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7-9 Clow Street Dandenong

Town planning report

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May 2026

Prepared for: Clow St Pty Ltd

Acknowledgment of Country

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Urbis acknowledges the Traditional Custodians of the lands we operate on.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her artwork - **Sacred River Dreaming**.

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Project Code P0065114

Report Number 1

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Submission documents:

This report is to be read in conjunction with:

- Architectural plans and urban context report prepared by PLUS Studio dated 30 April 2026
- Urban design statement prepared by LAT Studios dated 28 April 2026
- Sustainable management plan prepared by Wrap dated 4 May 2026
- Traffic impact assessment prepared by Traffix Group dated 1 May 2026
- Waste management plan prepared by Traffix Group dated 1 May 2026
- Pedestrian wind assessment prepared by RWDI dated 30 April 2026
- Site survey prepared by Spiire dated 15 October 2025
- MPLCERT003048 dated 20 April 2026
- Certificate of Title

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Executive Summary

Urbis Ltd has been engaged by Clow St Pty Ltd (the permit applicant) to undertake a town planning assessment in support of a proposed mixed use development at 7–9 Clow Street, Dandenong (‘the subject site’).

The proposal seeks approval for the construction of an 18–storey building comprising 78 dwellings and 98 square metres of retail floor area. The development provides a balanced mix of 39 one–bedroom and 39 two–bedroom apartments, with above–ground car parking incorporated within the podium and providing 56 car parking spaces and 94 bicycle parking spaces.

The proposal will deliver a series of public realm improvements along the Clow Street frontage, including enhanced landscaping, an active interface, a visually articulated podium, and a refined vehicle access arrangement.

The proposal, while falling within the Greater Dandenong Planning Scheme, is eligible for determination by the Minister for Planning under Clause 72.01 of the Greater Dandenong Planning Scheme. The development meets the threshold given the proposal exceeds four storeys in height and is located within the Central Dandenong declared project area.

Greater Dandenong Planning Scheme

The site is affected by the following planning controls and permissions.

Table 1 - Planning controls and permissions

Controls/Provisions	Permissions
Comprehensive Development Zone – Schedule 2 (CDZ2)	<ul style="list-style-type: none"> A permit is required for use of the land for a retail premises A permit is required to construct a building or construct or carry out works
Clause 52.06 (Car parking)	<ul style="list-style-type: none"> A permit is required to reduce the statutory car parking requirement

Assessment Summary

Overall, this report demonstrates that the proposal is an acceptable and appropriate outcome for the site for the following reasons:

- ✓ The proposal is consistent with the statutory and strategic frameworks of the Greater Dandenong Planning Scheme, which supports housing and retail growth, including the provision of housing diversity in Central Dandenong, due to its provision and access to existing infrastructure, services, and public transport options (**Appendix A**).
- ✓ The proposal is consistent with the general and precinct–specific objectives and strategies of the CDZ2 under the Greater Dandenong Planning Scheme (**Appendix B**).
- ✓ The proposal adopts a strategic built form and massing strategy with a podium and twin tower form, strong corner presentations, and articulated façades at a key junction area. It provides a transition from the Central Dandenong core to the northern residential precincts through variations in heights and setbacks and a human–scale street interface, establishing an effective framework for future development along Clow Street.
- ✓ The design response has been carefully developed to ensure a high level of internal amenity for future occupants, while minimising external amenity impacts on neighbouring properties with regard to visual bulk, equitable development, overlooking, and overshadowing impacts.
- ✓ The proposed building services and performance considerations are well–resolved. The proposal provides for high–quality landscaping, sustainable management, stormwater management, waste management and traffic conditions, and seeks a reduction to the car parking requirement where it is appropriately justified.
- ✓ The proposal satisfies the objectives and standards for apartment developments, as outlined in Clause 58 of the Greater Dandenong Planning Scheme (**Appendix C**).

1 Site Context

1.1 Subject Site

The subject site is located at 7–9 Clow Street, Dandenong, within Central Dandenong, as part of the Dandenong Metropolitan Activity Centre (MAC). The site is located on the northern edge of Clow Street, approximately 90 metres west of Princes Highway and 75 metres east of Robinson Street.

The site is irregular in shape and has a primary frontage to Clow Street of 21.97 metres and a depth of 40.78 metres. The total site area is approximately 764 square metres.

The land is contained within one (1) Certificate of Title, being:

- Lot 1 on Title Plan 116905S

Key details of the site are as follows.

Table 2 - Site details

Category	Description
Existing use	Carpark
Existing development	Hard paved surface areas with no buildings
Title restrictions	None
Vegetation	Zero on-site vegetation
Vehicle Access	One vehicle crossover to Clow Street at the southwest portion of the site
Street trees	Two existing street trees to Clow Street

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1.2 Immediate surrounds

The immediate interfaces can be described as follows:

1.2.1 Southern interface

The southern interface fronts Clow Street, a local road characterised by low- to mid-rise commercial and retail development. Clow Street provides a key secondary east-west connection within the Dandenong MAC and supports pedestrian activity along the northern edge of the core area. Clow Street becomes a significant municipal road east of Princes Highway.

Clow street accommodates two-way traffic and includes footpaths on both sides. Built form along Clow Street is varied in age and scale, with buildings generally presenting active ground-floor interfaces and nil front setbacks. The interface will progressively evolve in alignment with the strategic intent for higher-density, mixed-use development within the northern areas of the MAC.

Directly facing the site across Clow Street are two-storey commercial buildings, and a six-storey building at the Thomas Street intersection. Thomas Street runs north-south from the site and is lined with on-street parking.

Figure 1 Southern interface (Clow Street)



Source: PLUS Studio, 2026

1.2.2 Western interface

The western interface adjoins 5 Clow Street, Dandenong, currently occupied by a single-storey retail building accommodating a food and drink premises.

The site previously contained a second tenancy for use as a place of assembly, which was demolished in late 2025. The remaining building is characterised by a low-scale form, representative of the older and lower-order building stock within the area. The site is also located within Precinct E of the CDZ2, where new development exceeding five storeys is encouraged.

The adjoining properties to the west are also characterised by low-scale, commercial uses and are anticipated to transition over time to higher-density, mixed-use development in accordance with the objectives of the CDZ2 and the broader Central Dandenong strategic framework.

Further to the west, residential properties located along Robinson Street outside the Central Dandenong core are identified for building heights of up to eight storeys in accordance with the draft Dandenong Station Train and Tram Zone under the Dandenong Activity Centre Program (ACP).

Figure 2 Western interface (5 Clow Street Dandenong)



Source: PLUS Studio, 2026

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1.2.3 Eastern interface

The eastern interface adjoins 1–25 Princes Highway, Dandenong, which comprises a single-storey retail building currently occupied by a convenience restaurant. The building is centrally located on the site, with surface car parking arranged along the northern, western and southern boundaries.

The site is also identified for development exceeding five storeys, being located within Precinct E of CDZ2. The site is specifically identified for more intensive and efficient use as a prominent development location under Greater Dandenong’s gateway policy, reflecting its strategic role as a key corner site within the Dandenong MAC.

Further east, the Dandenong Plaza Shopping Centre has been identified for redevelopment to high-density commercial, retail and residential uses. The approved redevelopment framework supports building heights of up to 78 metres, equivalent to approximately 23–25 storeys.

Accordingly, the Development Plan Overlay – Schedule 15 (DPO15), which applies to the Plaza, encourages increased building heights extending east along Clow Street, supporting a transition across Clow Street to the emerging eight-storey development context west of Robinson Street under the ACP.

Figure 3 Eastern interface (1–25 Princes Highway, Dandenong)



Source: PLUS Studio, 2026

1.2.4 North-eastern interface

The north-eastern interface adjoins vacant land at 27 Princes Highway, Dandenong, which is currently subject to a planning application for a 15-storey development, originally proposed at a height of 18 storeys. This site is also subject to the CDZ2 controls seeking greater land use intensification and is expected to transition to a higher-density built form in the near future.

In light of the scale of development proposed on the adjoining site, the interface can reasonably accommodate a more substantial built form, while ensuring balanced and equitable development outcomes for both properties.

Figure 4 North-eastern interface (27 Princes Highway, Dandenong)



Source: PLUS Studio, 2026

1.2.5 Northern interface

The northern interface adjoins 3/29 Princes Highway, Dandenong, which contains a two-storey commercial building set behind a substantial rear setback accommodating on-site car parking.

Future redevelopment along Princes Highway is anticipated to introduce higher-intensity built form, consistent with the strategic role of the corridor within the MAC and the broader development pattern of surrounding sites.

Together with the eastern and north-eastern interface sites, the property is expected to contribute to the establishment of a boulevard character along Princes Highway, reinforcing its role as a gateway to the Dandenong MAC.

1.3 Surrounding Context

The site is located within Central Dandenong and forms part of the Dandenong MAC, which is identified for significant long-term urban transformation to accommodate higher-density development. Central Dandenong has historically functioned as a predominantly non-residential economic centre. However, strategic policy now clearly supports its evolution into a balanced, mixed-use urban environment with a strong residential base.

This transition will support Central Dandenong as a City of State significance, underpinned by a resilient economic foundation, high-quality urban design and improved public realm outcomes. The vision emphasises a pedestrian-oriented centre with high levels of accessibility and mobility.

The site is situated within Precinct E and occupies a triangular block bounded by Clow Street, Princes Highway and Robinson Street, which is currently predominantly characterised by commercial use. Recent planning approvals and policy updates reinforce a direction towards land use intensification and residential development along key corridors, such as Clow Street and Princes Highway.

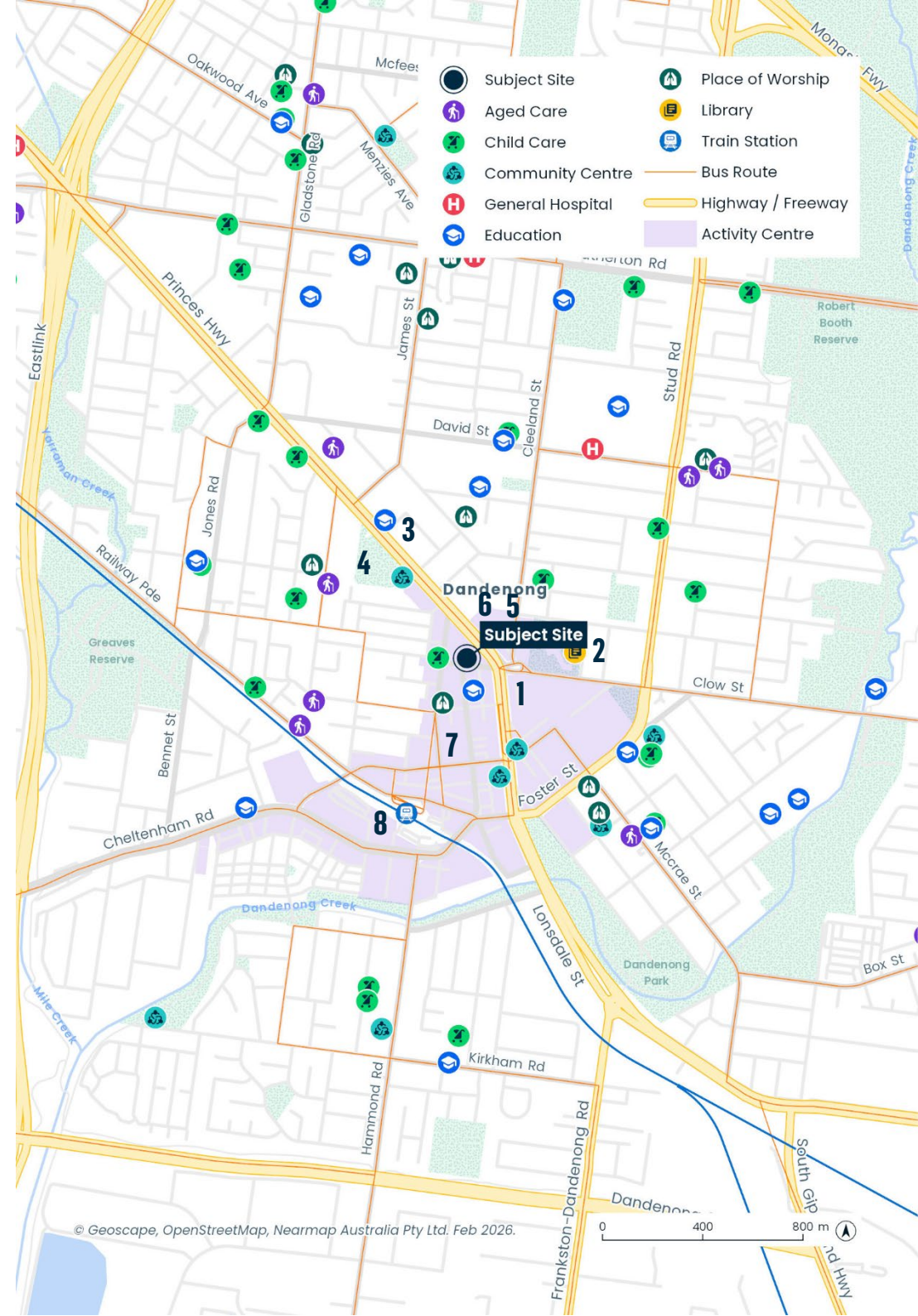
The site's suitability for urban consolidation and infill development is further supported by its location within the Dandenong National Employment and Innovation Cluster (NEIC), access to existing infrastructure, services and open space, and proximity to public transport connections.

Key locational attributes of the site are as follows:

1. Dandenong Plaza Shopping Centre
2. Dandenong Community and Learning Centre
3. Dandenong High School
4. John Hemmings Memorial Park
5. Dandenong Market
6. Coles Dandenong
7. Lonsdale Street
8. Dandenong Station

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1.5 Nearby development

1.5.1 Emerging context

Recent planning policy supports increased built form density in locations with strong access to public transport, employment, services and open space, as a means of accommodating population growth while supporting high-amenity, well-connected lifestyles. This policy direction is clearly reflected within Central Dandenong, where urban consolidation and infill development are encouraged to reduce reliance on long-distance commuting and strengthen the MAC's residential and employment base.

Across Central Dandenong, older and lower-intensity building stock is progressively being replaced with contemporary mixed-use development incorporating residential, commercial and employment use. This evolution has resulted in increased activation of ground-level spaces, improved pedestrian environments and more articulated building forms that contribute positively to streetscape character and urban vitality.

Within the CDZ2, recent approvals demonstrate the centre's capacity to accommodate substantial built form, with developments typically ranging from approximately eight to fourteen storeys, and further applications under assessment proposing heights of 15 storeys and above. The approval of Development Plan Overlays enabling building heights between 24 and 35 storeys further reinforces the strategic intent for Central Dandenong to support higher-order development outcomes.

The site's location within Precinct E, on the edge of the MAC, supports a taller built form outcome that contributes to housing supply and employment growth, while responding appropriately to its predominantly commercial interfaces and anticipated future redevelopment context.

Built form outcomes within Precinct E are guided by the CDZ2 provisions of the Greater Dandenong Planning Scheme, which provide for discretionary building heights above five storeys and encourage high-quality design responses that support the evolving role and function of the MAC.

1.5.2 Development approvals

The table below outlines previous planning decisions and notable surrounding development which assists in understanding appropriate building heights and forms proximate to the site:

SITE ADDRESS	APPROVED HEIGHT	RELEVANT CONTROLS	STATUS
Sites 11-15, Foster Street, Dandenong	148.6 AHD (approx. 35+ storeys)	CDZ2; DPO16	DPO approval
Central Dandenong Plaza, Dandenong	78 metres (approx. 23-25 storeys)	CDZ2; DPO15	DPO approval
27 Princes Highway, Dandenong	18 storeys (amended to 15 storeys)	CDZ2	Public notice (01, 2025)
27 Scott Street, Dandenong	14 storeys	CDZ2	Constructed
18-24 Scott Street, Dandenong	13 storeys	CDZ2	Development approval
6 Abbott Street, Dandenong	11 storeys	CDZ2	Development approval
20-24 Mason Street, Dandenong	8 storeys	CDZ2	Development approval

Table 3 Development approvals

These approvals demonstrate that the planning framework for Central Dandenong supports building heights well in excess of five storeys and prioritises site-responsive design outcomes.

In this context, the proposed 18-storey development is consistent with the emerging built form character, the strategic role of the site, and policy support for higher-density residential development within the Metropolitan Activity Centre.

2 Proposal

The proposal seeks approval for the development of an 18 storey mixed use building comprising 78 residential dwellings, 98 square metres of ground level retail floor area, and a five level podium accommodating car parking and building services. A permit is required for the use of the land for a retail premises, buildings and works and a reduction to the statutory car parking requirement.

The as-of-right residential component is arranged across 13 levels above the podium and comprises a balanced mix of 39 one bedroom and 39 two bedroom apartments. A total of 56 car parking spaces and 94 bicycle spaces are provided within the podium, with 218 square metres of communal open space provided on the rooftop.

Detailed plans of the proposal have been prepared by PLUS Studio and are submitted as part of this application. PLUS Studio have developed a contemporary, high quality and sustainable development that responds to the site's strategic urban context and its role within an evolving MAC.

The proposal aligns with the strategic direction for higher-density development along Clow Street within Central Dandenong and provides an appropriate transitional built form between the future development east of Princes Highway under DPO15 and the future higher-density context west of Robinson Street under the draft Dandenong train and tram zone controls.

The development adopts a podium and twin-tower typology, establishing a defined urban base with recessive upper levels. The design reinforces its relationship with the public realm through an activated ground floor frontage, consolidated access arrangements, and a clearly articulated street wall. The podium prioritises pedestrian activation and street engagement, supported by integrated landscaping to soften building edges and screen service areas.

Further detail is provided in the architectural plans and urban context report prepared by PLUS Studio.

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2.1 Development summary

2.1.1 Overview

Key details of the proposal are summarised as follows:

DESIGN COMPONENT	PROPOSAL
Proposed Use	<p>Retail premises:</p> <ul style="list-style-type: none"> 98 square metres <p>Residential:</p> <ul style="list-style-type: none"> 78 dwellings, including: <ul style="list-style-type: none"> 39 x one-bedroom apartment 39 x two-bedroom apartment
Development Area	Gross Floor Area (GFA): 9,487 square metres
Apartment layouts	<p>6 apartment layouts, including:</p> <ul style="list-style-type: none"> T01 (2B + 2BA): 13 apartments T02 (2B + 2BA): 13 apartments T03 (1B + 1BA): 13 apartments T04 (1B + 1BA): 13 apartments T05 (1B + 1BA): 13 apartments T06 (2B + 2BA): 13 apartments
Building height	18 levels or 59 metres (excluding roof services)
Street wall height	5 levels or 17.1 metres
Communal outdoor open space	218 square metres of outdoor communal space on the rooftop level.
Car parking	56 residential car parking spaces

Bicycle parking	94 secure bicycle parking spaces
Vehicle access	Existing vehicle crossover relocated to the south-eastern corner of the site
Street trees	One existing street tree to be removed
Clause 58 assessment summary	<p>All Clause 58 apartment layout objectives and standards are met, including:</p> <ul style="list-style-type: none"> 50 per cent of apartments provide accessible design 50 per cent of apartments provide cross ventilation <p>All other Clause 58 objectives and standards are met, save for Standard D10 (Landscaping). While the standard is not met, the objective is satisfied given the site's location in the Dandenong MAC.</p>

Table 4 Development summary

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2.2 Ground level

The ground level is designed to enhance pedestrian amenity and activate the Clow Street frontage.

A local-scale retail tenancy of approximately 98 square metres addresses the primary street edge, supported by a clearly defined residential lobby providing legible access to the upper levels.

Pedestrian movement is prioritised along Clow Street, with vehicle access relocated to the south-eastern corner of the site to reduce conflict points and support a continuous active frontage.

Landscaping is integrated through two frontage areas that frame the retail entry and soften the interface with the public realm, while building services are located to the rear and screened from view to maintain a clean streetscape presentation.

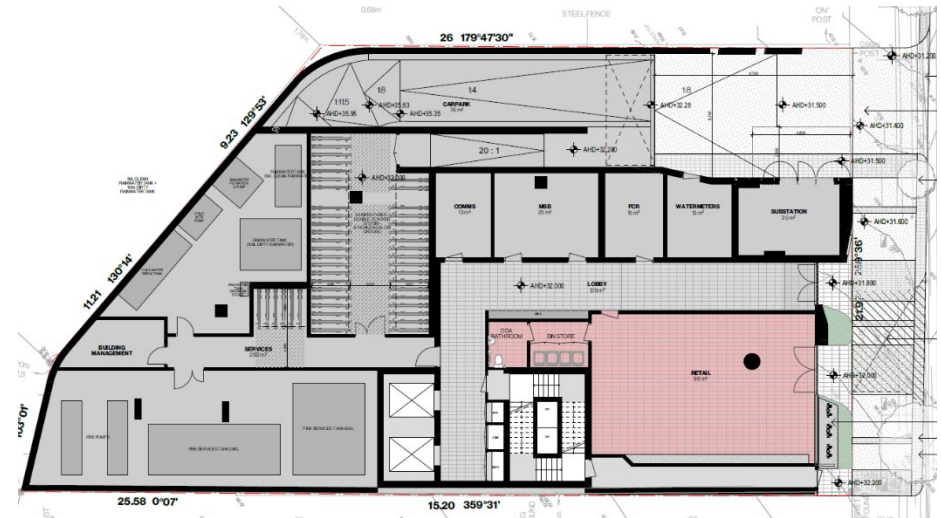
2.3 Podium level

The podium extends from ground level to Level 4, forming a continuous street wall to all site interfaces and maintaining a human-scale street environment consistent with the Central Dandenong MAC context.

Above-ground car parking is contained within the podium and concealed through articulated façades, varied fenestration and material treatments. The podium is designed as a sleeved residential form, with the façade designed to reflect apartment typologies.

Strategic recesses and integrated landscaping are incorporated within the podium form to reduce perceived massing and provide visual articulation, particularly at key corners and interfaces that will remain exposed in the short term pending further development along Clow Street.

Figure 5 Ground floor level



Source: PLUS Studio, 2026

Figure 6 Podium level



Source: PLUS Studio, 2026

2.4 Upper levels

The residential tower rises above the podium from Levels 5 to 17 and is expressed as a recessive upper form.

Upper-level setbacks are applied to all interfaces, including a consistent 1.5 metre setback to Clow Street and increased setbacks of up to 4.5 metres to the northern and eastern boundaries, providing appropriate separation and equitable development. To the eastern interface, the tower is articulated as twin forms, responding to the prominent gateway condition adjoining Princes Highway.

The upper levels comprise 13 storeys of apartments, with six dwellings per level in an efficient, stacked arrangement. Balconies provide residential amenity and passive surveillance, while the recessed rooftop level accommodates communal open space, forming a soft capping to the built form.

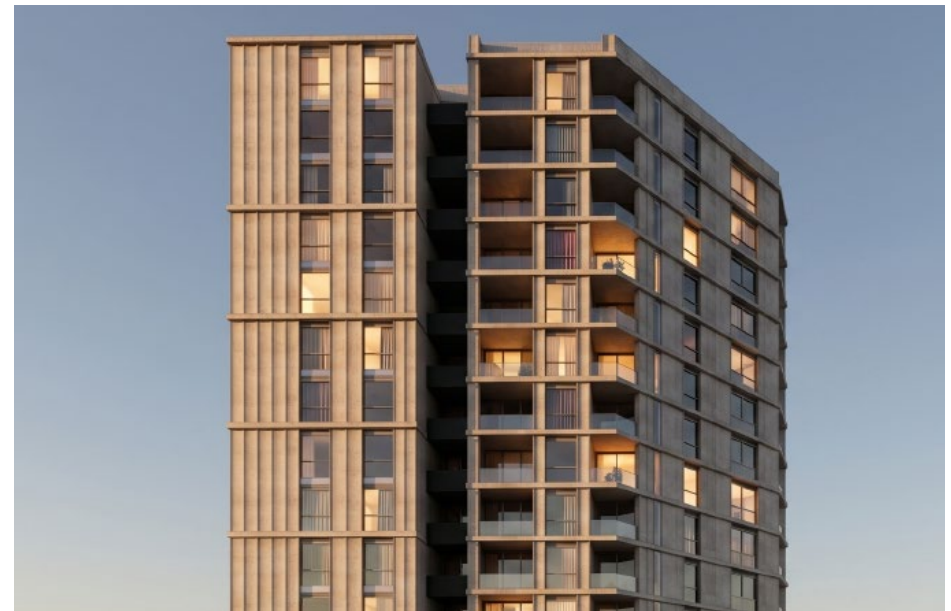
2.5 Materiality

The material palette adopts a contemporary and restrained architectural approach, with a more robust expression to the podium and a lighter treatment to the upper residential levels.

Variation in material selection, façade articulation and balcony treatment clearly differentiates the podium from the tower above, while maintaining a cohesive overall composition. The façade responds to each interface through differentiated treatment to address varying street and adjoining conditions.

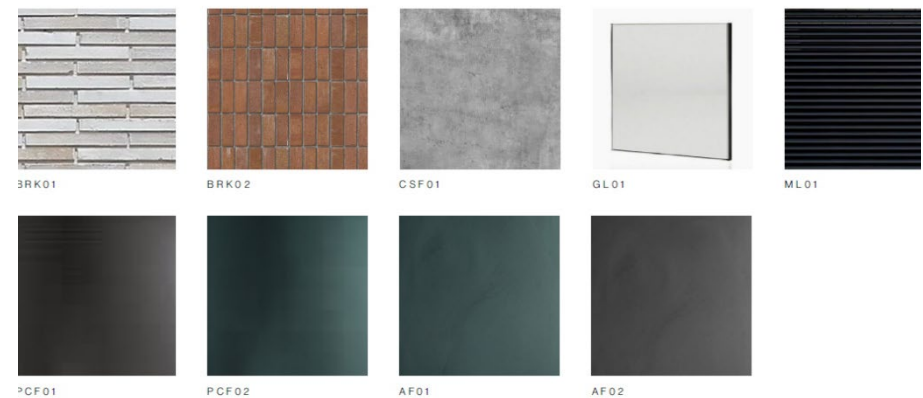
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Figure 7 Upper levels



Source: PLUS Studio, 2026

Figure 8 Materials and finishes



Source: PLUS Studio, 2026

2.6 Landscaping

Landscaping is incorporated throughout the development to support streetscape quality and residential amenity and soften the building edges. Planting is integrated within the strategic recesses of the podium form, private residential balconies and terraces, and the rooftop communal open space.

The rooftop communal area will provide opportunities for shared planting, while private balconies allow for individual planting. Collectively, these elements enhance environmental performance and contribute to a more comfortable and well-resolved urban environment.

2.7 Car and bicycle parking

The proposal provides a transport strategy that supports reduced reliance on private vehicles and encourages the use of public and active transport modes. Car parking is provided within the podium, with a total of 56 car parking spaces equating to a rate of 0.74 spaces per dwelling.

Bicycle parking is provided at a higher rate to support active transport, with a total of 94 bicycle spaces delivered via a double stacked storage system. The level of bicycle provision exceeds statutory requirements and reinforces the development's sustainable transport objectives.

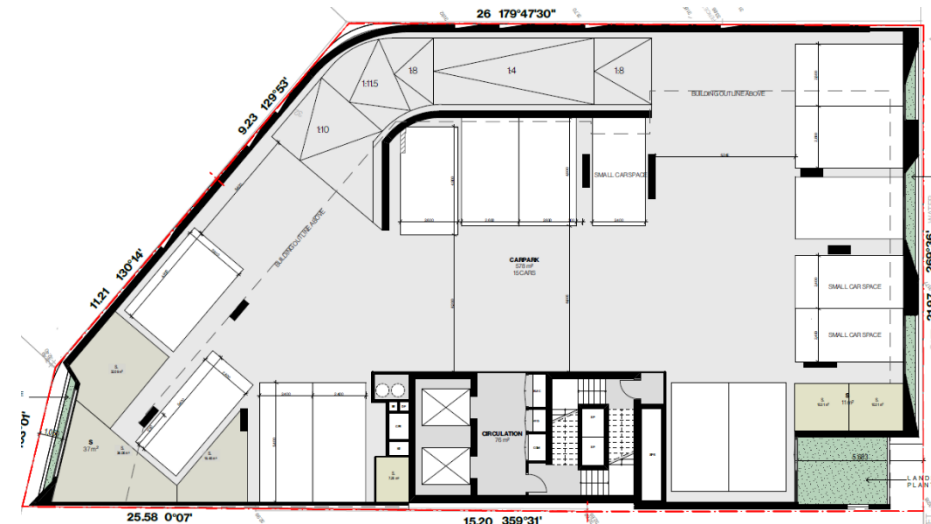
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Figure 9 Landscaping elements



Source: PLUS Studio, 2026

Figure 10 Car parking layout



Source: PLUS Studio, 2026

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3 Greater Dandenong Planning Scheme

3.1 Comprehensive Development Zone – Schedule 2 (CDZ2)

The site is located in the Comprehensive Development Zone – Schedule 2 (CDZ2).

The purpose of the CDZ2 is to guide use and develop the land in accordance with the precinct objectives and strategies of the Central Dandenong Comprehensive Development Plan (2010; 2025).

Pursuant to the CDZ2:

- A permit is required to use the land for a retail premises
- A permit is required to construct a building or to construct or carry out buildings and works

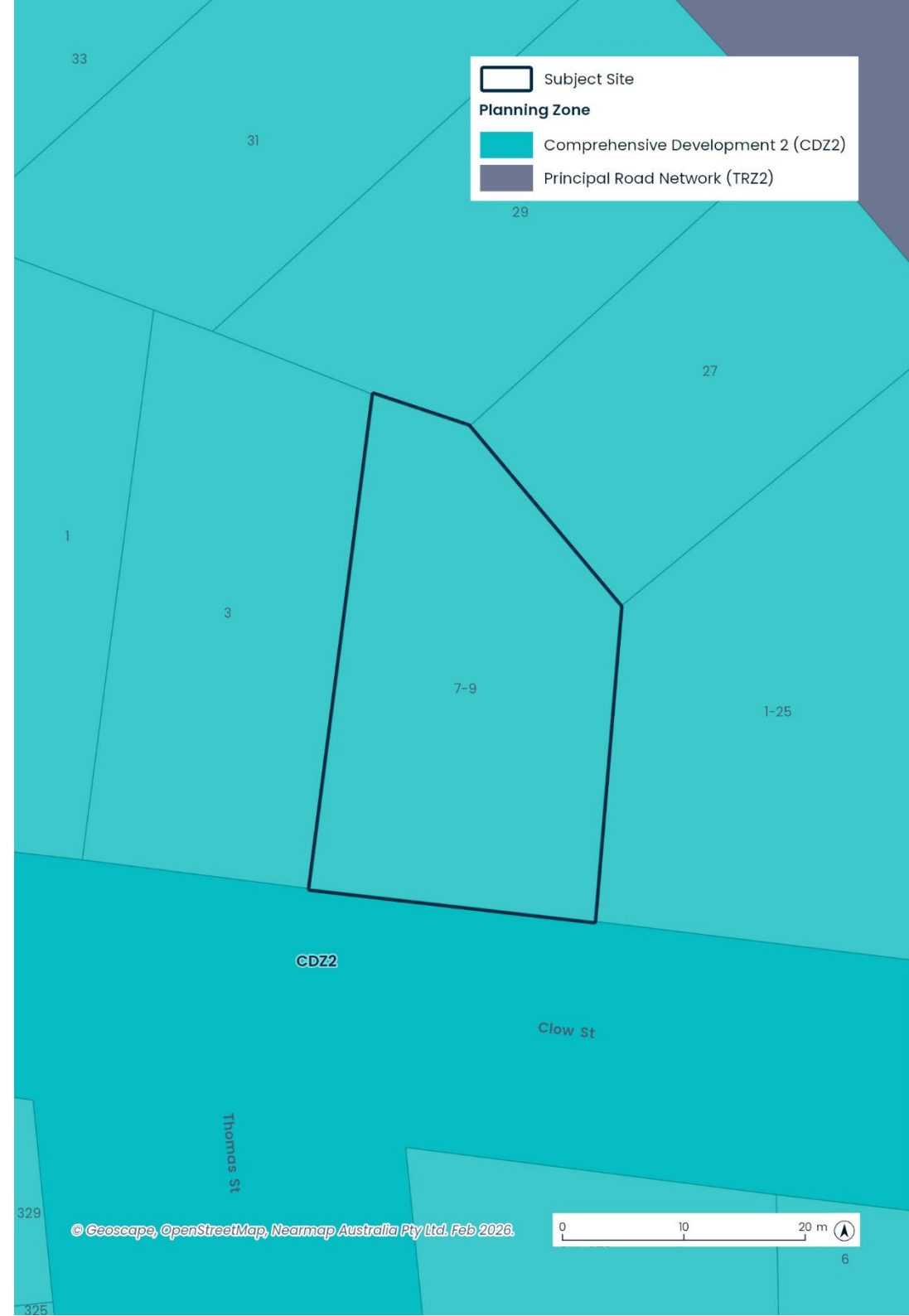
3.2 Planning Overlays

There are no planning overlays applicable to the land.

3.3 General and Particular Provisions

The following general and particular provisions are related to the proposal:

- Clause 52.06 – Car Parking
- Clause 52.34 – Bicycle Facilities
- Clause 53.18 – Stormwater Management in Urban Development
- Clause 58 – Apartment Development (**see Appendix B**)
- Clause 65 – Decision Guidelines
- Clause 72.01 – Responsible Authority



3.4 Municipal Planning Strategy (MPS)

- Clause 02.01 (Context)
- Clause 02.02 (Vision)
- Clause 02.03 (Strategic Directions)
 - Clause 02.03-1 (Settlement)
 - Clause 02.03-5 (Built Environment and Heritage)
 - Clause 02.03-6 (Housing)
 - Clause 02.03-7 (Economic Development)
 - Clause 02.03-8 (Transport)
- Clause 02.04 (Strategic Framework Plans)

3.5 Planning Policy Framework (PPF)

The following Clauses of the PPF are relevant to the proposal:

- Clause 11 (Settlement)
- Clause 11.01-1R (Settlement - Metropolitan Melbourne)
- Clause 11.01-1L (Revitalising Central Dandenong)
- Clause 11.02-1S (Development capacity)
- Clause 11.03-1S (Activity Centres and precincts)
- Clause 11.03-1L (Dandenong Metropolitan Activity Centre (Central Dandenong))
- Clause 12.06-1S (Urban forests)
- Clause 15.01-1S (Urban design)
- Clause 15.01-1L (Urban design - Greater Dandenong)
- Clause 15.01-1L (Urban design - Greater Dandenong gateway locations)
- Clause 15.01-2S (Building Design)

- Clause 15.01-2L (Building design)
- Clause 15.01-2L (Environmentally sustainable development)
- Clause 15.01-4S (Healthy neighbourhoods)
- Clause 16.01-1S (Housing Supply)
- Clause 16.01-1R (Housing supply - Metropolitan Melbourne)
- Clause 16.01-1L (Future Change areas - Greater Dandenong)
- Clause 16.01-1L (Housing supply - Greater Dandenong)
- Clause 17.01-1S (Diversified Economy)
- Clause 17.01-1L (Diversified Economy - Greater Dandenong)
- Clause 17.02-1L (Business - Greater Dandenong)
- Clause 18.01-1L (Land use and transport integration - Greater Dandenong)
- Clause 18.01-3L (Sustainable and safe transport - Greater Dandenong)
- Clause 18.02-1S (Walking)
- Clause 18.02-2S (Cycling)
- Clause 18.02-3S (Public transport)
- Clause 19.03-3L - Stormwater management (Water Sensitive Urban Design)

3.6 Strategic documents

- Central Dandenong Comprehensive Development Plan (July 2025)
- Draft Dandenong Station train and tram zone (February 2026)

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4 Assessment

The following sections of this report provide an assessment of the proposal against the relevant statutory and strategic provisions of the Planning Scheme having regard to the site's physical context.

This assessment focuses on the appropriateness of the following key matters:

1. Planning policy support
2. Appropriateness of the use
3. Built form considerations
4. External amenity considerations
5. Internal amenity considerations
6. Environmental considerations
7. Building services and performance

Each of these matters is dealt with in turn below.

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4.1 Planning policy support

On balance, the planning policy recognises the importance of ensuring there is enough housing and employment opportunities within Greater Dandenong. It also seeks to ensure that any proposed development achieves design excellence whilst contributing to the overarching vision for the area.

These policies seek to facilitate land use outcomes that support the ongoing vitality of the City. The proposal achieves the broad objectives of these guiding policy documents.

The proposed development is afforded strong strategic support at the State and Local planning policy level for the following reasons:

4.1.1 Plan for Victoria 2025 (the Plan)

The Plan builds on the Victoria Housing Statement (September 2023), aiming to significantly increase housing supply across Melbourne and regional Victoria over the next 30 years. The Plan targets delivery of 2.24 million new homes statewide, including social and affordable housing, facilitated through a range of planning reforms.

Greater Dandenong has been identified to deliver 52,500 new homes by 2051, supported by its established infrastructure, excellent public transport connectivity and historic and ongoing NEIC and MAC designation.

4.1.1.1 Pillar 1: Housing for all Victorians

The proposal, comprising 78 apartments directly aligns with Victoria's new housing vision. This contribution will support both local and state-wide affordable housing objectives by increasing housing diversity and supply.

The development offers a variety of dwelling types suitable for various household compositions and preferences, located close to employment, retail, public transport, community services, and public parklands. By supporting housing diversity in these locations, the project promotes inclusivity and fosters a fairer, more accessible community.

4.1.1.2 Pillar 2: Accessible jobs and services

Strategically located near the Clow Street–Princes Highway intersection, the project benefits from strong access to key commercial and retail destinations within Central Dandenong. The introduction of new residents is expected to increase local retail expenditure, particularly at the Dandenong Plaza Shopping Centre, supporting its daytime, evening and weekend economy in line with the broader redevelopment objectives under DPO15.

The proposal represents an estimated \$27.4 million investment in development expenditure, supporting local construction employment during the delivery phase. It also provides 98 square metres of retail floor space, contributing to ongoing on-site employment opportunities.

4.1.1.3 Pillar 3: Great places, suburbs and towns

The proposal maximises the site's constrained frontage with an active retail edge and street landscaping, creating an effective public-private interface spaces that enhances the pedestrian experience along Clow Street.

The proposal also strengthens key gateway views such as the Princes Highway and Clow Street approach, while active transport storage and improved pedestrian access strengthen walkability across the precinct.

4.1.1.4 Pillar 4: Sustainable environments

By situating higher-density housing near the Dandenong transport interchange, the proposal encourages modal shift away from private vehicles, reducing congestion and carbon emissions. Landscaping and canopy trees improve biodiversity and help mitigate the urban heat island effect.

A detailed Sustainability Management Plan prepared by Wrap outlines strategies for energy, water, waste, and broader environmental performance. The building's energy-efficient design and sustainable material selection help lower operational costs and support Victoria's broader climate goals.

4.1.1.5 Pillar 5: Self-determination and caring for Country

The proposal is located within an established MAC which has undergone significant development and is not situated on land of Aboriginal cultural heritage sensitivity.

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4.1.2 Housing Statement and Need

The Victorian Housing Statement was released in September 2023, building on the strategic foundations established by Plan Melbourne 2017–2050, and reinforces the critical need to increase housing supply in well-located areas, particularly within and around MACs.

The Victorian Housing Statement (2023) identifies the need to deliver 800,000 new homes across Victoria over the next decade, with a strong focus on urban renewal areas and locations with access to public transport, jobs and services. The site is located within Central Dandenong, an area identified in both State and local policy as suitable for higher-density residential growth.

The proposal:

- Contributes to housing supply within a designated MAC and urban renewal area;
- Delivers 78 apartments, comprising an equal mix of one- and two-bedroom dwellings, responding to housing diversity demand; and
- Supports transit-oriented development by locating higher-density housing within walking distance of the Princes Highway bus network and cycling distance of Dandenong Station.

4.1.3 Greater Dandenong Planning Scheme

The Municipal Planning Strategy and the Planning Policy Framework (detailed in **Appendix A**) establish the strategic basis for development within the City of Greater Dandenong and set out Council's vision for Central Dandenong to function as the economic heart of the municipality, accommodating higher-density residential, retail and commercial development in a well-designed urban environment (Clauses 02.01 and 02.02).

The development supports compact urban form, high-quality design outcomes and reduced reliance on private vehicles, while providing new housing in a highly accessible location (Clauses 02.02 and 02.03).

Central Dandenong

The site is located within an area identified for substantial change and urban renewal (Clauses 02.03-1 and 16.01-1L). This location is intended to accommodate higher-density mixed-use development that supports the long-term growth and revitalisation of the MAC.

The proposal reinforces this role through the provision of ground-level retail activation and upper-level residential development, contributing new residents who will support surrounding businesses, services and employment opportunities. The development is well connected to the Dandenong Transit Interchange, supporting jobs, housing and local services within a walkable catchment (Clauses 02.03, 11.03-1L and 18.01-1L).

Housing Growth & Diversity

The proposal delivers 78 apartments, comprising an equal mix of 39 one-bedroom and 39 two-bedroom dwellings, responding to demand for centrally located housing and contributing to Greater Dandenong's long-term housing supply objectives (Clauses 16.01-1S and 11.03-1S).

Urban Design

The proposal achieves a high-quality urban design response through a four-storey podium that establishes a strong street wall condition, with a setback residential tower above. The podium defines the public realm at street level, while upper-level setbacks reduce perceived bulk and manage amenity impacts in a dense urban context (Clauses 15.01-1S and 15.01-2S).

The podium-and-tower form responds to the evolving character of Central Dandenong which supports development greater than 5 storeys in the MAC. Further discussion of built form and interface responses is provided in Section 4 of this report (Clauses 02.03-5 and 15.01-1L).

Amenity & Landscape

High-quality architectural design delivers good internal amenity through efficient apartment layouts, private balconies and a 218 square metre rooftop communal open space. Active and articulated façades contribute positively to the public realm, supporting a lively streetscape environment (Clauses 15.01-1S and 15.01-2L).

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Landscaping is integrated throughout the development, including ground-level landscape areas framing the retail entry, planted podium recesses, private balconies and rooftop communal areas. These measures enhance visual amenity and contribute to a comfortable urban environment (Clause 15.01-1L).

Transport

The proposal provides a sustainable transport outcome consistent with its location within Central Dandenong. A total of 56 car parking spaces are provided within a four-level podium, accessed via a single consolidated crossover, minimising impacts on pedestrian movement and active frontages (Clauses 02.03-7 and 18.01-1S).

A total of 94 bicycle parking spaces is provided, strongly supporting active transport and reduced car dependency. The site's proximity to the Dandenong Transit Interchange via the Principal Bicycle Network along Thomas Street aligns with sustainable transport objectives for Central Dandenong (Clauses 18.01-3R and 18.02-2S).

Environmentally Sustainable Design

The proposal supports environmentally sustainable development outcomes appropriate to Central Dandenong through efficient building design, reduced reliance on private vehicles and integrated landscape and water management measures. Stormwater management and sustainability initiatives are addressed through technical documentation submitted with the application (Clauses 15.01-2L and 19.03-3L).

4.2 Appropriateness of the use

A dwelling use is permitted as-of-right within Area 1 and Area 2 of the CDZ2 and does not require planning approval (see Figure 8). However, a permit is required for a retail premises in Precinct E in accordance with the CDZ2.

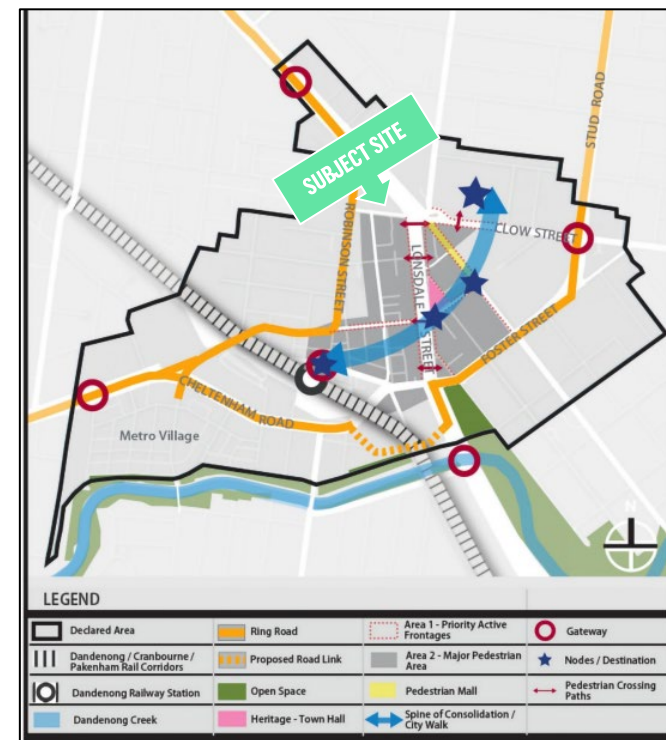
The retail use is appropriate given the site's location within the Central Dandenong MAC and Precinct E, where mixed-use development and active street frontages are encouraged. The retail premises will provide a smaller

scale, pedestrian-oriented offer that activates the Clow Street frontage and supports day-to-day needs of residents, workers and visitors.

The proposal will not conflict with the larger-format retail centres located along Clow Street and within the broader MAC. Instead, it provides a complementary retail scale that reinforces street-level activity and contributes to a fine-grained and diverse retail environment along Clow Street.

The retail use is compatible with surrounding land uses and is vertically separated from residential uses above, consistent with established mixed-use development patterns within Central Dandenong. The proposal aligns with the objectives and intent of CDZ2 by supporting commercial activity, employment opportunities and a vibrant, active urban environment.

Figure 11 Central Dandenong Comprehensive Development Plan



City of Greater Dandenong, 2025

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4.3 Built form considerations

4.3.1 Urban context

The proposal is consistent with State and local planning objectives that support the continued transformation of Central Dandenong. It contributes to this direction by redeveloping an underutilised site into a high-quality residential development that supports urban renewal, in accordance with the findings and assessment of the urban design statement prepared by LAT Studios and the urban context report prepared by PLUS Studio.

While existing planning controls, including the CDZ2, provide built form guidance for the precinct, the proposal responds to the site's strategic role and urban potential. This site-responsive approach supports the emerging character along Clow Street and reflects the planning framework's emphasis on optimising development potential to deliver revitalisation where off-site amenity impacts can be appropriately managed.

A full assessment of the proposed built form against the objectives and strategies of the CDZ2 is also provided at **Appendix B** within this report.

4.3.2 Building height

The proposed development has a maximum building height of 18 storeys, reaching approximately 59 metres (excluding roof services).

In the absence of a mandatory or discretionary height limit, the proposed scale has been informed by the site's strategic location, physical attributes and the emerging high density built form character of the precinct.

The proposed maximum building height has been shaped by:

- The site's location within an established MAC, where increased building height and density are supported in principle by the planning framework.
- The site's location within the Principal Public Transport Network and a Category 2 car parking area, supporting higher density development due to strong public transport accessibility.
- The site's current underutilisation as a car park, which does not reflect the strategic importance or intent of this location within the MAC.

- The site's role in the transition between the draft eight-storey height controls west of Robinson Street within the Dandenong train and tram activity area and the approved 23 to 25 storey heights at Dandenong Plaza under DPO15, which directs Clow Street to facilitate a transition along the northern edge of Central Dandenong.
- The site's contribution as a prominent site forming part of the gateway location at the Clow Street – Princes Highway junction, consistent with Greater Dandenong's gateway policy.
- The site's position along the northern side of Clow Street, which allows overshadowing impacts to be effectively managed through the separation provided by the road reserve to the south.
- Alignment with surrounding and emerging development patterns within the broader precinct, including nearby higher density residential and mixed use developments that establish a precedent for taller built form outcomes (refer Section 1.5).

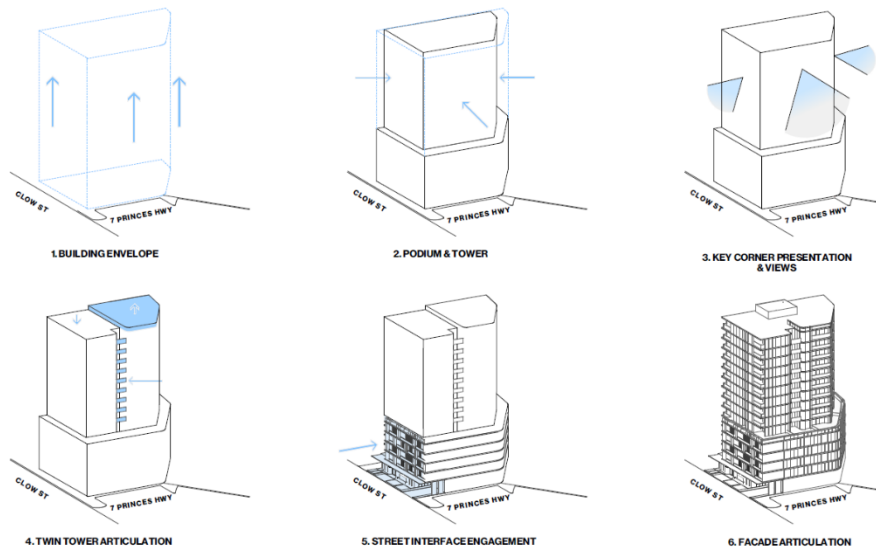
Figure 12 Building height



Source: PLUS Studio, 2026

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Figure 13 Built form strategy and massing



Source: PLUS Studio, 2026

To reduce potential visual and amenity impacts associated with the proposed height, the development incorporates a comprehensive range of massing and design measures. These are detailed in Sections 4.3.3 and 4.3.4 below and are summarised as follows:

- A podium and tower building typology that establishes a strong base with a recessive upper form, including a twin-tower presentation to the eastern interface at the Clow Street and Princes Highway gateway.
- Façade articulation and materiality to differentiate the podium and tower, with a lighter architectural expression to the upper levels to moderate the perceived height when viewed from surrounding areas.
- Consistent upper-level setbacks applied from Level 5 to Level 17, including a 1.5-metre setback to Clow Street, 3.0 to 4.5-metre setbacks to the eastern interface, and a 4.5-metre setback to the northern edges.

- Strategic recesses within the podium massing along the southern interface, with soft landscape edges, presenting the southern façade as a residential form to screening above-ground parking.
- A recessed rooftop level (Level 18) accommodating communal open space, providing a softened building termination and reducing the prominence of the uppermost built form.

On balance, the proposed 18 storey height delivers a well-designed, high-quality structure that fits sensitively within its context and achieves minimal off-site impacts. The additional height is justified by the evolving local and state policy, as seen in the area's emerging character.

4.3.3 Podium and street wall height

The proposed development incorporates a defined five level podium, with a street wall height of approximately 17.1 metres to the Clow Street frontage.

In the absence of prescribed street wall height controls, the proposed street wall height has been informed by the site's role within a MAC context, its relationship to adjoining streets and interfaces, and the need to establish a strong and legible pedestrian scale built edge.

The proposed street wall height has been shaped by:

- Consistency with the CDZ2 direction for buildings exceeding five storeys, with the podium establishing a ground floor to level 4 base height that forms the reference point for upper-level development along Clow Street.
- A sensitive transition to the existing low-scale commercial developments currently adjacent to the site, which are anticipated to develop in line with the Central Dandenong framework in the future.
- The consolidation of active retail uses and building services at ground level, together with an appropriate provision of above-ground car parking, responding to the site's physical and economic constraints that limit the feasibility of basement levels.
- The need to establish a human-scale street edge that provides passive surveillance, street enclosure and activation along Clow Street frontage.

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- The provision of a consistent street wall across all boundaries of the site to ensure that the proposed development is viewed 'in the round', articulating the variations in the upper level designs at each view point.
- The transition in scale achieved through the setback of upper residential levels above the podium, ensuring that the overall built form reads as a podium and tower typology rather than a single, continuous mass.
- The introduction of strategic recesses and landscaped cuts within the podium form at the northern and southern interfaces, which mitigate perceived bulk while maintaining a consistent street wall alignment.

Therefore, the proposed street wall to all boundaries is designed to transition sensitively to adjoining streetscapes and adjoining properties, respecting the scale and character of the surrounding context while fostering a high-quality pedestrian environment along Clow Street.

Figure 14 Podium level



Source: PLUS Studio, 2026

4.3.4 Upper level setbacks

The development achieves well-articulated upper levels through balconies, varied façade treatments, landscaping and a consistent setback strategy.

The recessed tower and rooftop communal terrace soften the building's visual edges and ensure a considered three-dimensional form when viewed from all directions. Upper-level setbacks above the podium further moderate the building's scale at street level and manage off-site amenity impacts.

In the absence of prescriptive setback controls, the upper-level setbacks have been shaped by the following considerations:

- The primary street frontage, with a consistent 1.5 metre setback to Clow Street applied from Level 5 to Level 17, creating a clear distinction between the podium and the residential tower above while maintaining a defined urban edge.
- Eastern interfaces, with variable setbacks of 3 metres to the southern portion and 4.5 metres to the northern portion, providing equitable separation where the interface becomes more sensitive and contributing to reduced perceived bulk when viewed from adjoining properties and the public realm.
- Northern interfaces, where a consistent 4.5 metre setback is provided to adjoining properties from Level 5 to Level 17, improving separation, mitigating overlooking and supporting equitable residential outcomes.
- Western interfaces, where a zero setback condition is retained from Level 5 to Level 17, reinforcing a continuous built edge consistent with the prevailing urban condition and allowing for a matched interface should adjoining sites redevelop.
- Rooftop level treatment, with the Level 18 communal terrace set back beyond the tower envelope, providing a recessed and visually subdued termination to the built form.
- Overshadowing considerations, with the setback configuration and recessed upper form assisting in managing shadow impacts to surrounding streets and properties, including the southern footpath of Clow Street and ensuring no residential properties are affected.

Overall, the hard edges at podium level are deliberately softened through strategic recesses, landscaped cuts and varied material treatments,

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creating the perception of multiple building elements rather than a single form when viewed from the public realm or neighbouring sites.

In contrast, the upper-level residential form adopts a more sculpted and recessive expression, supported by landscaping and modulation that reduce perceived scale and assist in transitioning between the more intense urban street environment and the surrounding lower-scale context.

Façade and articulation differentiate two tower forms facing the eastern interface, with alternating window, balcony and wall treatments, to present the upper-levels as two forms when viewed from the gateway location.

Figure 15 Upper levels



Source: PLUS Studio, 2026

4.4 External amenity considerations

The proposed development has been designed to respond to the site and surrounds, future anticipated growth and limit the external amenity impacts for surrounding properties. Specifically, the proposal has been designed to limit three key measures of external amenity impact – overshadowing, overlooking and visual bulk.

The design response has addressed these areas as outlined in detail below:

4.4.1 Overshadowing

The Greater Dandenong Planning Scheme does not specify mandatory overshadowing requirements for the subject land. In the absence of site-specific overshadowing controls, the proposal has been assessed against the relevant overshadowing considerations of Clause 55 of the Greater Dandenong Planning Scheme, together with the broader objectives of the Planning Policy Framework for activity centres and commercial areas.

Detailed shadow diagrams prepared by the PLUS Studio demonstrate that the development results in limited and acceptable overshadowing impacts between 9.00 am and 3.00 pm on the 22 September equinox. The shadow diagrams confirm that any additional overshadowing is minor in extent and appropriate within the context of a higher-density activity centre setting.

The Central Dandenong Land Use Map (Clause 11.03-1L) identifies land south of Clow Street for office and service industry uses. This approach limits overshadowing impacts to the south, noting that these areas are expected to intensify and increase in scale over time in accordance with the strategic framework, while remaining directed to non-sensitive commercial uses.

Adjoining properties

The properties adjoining the site to the west, east and south are commercial in nature and are not considered sensitive receivers in relation to overshadowing. These sites do not contain ground-level secluded private open space and are largely characterised by hard-surfaced areas associated with commercial uses. Shadows generated by the development fall predominantly to the south and are therefore limited in their impact.

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In this context, the expectation of shadow protection is materially different to that of a residential-zoned area. The degree of overshadowing that occurs is consistent with the scale and intensity of development anticipated within an activity centre and does not result in unreasonable amenity impacts.

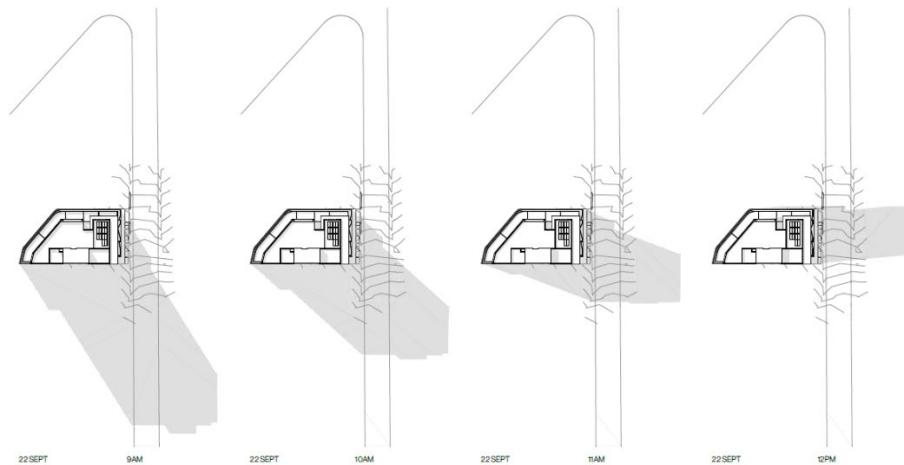
Street interfaces

Shadow analysis confirms that there is limited overshadowing to the southern footpath of Clow Street between 9.00 am and 3.00 pm on the 22 September equinox. Any shadowing of surrounding streets occurs for limited durations and moves quickly across the public realm due to the building's orientation and articulated built form.

Given the commercial character of the surrounding streets and the absence of sensitive public open space, these impacts are considered minor, anticipated and inconsequential to the pedestrian environment.

On balance, the proposal has been designed to manage overshadowing impacts in a manner appropriate to its location within the Dandenong MAC. The development does not result in unreasonable overshadowing of sensitive residential interfaces, private open space or key pedestrian areas.

Figure 16 Shadow diagrams



Source: PLUS Studio, 2026

4.4.2 Overlooking, equitable development & internal views

The proposed development has been designed to reduce any potential overlooking impacts to the neighbouring properties. The neighbouring properties at the western, northern, northeastern and eastern boundaries are relevant to overlooking and equitable development considerations.

Overlooking and equitable development

In the absence of a specific overlooking control applying to the land, Standard B4-4 of the Greater Dandenong Planning Scheme has been considered. In response to Standard B4-4, we note the following overlooking measures:

- A minimum 4.5 metre setback is provided to the northern, northeastern and northern portion of the eastern interface at upper-levels, mitigating any potential overlooking (and thereby equitable development) impacts to the neighbouring properties

A zero side setback is proposed at upper levels along the western interface, enabling a boundary-to-boundary outcome that supports the efficient development of both sites. Due to the site constraints, a nil upper-level setback is required on this side given the eastern site, by virtue of its size, can accommodate upper-level setbacks to all boundaries.

Additionally, a 3 metre setback is provided to the southern portion of the eastern interface to facilitate variation in tower forms above the podium. This approach enables the adjoining site to achieve complementary variation in its upper-level built form, which can be readily accommodated given the site's characteristics and shape, either through a 6 metre setback or solid walls in this location.

On balance, the proposal appropriately balances equitable development outcomes with the efficient use of the site's urban potential, having regard to the emerging character of Precinct E.

Internal views

In the absence of a specific overlooking control applying to the land, Standard D25 of the Greater Dandenong Planning Scheme has been considered. In response to Standard D25, we note the following internal view measures:

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- All communal terrace areas provided to each level of the residential floors can incorporate a screen to obscure sightlines to secluded private open spaces and habitable windows within the same development.

Therefore, the overlooking impacts with respect to internal and external overlooking opportunities and internal views are mitigated and well-resolved.

4.4.3 Visual bulk

While the proposed development will present as a prominent built form in the short term, it has been deliberately designed to sit comfortably within the future urban fabric of Central Dandenong. As sites within the area generally bounded by Clow Street, Princes Highway and Robinson Street redevelop over time, the proposal will form part of an emerging mid- to high-rise context envisaged by the planning framework, with built form scale and massing that is consistent with anticipated future development patterns.

Figure 17 Future massing



Source: PLUS Studio, 2026

Visual bulk is moderated through upper-level setbacks, recessed podium massing and articulated façades, which break down the building's scale and

create the perception of multiple forms when viewed from surrounding streets, adjoining properties and oblique angles.

At the key gateway of Clow Street and Princes Highway, the upper residential component is expressed as two distinct tower elements. This twin-tower approach reduces the apparent width and bulk of the development at this prominent location and reinforces the Precinct's key corner. The separation is achieved through modulation of the building envelope, varied balcony and window arrangements, and differentiated façade treatments, allowing the towers to be perceived as slender forms rather than a single mass.

The breakdown of scale is further reinforced through materiality, landscaping and architectural expression. The podium adopts a solid, grounded palette suited to its street-defining role, while the towers transition to a lighter architectural language, reducing perceived height and visual dominance from the public realm and neighbouring sites.

Overall, the clear distinction between podium and tower forms, combined with the twin-tower expression at the gateway and the use of setbacks, recesses and material variation, ensures the development responds appropriately to its context and aligns with the anticipated future character of Clow Street and Precinct E.

4.5 Internal amenity considerations

4.5.1 On-site amenity and Apartment Design Guidelines (ADGS)

The key elements of the detailed design and internal amenity of residential apartments are summarised below:

- 50 per cent of dwellings provide accessible design exceeding the requirements of Standard D18 of the Greater Dandenong Planning Scheme.
- 100 per cent of dwellings provide private open spaces in accordance with Standard D20 of the Greater Dandenong Planning Scheme.

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- 100 per cent of dwellings provide storage facilities in accordance with Standard D21 of the Greater Dandenong Planning Scheme.
- 100 per cent of dwellings provide main bedroom layouts in accordance with Standard D26 of the Greater Dandenong Planning Scheme.
- 100 per cent of two-bedroom dwellings provide secondary bedroom layouts in accordance with Standard D26 of the Greater Dandenong Planning Scheme.
- 100 per cent of dwellings provide living area layouts in accordance with Standard D26 of the Greater Dandenong Planning Scheme.
- 100 per cent of dwellings provide room depths in accordance with Standard D27 of the Greater Dandenong Planning Scheme.
- 100 per cent of dwellings provide windows in accordance with Standard D28 of the Greater Dandenong Planning Scheme.
- 50 per cent of dwellings provide cross ventilation paths exceeding the requirements of Standard D29 of the Greater Dandenong Planning Scheme.

Refer to the architectural plans and BADS assessment prepared by PLUS Studio and **Appendix C** below.

4.6 Environmental considerations

4.6.1 Landscaping

The concept landscape details for the proposed development are outlined within the architectural plans prepared by PLUS Studio. The landscape works are commensurate with the expectations of a MAC area, where high site coverage is sought. Landscaping is integrated at ground level, along building edges, within strategic recesses in the built form, and across key setbacks through balconies and a rooftop communal outdoor terrace.

Landscaping and 'green space' treatments are provided throughout the development to improve site permeability, environmental performance and sense of place. Private terraces will provide opportunities for individual

planting, while the communal open space will support shared planting opportunities. Each landscaped area seeks to deliver green amenity and refuge, blur internal and external boundaries, and incorporate canopy cover at each interface where structurally feasible.

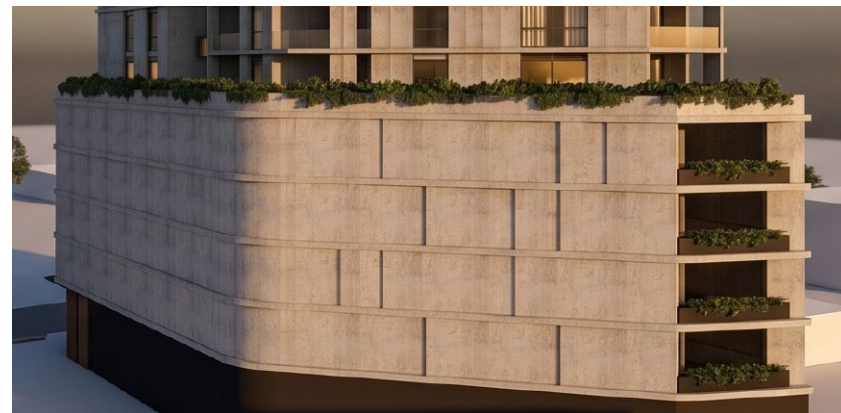
Refer to the architectural landscape annotations / indicative landscape treatment within the architectural plans prepared by PLUS Studio.

Figure 18 Concept landscaping (frontage)



Source: PLUS Studio, 2026

Figure 19 Concept landscaping (rear interface)



Source: PLUS Studio, 2026

4.6.2 Wind

RWDI Australia Pty Ltd has undertaken a pedestrian wind assessment of the proposed development to review potential wind conditions around the site and provides conceptual wind mitigation measures and early design advice.

The wind report concludes that overall wind conditions across the site are expected to remain safe and comfortable through consideration of several recommendations.

The following recommendations are identified:

LOCATION	EXPECTED CONDITIONS	RECOMMENDATIONS
Clow Street Frontage and Ground Level	<ul style="list-style-type: none"> Standing to walking 	<ul style="list-style-type: none"> Impermeable awning along the Clow Street frontage, supplemented with densely foliating tree planting where possible. Recess lobby and retail entrances into the building form.
Private Terraces and Balconies	<ul style="list-style-type: none"> Standing to uncomfortable at Level 5 private terraces. Sitting to standing at all other balconies. 	<ul style="list-style-type: none"> Impermeable awning along the northern and eastern aspects. Impermeable intertenancy screening with a minimum height of 1.8 m. Extension of full-height impermeable walls at the north-western and south-eastern corners of the building.

Level 18 Rooftop Communal Area	<ul style="list-style-type: none"> Walking to uncomfortable. 	<ul style="list-style-type: none"> Increase perimeter screening to a minimum height of 1.8 m. Provide planters throughout the terrace with densely foliating evergreen planting to a minimum height of 1.5 m. Include localised impermeable screening approximately 1.5 m high around seating areas on multiple aspects
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Refer to the wind report prepared by RWDI Australia Pty Ltd for further details.

4.7 Building services and performance

4.7.1 Traffic Engineering

The Traffic Impact Assessment prepared by Traffix Group details the traffic-related aspects of the proposed development.

Car Parking

Pursuant to Clause 52.06-3, a permit is required to reduce the number of car parking spaces required under Clause 52.06-5.

Amendment VC277, introduced in December 2025, reduced car parking requirements for a range of land uses to reflect State and local policy shifts aimed at reducing reliance on private vehicles. Under the revised Clause 52.06 framework, the site is classified as a 'Category 2' area, recognising its strong access to public transport options.

However, the CDZ2 outlines specific car parking requirements for retail premises and dwelling uses. The CDZ2 car parking rates introduced apply to the site in accordance with Clause 52.06-5.

The car parking requirements and response are summarised in the Table below.

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USE	RATE	STATUTORY REQUIREMENT	PARKING PROVISION
Retail premises			
98 sqm	4 to each 100sqm of leasable floor area	3 spaces	0 spaces
Residential (resident) spaces			
1-bedroom (39)	1 to each dwelling	17 spaces	56 spaces
2-bedroom (39)		39 spaces	
Residential (visitor) spaces			
All dwellings	1 space to every five dwellings	15 spaces	0 spaces
Total residential	-	93 spaces	56 spaces
Total		96 spaces	56 spaces

Table 5 Car parking requirements

Therefore, the proposal results in a shortfall of 40 car parking spaces, including:

- A shortfall of 3 spaces for the retail premises use
- A shortfall of 22 spaces for the resident parking
- A shortfall of 15 spaces for the residential visitor parking.

The absence of dedicated on site car parking for the ground level retail tenancy, together with the reduced car parking provision for the residential component, is justified by the public transport options in the immediate surrounds, the availability of car parking within the local area and the significant oversupply of bicycle parking provided as part of the development.

This approach reflects the Central Dandenong context, contemporary transport policy and the availability of alternative parking and transport options in the surrounding area.

The car parking reduction is justified as follows:

- The site is located within the Central Dandenong MAC, where State and local planning policy support reduced car parking provision and encourage a shift away from private vehicle reliance.
- Under the updated Clause 52.06 framework introduced by Amendment VC277, the land is classified as Category 2, recognising strong access to public transport and supporting reduced car parking rates.
 - Under this framework, the proposal would only require a reduction to the statutory requirement for a shortfall of 23 spaces, including:
 - 1 space for the retail premises
 - 22 spaces for the dwelling use
- The site is approximately 550 metres north of Dandenong Station and benefits from direct cycling connections via the Principal Bicycle Network along Thomas Street.
- Public and informal car parking is available in nearby locations, including along Thomas Street and surrounding streets, providing practical alternatives to on-site parking.
- Bicycle parking is provided significantly in excess of minimum requirements, with the overall supply exceeding the numerical shortfall in car parking spaces, assisting in offsetting reduced on-site car parking demand.
- The proposed reduction is consistent with established planning precedent in the immediate area, where similar car parking reductions have been approved, including:
 - PLN22/0340 – 1/61 Robinson Street, Dandenong: To reduce the number of car spaces and bicycle facilities associated with an Education Centre
 - PLN22/0348 – 67 Robinson Street, Dandenong: Development of the land for a rear covered walkway and a reduction in car parking

- PLN22/0093 – 69 Robinson Street, Dandenong: Buildings and works (façade alterations) and a reduction in car parking, in association with a medical centre
- PLN21/0417 – 44–48 Robinson Street, Dandenong: Use of the land for a veterinary centre, to reduce the car parking requirements, and to display business identification signage
- PLN25/0367 – 290 Thomas Street, Dandenong: Use and development of the land for a Function Centre, development of the land for a Supermarket, display of internally illuminated business identification signage and reduction in the car parking requirements
- PLN25/0388 – 247 Princes Highway, Dandenong: Use as a Food and Drink Premises, display of internally illuminated signage, and reduction in car parking

Access arrangements

Vehicle access will be provided via a new crossover at the south-eastern corner of the site, which will lead to the above-ground car park. The existing crossovers to Clow Street will be removed and reinstated to improve pedestrian movement along the street, reduce conflict points, and support a continuous and active frontage.

Pedestrian access to the residential and retail uses will be provided through separate, clearly defined entrances located centrally along the Clow Street frontage. These entrances will be highlighted with adjacent landscaped elements. This arrangement, together with south-facing dwellings above the podium overlooking Clow Street, will strengthen passive surveillance of the street interface and pedestrian entry points.

Bicycle Parking

Clause 52.34 sets out that a new use must not commence until the required bicycle facilities has been provided on the land.

The bicycle parking response is summarised in Table 7 below.

USE	RATE	STATUTORY REQUIREMENT	PARKING PROVISION
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Employee parking spaces			
Shop (98 sqm)	All rates only apply if the net floor area exceeds 1000 sqm	0 spaces	0 spaces
Commercial visitor / shopper parking spaces			
Shop (98 sqm)	All rates only apply if the net floor area exceeds 1000 sqm	0 spaces	0 spaces
Residential bicycle parking spaces			
Dwelling (78 units)	In developments of four or more storeys, 1 to each 5 dwellings	16 spaces	78 spaces
Visitor bicycle parking spaces			
Dwelling (78 units)	In developments of four or more storeys, 1 to each 10 dwellings	8 spaces	16 spaces
Total		24 spaces	94 spaces

Table 6 Bicycle parking requirements

Therefore, the proposal is considered to exceed the statutory bicycle parking requirement by 70 spaces, with the allocation exceeding the respective requirement for both residents, visitors and workers.

The surplus of bicycle parking is considered to adequately offset the shortfall of 40 car parking spaces, equating to an average provision of 1.75 bicycle spaces for each car space not provided.

Refer to the Traffic Impact Assessment prepared by Traffix Group for further details.

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4.7.2 Environmentally Sustainable Design

WRAP has prepared a Sustainability Management Plan to demonstrate that the proposed development achieves 'best practice' in accordance with environmental design standards.

The development will incorporate the following key sustainable design initiatives:

- BESS score of 60%, including Integrated Water Management (81%), Operational Energy (53%) and IEQ (88%).
- A Blue Factor score of 100 %, involving an underground rainwater tank of 5KI and 10KL in the ground level area.
- A 7.7-kW solar photovoltaic (PV) renewable energy system on the rooftop.
- Daylight modelling results based on BESS criteria, demonstrating that:
 - 100% of living areas will achieve a daylight factor greater than 1%.
 - 100% of bedroom areas will achieve a daylight factor greater than 0.5%.
 - 49% of non-residential regular use areas will achieve a daylight factor greater than 2%.
- Natural ventilation modelling results based on BESS criteria, demonstrating that 100% of dwellings will achieve effective natural ventilation.

Please refer to the Sustainability Management Plan prepared by WRAP for further details.

4.7.3 Waste Management

Traffic Group has prepared a Waste Management Plan that outlines the waste strategies proposed for the subject site.

The proposal involves two dedicated waste storage areas, including:

- A 33 square metre primary waste area on Level 1

- An internal bin store within the retail premises on ground level

Residential waste

The residential waste stream provided within the Table below demonstrates that the weekly capacity meets the weekly volume for the proposal:

WASTE STREAM	COLLECTIONS (PRIVATE)	BINS	EST. WEEKLY WASTE	WEEKLY CAPACITY
Garbage	2 per week	4 x 660L	4,563 L	5,280 L
FOGO	2 per week	6 x 240L	2,457L	2,880L
Recycling	2 per week	3 x 1100L	5,616L	6,600L
Glass	2 per week	3 x 240L	1,404L	1,440L
Hard waste	As required			

Table 7 Residential waste stream summary

Commercial (retail) waste

The commercial waste stream provided within the Table below demonstrates that the weekly capacity meets the weekly volume for the proposal:

WASTE STREAM	COLLECTIONS (PRIVATE)	BINS	EST. WEEKLY WASTE	WEEKLY CAPACITY
Garbage	1 per week	2 x 240L	343L	480L
Recycling	1 per week	1 X 240L	172L	240L
Paper & cardboard	1 per week	1 X 240L	172L	240L
Hard waste	As required			

Table 8 Commercial waste stream summary

The key waste strategies involved in the waste management strategy include:

- All bins will be stored on-site within dedicated ground level and first floor level storage areas.
- Residents will sort their waste, dispose garbage and recyclables into the dual chute system on each residential level, and transfer glass, FOGO and hard waste to the bin room.
- Retail tenants will manually transfer waste from the internal tenancy bin store to the ground level bin room.
- All waste streams will be collected by a private contractor, including the following measures:
 - The vehicle operators will transport residential waste bins from the bin room to the collection point and return following emptying of the bins.
 - Commercial waste will be collected from the kerbside along the site's frontage.

Traffix Group has prepared swept path assessments that demonstrate that the nominated waste collection vehicle can access the first floor level area from the Clow Street, conduct waste collection, turn-around and exit the site onto rear laneway in a forward direction.

Refer to the Waste Management Plan prepared by Traffix Group for further details.

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5 Conclusion

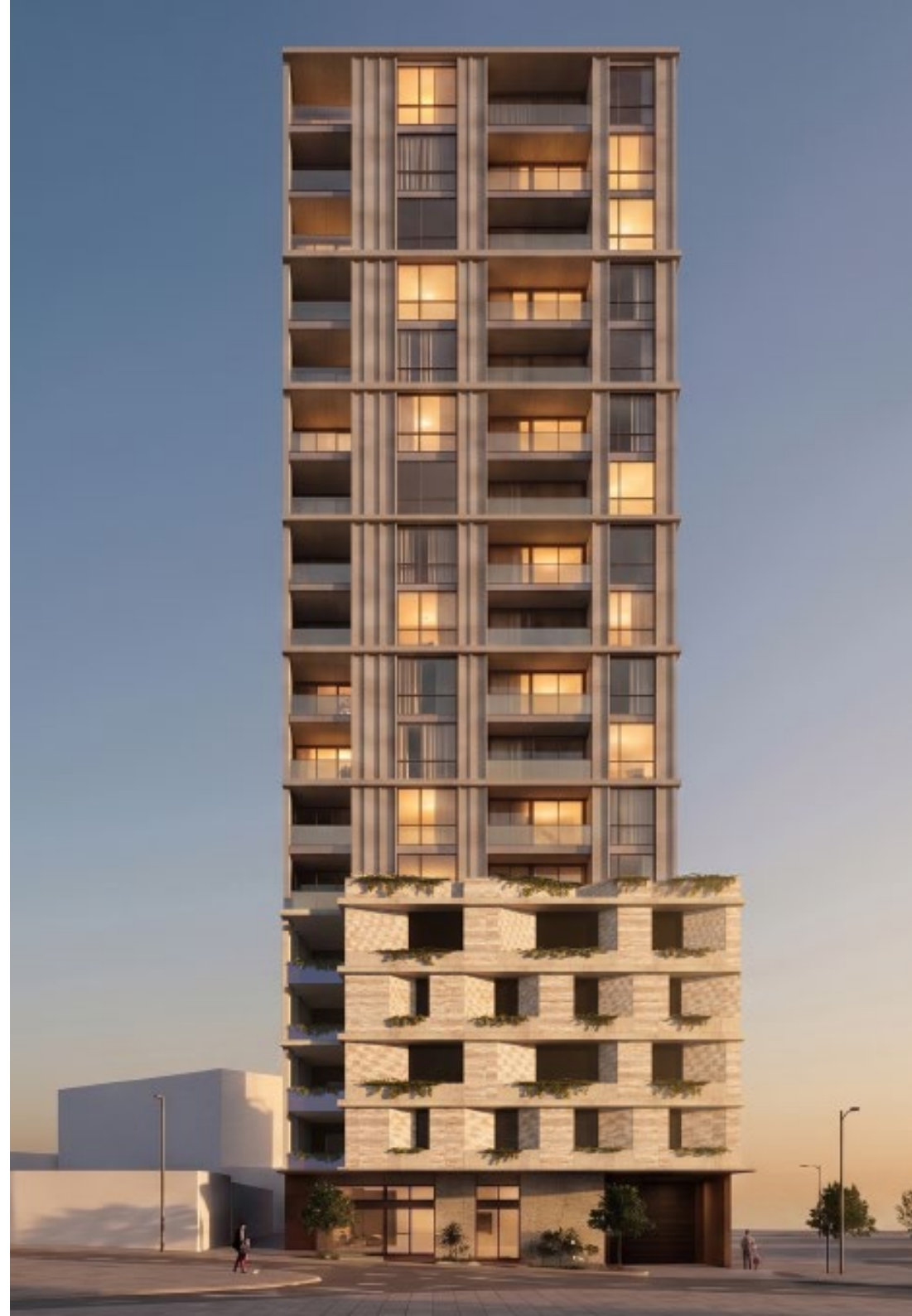
The proposed 18 storey mixed use development at 7–9 Clow Street, Dandenong is considered an appropriate and well resolved outcome for the site.

The proposal delivers a high quality architectural response that reflects the site's strategic location within an established MAC under the Greater Dandenong Planning Scheme and responds sensitively and strategically to surrounding and emerging built form conditions. The development adopts a clear podium and tower typology, with a five level podium forming a strong street wall and a setback residential tower above. A well-considered transition in scale is achieved through upper level setbacks, strategic recesses and landscaped edges, reducing perceived bulk and supporting acceptable amenity and equitable development outcomes across all interfaces.

The proposal supports the objectives of the Greater Dandenong Planning Scheme by contributing to housing supply in a highly accessible and well serviced location. It delivers 78 dwellings with a balanced mix of one- and two-bedroom apartments, high levels of internal amenity and a rooftop communal open space of 218 square metres. Ground level retail activation and clearly defined pedestrian entries reinforce the role of the site within the broader activity centre and contribute positively to the public realm.

The development incorporates best practice environmentally sustainable design principles, including efficient building layouts, landscape integration and support for active transport. A car parking reduction of 21 spaces is appropriately balanced by the provision of 94 bicycle spaces, reflecting the site's proximity to public transport and cycling networks. Site specific considerations relating to access, servicing, waste management and amenity impacts have been addressed through a multi-disciplinary design response.

For the reasons outlined in this report and the accompanying documentation, it is considered that the proposal represents a well resolved development that responds appropriately to its context and warrants favourable consideration by the Responsible Authority.



Disclaimer

This report is dated 11 February 2026 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Clow St Pty Ltd (**Instructing Party**) for the purpose of Town planning report (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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Appendix **A**

Planning policy
framework

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A.1 Planning Policy Framework

Municipal Planning Strategy

The Municipal Planning Strategy (“MPS”) outlines the overarching strategic policy directions of Greater Dandenong City Council. It will provide for the Greater Dandenong’s Planning Scheme’s policy foundation, based on Greater Dandenong’s location and regional context, history, assets, strengths, key attributes, and influences.

The following sections of the Municipal Planning Strategy (MPS) in the Greater Dandenong Planning Scheme are considered relevant:

- **Clause 02.01 (Context)** identifies the Central Dandenong Metropolitan Activity Centre as the regional transport hub and principal service centre to the South Eastern Growth Corridor.
- **Clause 02.02 (Vision)** sets out the Council’s vision for Central Dandenong to function as the sustainable economic heart of the City for retail, commercial and residential development complemented by several activities, where a range of high quality, well-designed affordable medium to high density housing exists in harmony with a thriving retail and commercial sector.
- **Clause 02.03 (Strategic Directions)** identifies that Greater Dandenong will need to support the municipality’s social, economic, environmental, and infrastructure needs, enhancing the Greater Dandenong’s appeal as a place to shop, work, socialise, relax, and live.
 - **Clause 02.03-1 (Settlement)** supports the City’s future urban growth by positioning Central Dandenong as a metropolitan activity centre.

Strategic directions for urban renewal in Central Dandenong are to:

- *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.*
- *Enhance and improve links between existing retail destinations.*
- *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)** seeks to ensure that design, height and scales are complementary and sustainable within preferred built form character. Substantial change areas identified adjacent to Central Dandenong.
- **Clause 02.03-5 (Housing)** promotes increased housing densities in appropriate locations and the provision of diverse, affordable and accessible housing for future residents.
- **Clause 02.03-6 (Economic Development)** promotes development which contributes to the economic prosperity of the state through provision of various employment opportunities.
- **Clause 02.03-7 (Transport)** aims to facilitate effective, efficient and sustainable transport which integrates transport and urban growth. Development should promote sustainable transport modes and also reduce the negative impacts of traffic and parking.
- **Clause 02.03-8 (Infrastructure)** seeks to expand and upgrade utilities, community facilities and public open space to service the future needs of workers and residents.

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- **Clause 02.04 (Strategic Framework Plans)** maps out the various locations for strategic directions and should be read in conjunction with Clause 02.03.
 - 02.04-1 'Strategic Framework Map'
 - 02.04-2 'Strategic Residential Framework'
 - 02.04-3 'Strategic Retail/Commercial Framework'
 - 02.04-4 'Strategic Transport Framework'

Planning Policies

The planning policies of the Central Dandenong Planning Policy Framework are considered of relevance as follows:

- **Clause 11 (Settlement)** seeks to meet the needs of current and future communities by providing appropriately zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities, and infrastructure.
- **Clause 11.01-1R (Settlement - Metropolitan Melbourne)** aims to create a transport-linked network of diverse, vibrant activity centres, fostering mixed-use neighbourhoods for housing, jobs, and local services. Growth and investment are to be focused in Metropolitan Activity Centres.
- **Clause 11.01-1L (Revitalising Central Dandenong)** aims to encourage the development of buildings of five storeys or more in height. The policy seeks to promote Central Dandenong as the pre-eminent metropolitan activity centre in Melbourne's Southern Metro Region. Redevelopment of existing building stock is encouraged to improve its use, viability and contribution to the centre.
- **Clause 11.02-1S (Development capacity)** aims to secure ample land for various uses and explore opportunities for urban area consolidation, redevelopment, and intensification.
- **Clause 11.03-1S (Activity Centres and precincts)** encourages concentration of diverse developments into accessible activity centres,

promoting high-quality living, diverse housing, transport connectivity, reduced motorised trips, and local economic growth.

- **Clause 11.03-1L (Dandenong Metropolitan Activity Centre (Central Dandenong))** drives the revitalisation of the Central Dandenong Metropolitan Activity Centre through the consolidation of a mix of residential, office and service industry, retail, entertainment, hospitality, education, community service and recreation/leisure uses and development.
- The residential objective is 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.

Residential strategies include:

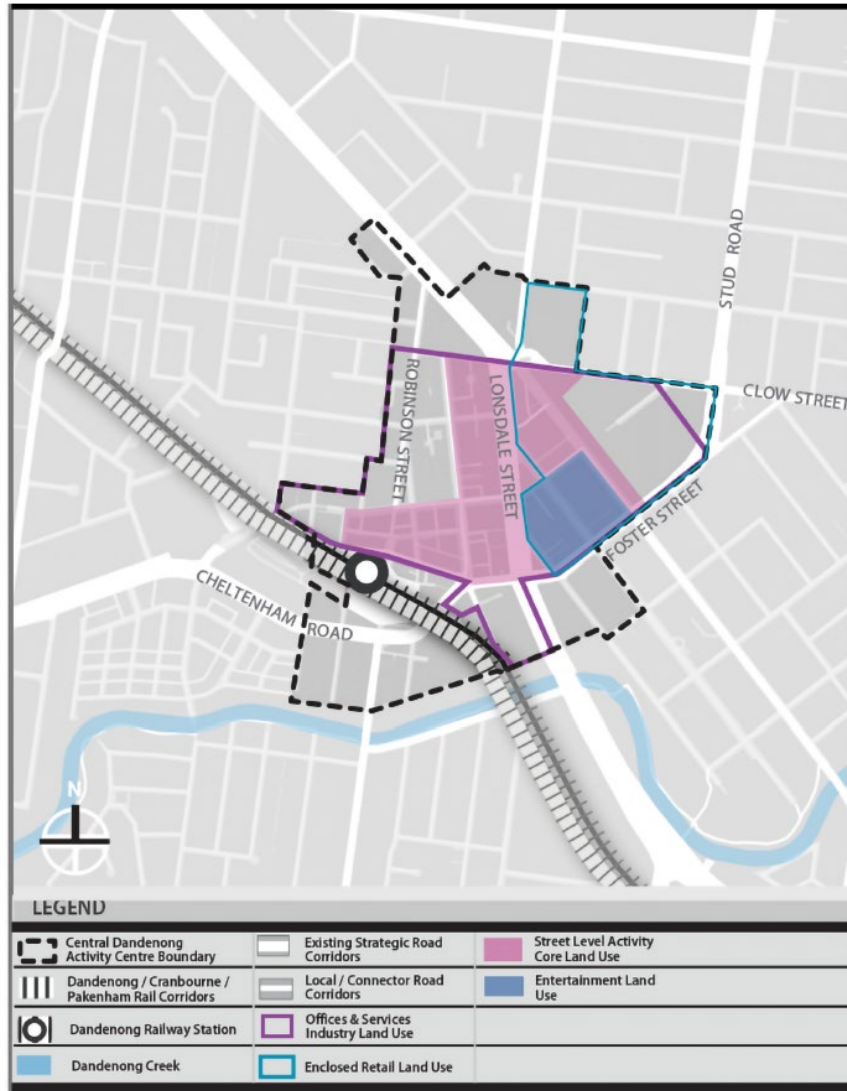
- *Encourage development of higher density housing, incorporating design measures to minimise*
- *adverse off-site impacts from non-residential uses.*
- *Encourage greater diversity in housing types.*
- *Provide the most direct and safe access to public transport facilities from dwellings.*
- *Encourage high density apartment developments of five storeys or more within Central Dandenong.*
- *Accommodate an increase in resident population in Central Dandenong and its periphery.*
- *Encourage high and medium density housing within the residential periphery to Central Dandenong.*
- **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.
- **Clause 15.01-1L – Urban design** seeks to promote development of activity centres as attractive places for the community, including

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encouraging planting and landscape themes, which complement and improve the environment.

Central Dandenong Land Use Map



- **Clause 15.01-1L – Urban design** seeks to promote development of activity centres as attractive places for the community, including encouraging planting and landscape themes, which complement and improve the environment.
- **Clause 15.01-1L (Urban design – Greater Dandenong gateway locations)** aims to encourage developments that are designed to uniquely identify the City of Greater Dandenong and improve visual amenity at gateway locations. The site is identified as part of the Gateway to the Central Dandenong MAC.
- **Clause 15.01-2S (Building Design)** aims for building design and siting to enhance local context, public realm, and support sustainable development. It encourages energy efficiency, resource recovery, water efficiency, stormwater management, safety, and landscaping that enhances urban areas.
- **Clause 15.01-2L (Building design)** encourages high standards of architecture, sustainable design elements, and well-designed private open spaces.
- **Clause 15.01-2L – Environmentally sustainable development** which aims to achieve best practice in environmentally sustainable development from the design stage through to construction and operation
- **Clause 15.01-4S (Healthy neighbourhoods)** seeks to create a city of 20-minute neighbourhoods, enabling local residents to meet their everyday needs within a 20-minute walk, cycle, or trip using local public transport from their homes.
- **Clause 16.01-1S (Housing Supply)** aims to facilitate diverse, well-located housing that meets community needs. It encourages higher density housing near jobs and services, diverse housing types, high-quality design, and housing for various income groups. The Housing target for Greater Dandenong is 52,500 dwellings by 2051.

Source: City of Greater Dandenong, 2026

- **Clause 16.01-1R (Housing supply – Metropolitan Melbourne)** aims to manage the supply of new housing to meet population growth and create a sustainable city.

Housing opportunities should be developed in locations that are:

- Metropolitan activity centres and major activity centres.
- Urban-renewal precincts and sites.
- Areas for residential growth.
- Areas near existing and proposed Metro Stations that can support transit-oriented development.

The policy aims to facilitate increased housing in established areas to support the development of 20-minute neighbourhoods, placing residents closer to existing services, jobs, and public transport.

- **Clause 16.01-1L (Future Change areas – Greater Dandenong)** directs housing growth to designated residential zones that have the greatest capacity for change. The policy identifies the land on the northern edge of the Central Dandenong MAC for substantial change, including high density development.
- **Clause 16.01-1L (Housing supply – Greater Dandenong)** encourages well designed medium and higher density housing in areas nominated for substantial change.
- **Clause 17.01-1R (Diversified Economy – Metropolitan Melbourne)** aims to diversify Melbourne's economy by supporting the Central City's growth, redeveloping urban precincts, developing employment clusters, enhancing health and education precincts, supporting diverse employment in industrial areas, and facilitating investment in outer areas.
- **Clause 17.01-1L (Diversified Economy – Greater Dandenong)** aims to strengthen the local economy by attracting high-tech and knowledge industries, supporting value-adding and component manufacturing, increasing local employment opportunities, and improving transport

connections between the activity centre and the Monash Employment and Innovation Area.

- **Clause 17.02-1L (Business – Greater Dandenong)** directs business and commercial activity by concentrating regionally significant retail, office and entertainment use in Central Dandenong, encouraging retail diversity, supporting office and residential uses where retail roles are declining, and promoting a complementary mix of land uses that strengthens activity centres without undermining their core commercial functions.
- **Clause 18.01-1S (Land Use and Transport)** aims to integrate land use and transport to facilitate access to opportunities, protect existing and future transport infrastructure, plan for changing transport demands, support urban development that enhances accessibility, and design transport systems that promote active living and sustainability.
- **Clause 18.01-1L (Land Use and Transport Integration – Greater Dandenong)** promotes higher-density and mixed-use development near activity centres and public transport, supports land provision for future stations on the Cranbourne railway line in Dandenong South, and seeks to minimise land uses that generate heavy freight traffic near residential areas.
- **Clause 18.01-3R (Sustainable and safe transport – Metropolitan Melbourne)** aims to improve local travel options for walking and cycling to support 20-minute neighbourhoods, while reducing private vehicle reliance.
- **Clause 18.02-2S (Cycling)** seeks to increase the proportion of trips made by cycling by planning and delivering a safe, low-stress and well-connected bicycle network.
- **Clause 19.03-3L – Stormwater management (Water Sensitive Urban Design)** requires a permit application to be accompanied by a WSUD Response.

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Planning Zone

Comprehensive Development Zone – Schedule 2 (CDZ2)

The site is located in the Comprehensive Development Zone – Schedule 2 (CDZ2).

The purpose(s) of the CDZ2 are as follows:

- To use and develop the land in accordance with the following Precinct objectives.

The site is in Precinct E. The Precinct E objectives are as follows:

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

Pursuant to the CDZ2:

- A permit is required to the use the land for a retail premises use.
- A permit is required to construct a building or construct or carry out works.

Planning Overlays

There are no planning overlays that apply to the site.

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General and Particular Provisions

Clause 52.06 – Car Parking

Clause 52.06 seeks to ensure sufficient carparking is provided for a new use. In addition, it seeks that appropriate access and parking areas are appropriately designed to enable safe and efficient traffic movements within and around the site.

Clause 52.06 sets out that a permit is required to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06.

Refer to the Traffic Impact Assessment prepared by Traffix Group for further details.

Clause 52.34 – Bicycle Facilities

Clause 52.34 seeks to encourage cycling as a mode of transport to provide secure and accessible bicycle parking spaces and facilities. Table 1 of Clause 52.34 sets the bicycle space requirements for various land uses. A permit is required to vary, reduce or waive any requirements of Clause 52.34.

Refer to the Traffic Impact Assessment prepared by Traffix Group for further details.

Clause 53.18 – Stormwater Management in Urban Development

Clause 53.18 sets out that buildings and works must be accompanied by details of the proposed stormwater management system, including drainage works and retention, detention, and discharges of stormwater to the drainage system.

Clause 58 – Apartment Developments

Clause 58 applies mandatory objectives and discretionary standards to apartment developments in the Comprehensive Development Zone – Schedule 2 (CDZ2).

This clause includes standards and objectives to be met in relation to:

- Urban context
- Site layout
- Amenity impacts
- On-site amenity and facilities
- Detailed design
- Internal amenity

A development must meet all objectives of this clause and should meet all of the standards of this clause.

Clause 65 – Decision Guidelines

The responsible authority must consider the decision guidelines of Clause 65 when considering a planning permit application.

Strategic documents

Draft Dandenong Station train and tram zone (February 2026)

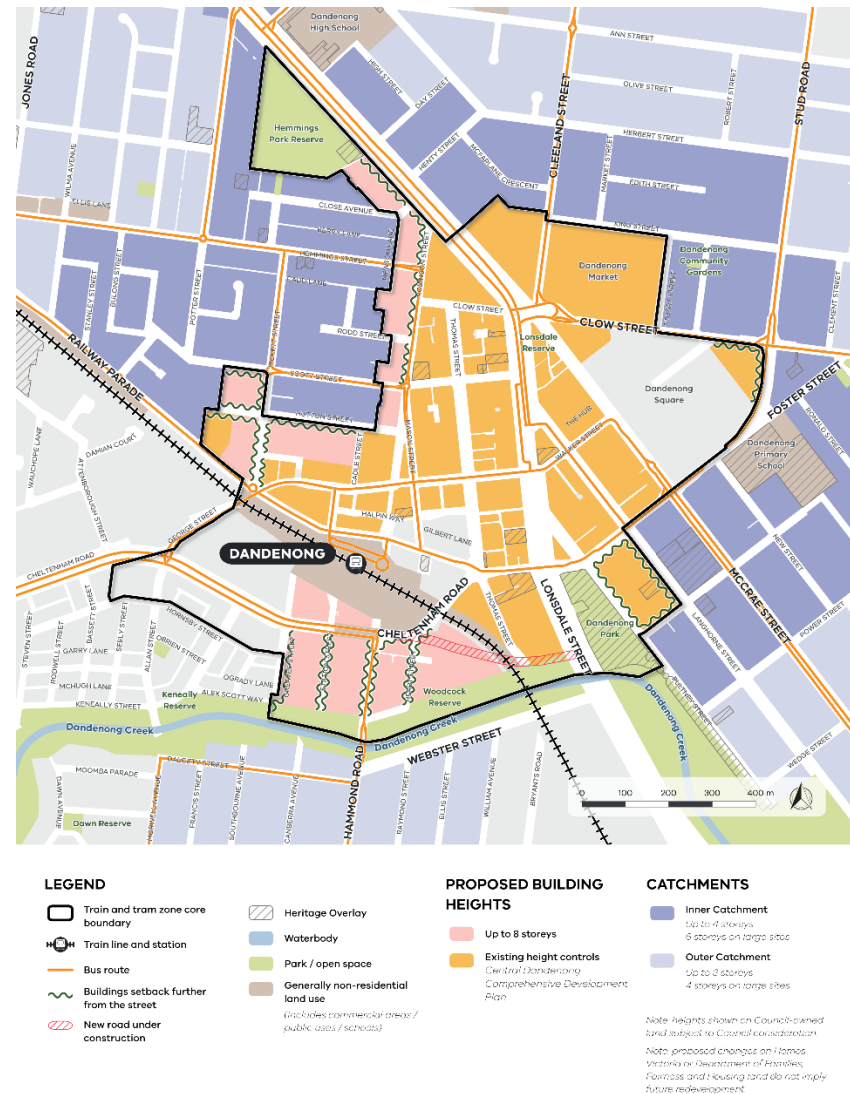
Released in 2023, Victoria’s Housing Statement, ‘The Decade Ahead 2024–2034’ outlined five key focus areas to address housing supply and affordability across the state. One of these focus areas is increasing housing choice in activity centres, with the goal of delivering over 300,000 new homes by 2051 in and around key public transport nodes.

The ACP initiative has been formalised as a key component of the Plan for Victoria (2025), which sets housing targets for every municipality. Within this framework, the City of Greater Dandenong is identified as part of Outer Melbourne and includes four activity centres. Collectively, these centres are expected to contribute to the delivery of 52,500 new homes.

The ACP process involves preparing ACPs that introduce specific planning controls – including building heights, setbacks, and built form requirements –

to guide growth and provide greater certainty for both developers and the community, while supporting investment in infrastructure and public spaces.

Figure 20 Draft Dandenong train and tram zone



Source: DTP, 2026

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The Dandenong train and tram zone identifies the following:

- Central Dandenong controls to remain based on the CDZ2
- Heights up to 8 storeys applied to residential areas west of Robinson Street.

While the draft train and tram zone provisions do not directly affect the site when compared to the existing controls, it seeks to raise the scale of buildings outside Central Dandenong to a height of 8 storeys.

Central Dandenong Comprehensive Development Plan (City of Greater Dandenong, July 2025)

This Comprehensive Development Plan (CDP) establishes the vision, objectives and guiding principles for land use and development within the Dandenong MAC. The CDP is an incorporated document within the Greater Dandenong Planning Scheme. The subject site is located within Precinct E.

The overarching objectives of the CDP include:

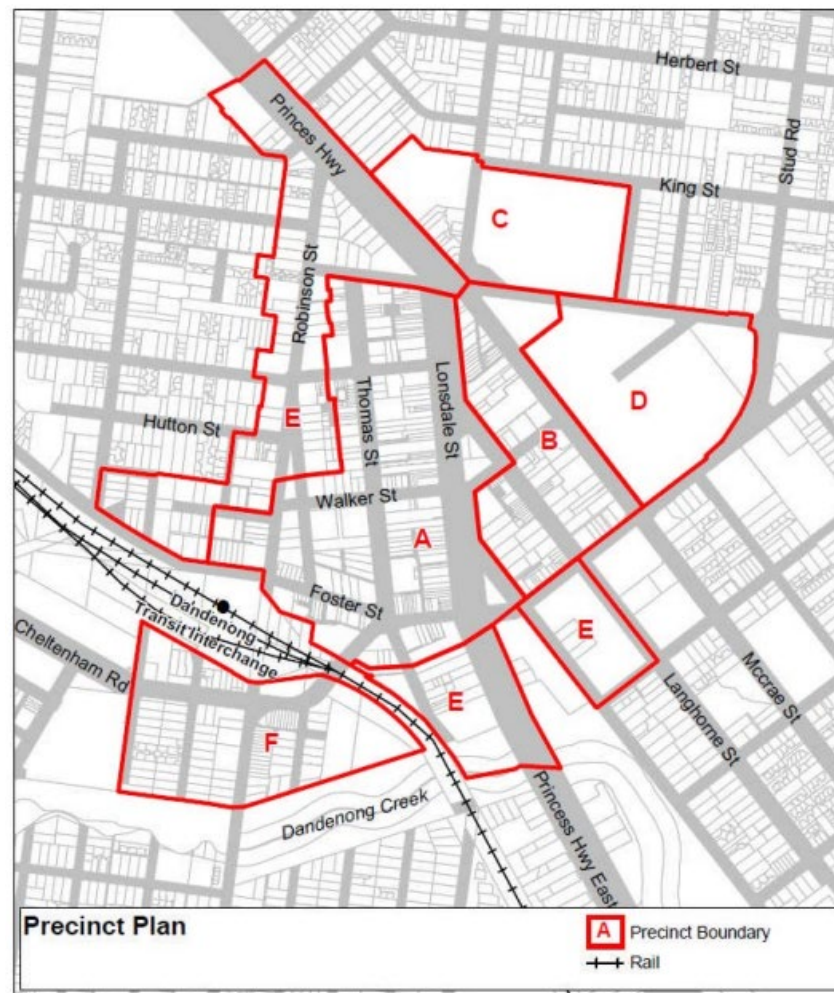
- *To provide for the revitalisation of Central Dandenong.*
- *To set minimum thresholds for development within the activity centre in order to achieve increased residential and commercial density goals.*
- *To increase residential population in Central Dandenong by encouraging development of higher 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.*
- *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.*

Precinct E is located on the edge of the Dandenong MAC and plays an important role in strengthening the existing commercial base.

The precinct supports:

- A mix of business and employment uses at ground and lower levels
- Higher density office and residential development above ground floor level.

Figure 21 Comprehensive Development Plan (Precinct Plan)



Source: City of Greater Dandenong, 2026

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Appendix B

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CDZ2 Assessment

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B.2 Central Dandenong Assessment

The proposal is consistent with the objectives and design requirements of the Comprehensive Development Zone – Schedule 2 (CDZ2) as outlined in the table below.

Table 9 DDO objectives response

OBJECTIVE	RESPONSE
To create a mix of business and employment uses such as offices and service industry at ground and lower levels.	The proposal provides an activated ground-level retail tenancy of square metres, contributing to employment generation and reinforcing the commercial character of Central Dandenong. The consolidation of non-residential uses, including retail, servicing and access functions, within the podium supports the role of the site in building upon the existing commercial base of the precinct.
To encourage higher density residential and office development above the ground floor level.	Above the ground-level commercial use, the development delivers 13 levels of residential accommodation comprising 78 apartments. The podium-and-tower typology clearly separates commercial and residential functions while achieving a higher-density housing outcome appropriate for a MAC location.
To encourage the location of tertiary and other compatible learning and educational facilities.	While the proposal does not specifically include tertiary or educational facilities, its mixed-use form, efficient floorplates and location within Central Dandenong support the broader integration of compatible learning and service-based uses within the precinct. The development contributes to the critical mass of residents and activity that underpins demand for such facilities.
To encourage a wider variety of retail and other uses within a 400 metre radius of the	The inclusion of ground-level retail within cycling distance of the Dandenong Transit Interchange contributes to a more diverse mix of uses in the immediate area. This supports

Dandenong Transit Interchange.

walkability and cyclability, enhances daily convenience for residents and workers, and reinforces the role of Central Dandenong as a vibrant, mixed-use activity centre.

Table 10 Clause 11.03-1L requirements response

OBJECTIVE / STRATEGY	RESPONSE
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.	<p>The proposal contributes directly to the revitalisation of Central Dandenong through the delivery of a mixed-use development that consolidates residential and retail uses within a compact, high-density built form.</p> <p>The inclusion of ground-level retail supports local employment and street-level activity, while the delivery of 78 new dwellings introduces a critical mass of residents to support surrounding commercial, hospitality and service uses.</p> <p>The podium-and-tower form reinforces the mixed-use character envisaged for Central Dandenong and supports ongoing regeneration of the activity centre.</p>
Strategies – General	
Promote activity and vitality in the public realm.	The proposal promotes activity and vitality through an activated ground floor incorporating a retail tenancy, a clearly defined residential entry and integrated landscaping along the Clow Street frontage. The zero-setback podium establishes a strong street wall condition, reinforcing pedestrian enclosure and encouraging interaction with the public realm.
Improve the form and function of Central	A high-quality podium-and-tower typology is adopted, with a podium providing a robust urban

Dandenong through high quality and innovative built form and urban design responses.

base and a setback residential tower above. Articulation, strategic recesses, varied materials and landscaping are used to reduce perceived bulk and create visual interest, contributing positively to the evolving urban form of Central Dandenong.

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.

The proposal facilitates residential growth within Central Dandenong by delivering 78 apartments across 13 residential levels. The balanced mix of 39 one-bedroom and 39 two-bedroom dwellings provides housing options suited to a range of household types, including singles, couples and smaller households. The high-density apartment format supports efficient land use while maintaining high levels of internal amenity and accessibility.

Strategies – Residential

Encourage development of higher density housing, incorporating design measures to minimise adverse off-site impacts from non-residential uses.

The proposal delivers higher-density housing in a form that manages amenity impacts through upper-level setbacks, façade articulation and the separation of residential uses above a non-residential podium. This approach ensures residential amenity is protected while accommodating mixed-use activity at ground level.

Encourage greater diversity in housing types.

While the apartment mix is consistent, the equal distribution of one- and two-bedroom dwellings provides a balanced housing offer that responds to identified demand within Central Dandenong. This mix contributes to housing diversity at a precinct

scale by complementing other housing types in the area.

The site is located within cycling distance of the Dandenong Transit Interchange and is well connected to the surrounding pedestrian network. A clearly defined residential entry and legible internal circulation provide safe and direct access between dwellings and nearby public transport facilities.

The proposal exceeds this expectation by delivering an 18-storey apartment building, appropriately located within the activity centre and designed with a podium-and-tower form to manage scale and amenity impacts.

By introducing 78 new dwellings, the proposal makes a meaningful contribution to increasing the resident population within Central Dandenong, supporting the viability of local businesses, services and community infrastructure.

The proposal supports this strategy by delivering a high-density residential outcome at the edge of Central Dandenong, providing a transition between the core activity centre and surrounding areas while maintaining appropriate built form controls and amenity outcomes.

Provide the most direct and safe access to public transport facilities from dwellings.

Encourage high density apartment developments of five storeys or more within Central Dandenong.

Accommodate an increase in resident population in Central Dandenong and its periphery.

Encourage high and medium density housing within the residential periphery to Central Dandenong.

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Appendix **C**

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Clause 58 Assessment

C.3 Clause 58 assessment

Clause 58 (BADS) Assessment

Objectives

Standard

Assessment



Compliance



Variation Required

Clause 58.02 – Urban Context

58.02-1 – Urban Context Standard D1

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.

The design response must be appropriate to the urban context and the site.

The proposed design must respect the existing or preferred urban context and respond to the features of the site.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

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The proposed design response is well-suited to the site context and surrounding urban environment.

For further discussion, refer to the town planning report prepared by Urbis Ltd, to be read in conjunction with the urban context report prepared by PLUS Studio and the Urban design statement prepared by LAT Studios, submitted as part of this application.

58.02-2 – Residential policy Standard D2

objectives

To ensure that residential development is provided in accordance with any policy for

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 Municipal Planning Strategy and the Planning Policy Framework.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

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.

The proposed mixed use development is appropriate to its location on a strategic site, capitalising on its proximity to established infrastructure, services, transport options, and open space.

Refer to Section Section 4 'Appropriateness of the Use' of this town planning report for a detailed assessment of how the proposal aligns with relevant State and local planning policy objectives relating to housing.

58.02-3 - Dwelling diversity Standard D3

objective

To encourage a range of dwelling sizes and types in developments of ten or more dwellings.

Developments of ten or more dwellings should provide a range of dwelling sizes and types, including dwellings with a different number of bedrooms.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The development delivers a clear and efficient range of dwelling options through a balanced mix of 78 apartments, comprising 39 one-bedroom and 39 two-bedroom dwellings. This mix responds to contemporary housing demand within Central Dandenong, particularly for smaller households, singles and couples seeking centrally located housing.

The consistent apartment typology supports buildability, internal amenity and efficient use of land, while

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contributing meaningfully to housing supply and diversity within the municipality.

58.02-4 - Infrastructure Standard D4 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.

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.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The subject site is located within an established urban area with access to all essential services and infrastructure.

The proposed dwellings will be appropriately serviced and connected to utilities, waste management, emergency access and building services to support long-term residential use.

58.02-5 - Integration with the street objective Standard D5

To integrate the layout of development with the street.

To support development that activates street frontage.

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.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The ground floor activates the public realm through a 98 square metre retail tenancy, a clearly defined residential entry and integrated landscaping along the Clow Street frontage. Service areas and building infrastructure are located

- 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.

to the rear and screened from the street, ensuring an active and legible pedestrian environment.

Vehicle access is consolidated to a single crossover at the south-eastern corner of the site, while pedestrian access is clearly separated and prioritised. Bicycle parking is provided within the podium, supporting sustainable transport outcomes.

Clause 58.03: Site Layout

58.03-1 Energy efficiency Standard D6 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.

Buildings should be:

- Oriented to make appropriate use of solar energy.
- Sited and designed to ensure that the energy efficiency of existing dwelling or small second 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.

Dwellings located in a climate zone identified in Table D1 should not exceed the maximum NatHERS annual cooling load specified in the following table.

Table D1 – Cooling Load



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The development has been designed to support good internal amenity outcomes through efficient apartment layouts, access to private balconies and a clear separation between podium and tower elements.

Thermal performance, energy efficiency and sustainability outcomes will be addressed through the Sustainable Management Plan prepared by WRAP,

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NatHERS climate zone	NatHERS maximum cooling load MJ/M ² per annum
Climate zone 21 Melbourne	30
Climate zone 22 East Sale	22
Climate zone 27 Mildura	69
Climate zone 60 Tullamarine	22
Climate zone 62 Moorabbin	21
Climate zone 63 Warrnambool	21
Climate zone 64 Cape Otway	19
Climate zone 66 Ballarat	23

which demonstrates compliance with relevant performance standards.

Refer to the Sustainable Management Plan (SMP) prepared by WRAP for further detail.

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.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The proposal, inclusive of 78 dwellings, is required to provide 225 square metres of communal open space, being 30 square metres plus 225 square metres (78 x 2.5 sqm).

The proposal provides 218 square metre through a rooftop communal open space for shared resident amenity in a high-density activity centre context.

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- 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 and existing second small dwellings.

Any area of communal outdoor open space should be landscaped and include canopy cover and trees.

The balance of 7 sqm is provided through the shared bicycle locker and storage rooms.

In addition, 904 square metres of private balconies and terraces are provided across all dwellings, including several dwellings with SPOS significantly exceeding minimum requirements.

All communal spaces are accessible, consolidated and located away from sensitive interfaces, supporting ease of management and residential amenity.

58.03-3 Solar access to communal outdoor open 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.

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.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The primary communal open space areas is located at the rooftop of the development and have been designed to optimise solar access, exceeding the requirement for a minimum of two hours of sunlight to at least 50 per cent of the area at the equinox.

58.03-4 Safety objective

Standard D9



Does the proposal meet the **objective**?

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To ensure the layout of development provides for the safety and security of residents and property.

Entrances to dwellings should not be obscured or isolated from the street and internal accessways.

Planting which creates unsafe spaces along streets and accessways should be avoided.

Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways.

Private spaces within developments should be protected from inappropriate use as public thoroughfares.



Does the proposal meet the **standard**?

The proposal ensures all dwellings are well-connected and not visually obscured or isolated. The design provides clear sightlines, adequate lighting, and passive surveillance of car park entrances and internal accessways.

58.03-5 Landscaping objectives

Standard D10

To provide landscaping that supports the existing or preferred urban context of the area and reduces the visual impact of buildings on the streetscape.

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.

To preserve existing canopy cover and support the provision of new canopy cover.

Development should:

- Provide the canopy cover and deep soil areas specified in Table D2. Existing trees can be used to meet the canopy cover requirements of Table D2.
- 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.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The proposed development provides a high-quality, integrated landscape outcome that significantly enhances the site's green infrastructure and contributes to the broader landscape character of the precinct.

Key features include:

- Deep soil zones at ground level to support canopy tree planting and improve permeability.
- Communal and private terraces with landscaping at podium and upper levels, contributing to vertical greening and residential amenity.

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- 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.
- Specify landscape themes, vegetation (location and species), irrigation systems, paving and lighting.

- A communal rooftop terrace to soften built form, screen services, and improve thermal performance.

Overall, the landscape outcome is considered acceptable given the site constraints and Dandenong MAC context.

Table D2 – Canopy Cover and Deep Soil Requirements

Site Area	Canopy Cover	Deep Soil
1000 sqm or less	5% of site area Include at least 1 Type A Tree	5% of site area or 12 sqm (whichever is the greater)
1001 – 1500 sqm	50 sqm plus 20% of site area above 1,000 sqm Include at least 1 Type B Tree	7.5% of site area

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1501 – 2500 sqm	150 sqm plus 20% of site area above 1,500 sqm Include at least 2 Type B trees or 1 Type C Tree	10% of site area
2500+ sqm	350 sqm plus 20% of site area above 2,500 sqm Include at least 2 Type B trees or 1 Type C Tree	15% of site area

Table D3 – Soil Requirements for Trees

Tree Type	Tree in deep soil – Area of deep soil	Tree in planter – Volume of planter soil	Depth of planter soil
A	12 sqm (min. plan dimension of 2.5 metres)	12 cubic metres (min. plan dimension of 2.5 metres)	0.8 metres
B	49 sqm (min. plan dimension of 4.5 metres)	28 cubic metres (min. plan dimension of 4.5 metres)	1 metre
C	121 sqm (min. plan dimension of 6.5 metres)	64 cubic metres (min. plan dimension of 6.5 metres)	1.5 metres

Note: Where multiple trees share the same section of soil the total required amount of soil can be reduced by 5% for every additional tree, up to a maximum reduction of 25%

Table D4 – Tree Type

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Tre e Typ e	Minimum canopy diameter maturity	Minimum height maturity
A	4 metres	6 metres
B	8 metres	8 metres
C	12 metres	12 metres

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.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The proposal presents a positive improvement to the public realm with respect to the on-site vehicle access and provision of car parking spaces within the above ground car park levels.

Refer to the Traffic Report prepared by Traffix Group for further details.

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.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The development incorporates secure, above ground car parking across four levels accessed via the southern

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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.

interface. No dwellings are to be impacted by car parking. The car parks will be conveniently accessible to the dwellings via private lift cores and staircases.

Refer to the Traffic Report prepared by Traffix Group for further details.

58.03-8 Integrated water and stormwater management objectives

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.

Standard D13

Buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use.

Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority.

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).
- Designed to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The proposed development provides for integrated water and stormwater management initiatives.

Refer to the Sustainable Management Plan and Stormwater Management Report prepared by Wrap for further details.

Clause 58.04 – Amenity Impacts

Standard D14



Does the proposal meet the **objective**?

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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 and existing small second dwellings.

To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents.

The built form of the development must respect the existing or preferred urban context and respond to the features of the site.

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 and existing small second 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.



Does the proposal meet the **standard**?

The upper levels provide a clear transition in building height above the podium, with the residential tower set back from the street wall to reduce perceived bulk and respond to the varying sensitivity of the surrounding interfaces.

A balanced application of building envelope controls and upper-level setbacks has been adopted, resulting in appropriate separation both within the site and to adjoining properties. Consistent upper-level setbacks are provided to the northern and eastern interfaces, while the southern interface to Clow Street incorporates a moderated setback that maintains a strong urban edge. Where setbacks are more uniform, façade articulation, material variation and balcony design are used to provide visual interest and break down the scale of the upper form.

The proposed development is consistent with the intent of the applicable built form controls within the CDZ2, which anticipates higher-density development outcomes within Central Dandenong. The building setbacks achieve the objectives of Standard D14 by

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responding to the urban context of the site, which can accommodate a taller, podium-and-tower residential form.

Refer to Section 4 'Built Form Considerations' of this Town Planning Report for further detail.

58.04-2 Internal views objective Standard D15

To limit views into the private open space and habitable room windows of dwellings within a development.

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.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The following internal view measures are provided within the proposed development:

- All apartments' windows subject to overlooking impacts are treated with a 4.5 metre setback to allow for equitable development and a shared 9 metre separation. In locations where a 4.5 metre setback is not provided, it is considered the adjoining site can incorporate a 6 metre setback due to the site scale.
- All communal terrace areas provided to each level of the residential floors will incorporate a screen to obscure internal sightlines to secluded private open spaces and habitable windows.

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Therefore, the overlooking impacts with respect to and internal views are completely mitigated and well-resolved within the proposed development.

58.04-3 Noise impacts Standard D16 objectives

To contain noise sources in developments that may affect existing dwellings or small second dwellings.

To protect residents from external and internal noise sources.

Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings or small second dwellings.

The layout of new dwellings and buildings should 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.

New dwellings should be designed and constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources.

Buildings within a noise influence area specified in Table D5 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.

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.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

Plant and equipment are centrally located on the roof of the buildings and are well separated from the bedrooms of proposed dwellings, including on any adjacent sites in future. There are no existing dwellings that could be affected by the development.

The site is located within a noise influence area, and the proposed acoustic treatments appropriately manage any noise impacts in accordance with Standard 58.04-3.

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Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.

Table D5 – Noise influence area

Noise Source	Noise Influence Area
Zone Interface	
Industry	300 metres from the Industrial 1, 2 and 3 zone boundary
Roads	
Freeways, tollways, and other roads carrying 40,000 Annual Average Daily Traffic Volume	300 metres from the nearest trafficable lane
Railways	
Railway servicing passengers in Victoria	80 metres from the centre of the nearest track
Railway servicing freight outside Metropolitan Melbourne	80 metres from the centre of the nearest track
Railway servicing freight in Metropolitan Melbourne	135 metres from the centre of the nearest track

58.04-4 Wind impacts objective Standard D17

To ensure the built form, design and layout of development does not generate unacceptable wind impacts within the site or on surrounding land.

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



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The proposal is considered to achieve comfortable and safe wind conditions across the site and within nearby public spaces.

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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.

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.

Table D6 – Wind Conditions

Unsafe	Comfortable
Annual maximum 3 second gust wind speed exceeding 20 metres per second with a probability of exceedance of 0.1% considering at least 16 wind direction.	Hourly mean wind speed or gust equivalent mean speed (3 second gust wind speed divided by 1.85), from all wind directions combined with probability of exceedance less than 20% of the time, equal to or less than: 3 metres per second for sitting areas, 4 metres per second for standing areas, 5 metres per second for walking areas.

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Clause 58.05: On-Site Amenity and Facilities

58.05-1 Accessibility objective

Standard D18



Does the proposal meet the **objective**?

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

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 D7.

Table D7 – Bathroom Design

	Design option A	Design option B
Door opening	A clear 850mm wide door opening.	A clear 820mm wide door opening located opposite the shower.
Door design	Either: A slide door, or A door that opens outwards, or A door that opens inwards that is clear of the circulation area and has readily removable hinges.	Either: A slide door, or A door that opens outwards, or A door that opens inwards and has readily removable hinges.
Circulation area	A clear circulation area that is: A minimum area of 1.2 metres by 1.2 metres. Located in front of the shower and the toilet. Clear of the toilet, basin, and the door swing.	A clear circulation area that is: A minimum width of 1 metre. The full length of the bathroom and a minimum length of 2.7 metres.



Does the proposal meet the **standard**?

50 per cent of the apartments provide accessible design features to ensure the dwellings meets the needs of people with limited mobility in accordance with Standard D18 of the Greater Dandenong Planning Scheme.

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	The circulation area for the toilet and shower can overlap.	Clear of the toilet and basin. The circulation area can include a shower area.
Path to circulation area	A clear path with a minimum width of 900mm from the door opening to the circulation area.	Not applicable.
Shower	A hobless (step-free) shower.	A hobless (step-free) shower that has a removable shower screen and is located on the furthest wall from the door opening.
Toilet	A toilet located in the corner of the room.	A toilet located closest to the door opening and clear of the circulation area.

58.05-2 Building entry and circulation objectives

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

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

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.

The layout and design of buildings should:

- Clearly distinguish entrances to residential and non-residential areas.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The proposal includes a clearly defined street-level residential entrance at Clow Street, providing a legible and secure point of access for residents.

The entrance is integrated with the ground-level layout and framed by

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

- 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:
 - Include at least one source of natural light and natural ventilation.
 - Avoid obstruction from building services.
 - Maintain clear sight lines.

landscaped areas, reinforcing its visibility and relationship to the public realm.

The residential entry incorporates a dedicated lobby designed to provide a safe and secure transition from the street into the building, with controlled access, clear sightlines and direct vertical circulation to the upper residential levels.

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.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

100 per cent of the apartments provide private open spaces in accordance with Standard D20 of the Greater Dandenong Planning Scheme.

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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.

Table D8 – Balcony Size

Orientation of dwelling	Dwelling Type	Minimum area	Minimum dimension
North (between north 20 degrees west to north 30 degrees east)	All	8 sqm	1.7m
South (between south 30 degrees west to south 30 degrees east)	All	8 sqm	1.2m
Any other orientation	Studio or 1 bedroom dwelling	8 sqm	1.8m
	2 bedroom dwelling	8 sqm	2m
	3 or more bedroom dwelling	12 sqm	2.4m

Table D9 – Additional Living Area or Bedroom Area

Dwelling Type	Additional area
Studio or 1 bedroom dwelling	8 sqm
2 bedroom dwelling	8 sqm
3 + bedroom dwelling	12 sqm

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58.05-4 Storage objective

To provide adequate storage facilities for each dwelling.

Standard D21

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.

Table D10 – Storage

Dwelling type	Total minimum storage	Minimum storage volume within the dwelling
Studio	8 cubic metres	5 cubic metres
1 bedroom dwelling	10 cubic metres	6 cubic metres
2 bedroom dwelling	14 cubic metres	9 cubic metres
3 or more bedroom dwelling	18 cubic metres	12 cubic metres



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

100 per cent of the apartments provide storage facilities in accordance with Standard D21 of the Greater Dandenong Planning Scheme.

Clause 58.06: Detailed Design

58.06-1 Common property objectives

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.

Common property, where provided, should be functional and capable of efficient management.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The proposed scheme clearly separates communal and private areas, with common property designed for functionality, ease of access, and efficient ongoing management.

58.06-2 Site services objectives

Standard D23

To ensure that site services are accessible and can be installed and maintained.

Development should provide adequate space (including easements where required) for site services to be installed and maintained efficiently and economically.

To ensure that site services and facilities are visually integrated into the building design or landscape.

Meters and utility services should be designed as an integrated component of the building or landscape.

Mailboxes and other site facilities should be adequate in size, durable, water-protected, located for convenient access and integrated into the overall design of the development.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The proposed scheme provides for site services and facilities that are easily accessible, maintainable, and capable of efficient installation. This ensures convenient access for Australia Post and other delivery services.

58.06-3 Waste and recycling objectives

Standard D24

To ensure dwellings are designed to encourage waste recycling.

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.

To ensure that waste and recycling facilities are accessible, adequate and attractive.

- Adequate facilities for bin washing. These areas should be adequately ventilated.

To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.

- 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.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The waste and recycling management facilities have been designed with careful guidance from a waste consultant and will be managed in accordance with the waste strategy.

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- 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.

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 better practice design options specified in Waste Management and Recycling in Multi-unit Developments (Sustainability Victoria, 2019).
- Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise and hazards associated with waste collection vehicle movements.

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.

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.

External wall design should facilitate safe and convenient access for maintenance.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

The proposal incorporates high quality and durable materials such as textured masonry, metal cladding, and glazing.

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To ensure external walls endure and retain their attractiveness.

Clause 58.07: Internal Amenity

58.07-1 Functional layout objective Standard D26

To ensure dwellings provide functional areas that meet the needs of residents.

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.

Living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table D12.

Table D11 – Bedroom Dimensions

Bedroom type	Minimum width	Minimum depth
Main bedroom	3 metres	3.4 metres
All other bedrooms	3 metres	3 metres

Table D12 – Living Area Dimensions

Dwelling type	Minimum width	Minimum area
Studio and 1 bedroom dwelling	3.3 metres	10 sqm
2 or more bedroom dwelling	3.6 metres	12 sqm



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

100 per cent of the apartments have been designed with bedroom and living area dimensions that comply with Standard D26 of the Greater Dandenong Planning Scheme.

Each apartment provides a size and layout that is conducive to high-quality living and will cater to various household preferences and needs.

58.07-2 Room depth objective

Standard D27



Does the proposal meet the **objective**?

To allow adequate daylight into single aspect habitable rooms.

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:

- 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.



Does the proposal meet the **standard**?

100 per cent of the apartments have been designed with room depths layouts that comply with Standard D27 of the Greater Dandenong Planning Scheme.

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.

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.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

100 percent of apartments have been designed with window layouts that comply with Standard D28 of the Greater Dandenong Planning Scheme.

58.07-4 Natural ventilation objectives

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.



Does the proposal meet the **objective**?



Does the proposal meet the **standard**?

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To encourage natural ventilation of dwellings.

To allow occupants to effectively manage natural ventilation of dwellings.

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.

The breeze path is measured between the ventilation openings on different orientations of the dwelling.

50 per cent of dwellings achieve effective cross ventilation in accordance with Standard D29 of the Greater Dandenong Planning Scheme, exceeding the 40 per cent minimum requirement by an additional 10 per cent.

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