces required under Clause 52.06-5 and removal of native vegetation at 33 Princes Highway, Dandenong South be issued subject to conditions.
86. It is **recommended** that the applicant, referral agencies and council be notified of the above in writing.





