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Traffic Engineering Assessment

Proposed Mixed Use Development

7-9 Clow Street, Dandenong

Prepared for
Clow St Pty Ltd

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G37778R-01B

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1. Introduction

Traffix Group has been engaged by Clow St Pty Ltd to undertake a traffic engineering assessment for the proposed mixed use development at 7-9 Clow Street, Dandenong.

2. Proposal

The proposal is for a residential development on the site as set out in the following table.

A copy of the development plans prepared by Plus Studio are attached at Appendix A.

Table 1: Development Summary

Characteristics	Description		
Uses	Size/No.	Car Parking	Notes
Dwellings:			Parking rates:
One-bedroom Apt.	39	17	0.44 spaces/dwelling
Two-bedroom Apt.	39	39	1 spaces/dwelling
Retail (Shop)	98m ²	0	None
Car Parking Provision		56 car spaces	A podium extending from Ground to Level 4, incorporating ground-level services/bicycle parking and car parking across the podium levels.
Bicycle Parking Provision		94 secure bicycle spaces	Provided via two-tiered units located at Ground Level
Other	Notes		
Vehicle Access	6.1m wide two-way crossover to Clow Street. Vehicle access is provided towards the site's eastern boundary to maximise off-set from intersection with Thomas Street opposite.		
Changes to on-street parking	No net change to on-street parking provision.		
Loading Provision	Loading demands to be accommodated on-street within suitable car parking areas.		

Characteristics	Description
Waste Collection	<p><u>Dwellings</u> Waste storage room for dwellings provided at Level 1. Collection undertaken on-site via private contractor at Level 1 using 6.4m Hino mini-waste truck.</p> <p><u>Commercial</u> Bin cupboard provided at ground level towards rear of commercial tenancy. Collection to be undertaken on-street via Council services or private contractor.</p>

3. Existing Conditions

3.1. Subject Site

The subject site is 7-9 Clow Street, Dandenong. The table below summarises the key characteristics of the subject site.

Table 2: Subject Site Description

Characteristic	Description
Address	7-9 Clow Street, Dandenong
Area	Approx. 764m ²
Frontages	Approx. 22m to Clow Street
Zoning	Comprehensive Development Zone - Schedule 2
Activity Centre	Dandenong Activity Centre
Principal Public Transport Network	The site is located within the PPTN
Car parking Requirement Map	Category 2
Current use of site	Vacant lot used as car parking
Car parking provision	Approx. 20 informal car spaces
Vehicle access	Approx. 5m wide crossover to Clow Street at the site's midblock

Characteristic	Description
On-street parking along site frontage	2 x 'No Stopping 4pm-6pm Mon-Fri & 1P Ticket 9am-4pm Mon-Fri 9am-1pm Sat' spaces to Clow Street

An aerial photograph of the subject site and its surrounds is presented at Figure 2. A planning scheme zoning map is provided at Figure 3.

Land use in the vicinity of the site is generally commercial. Significant land uses in the nearby area include:

- **Coles Dandenong**, located 200m north-east of the site,
- **Dandenong Market**, located 250m north-east of the site, and
- **Dandenong Plaza**, located 450m south-east of the site.

The site is located with the **Dandenong Activity Centre** which includes a variety of community facilities and everyday uses within walking distance of the site.

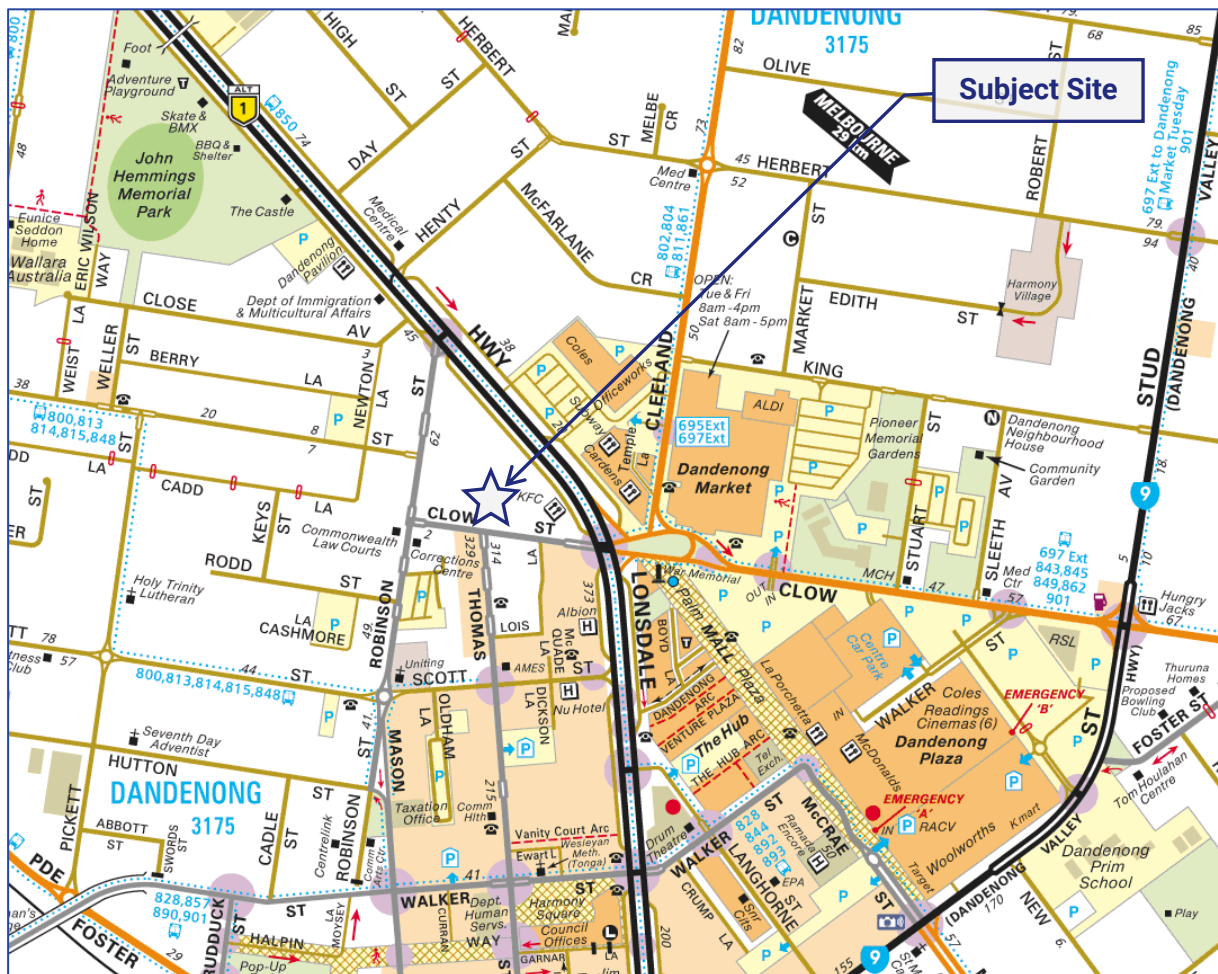


Figure 1: Locality Plan (Source: Melways Publishing Pty Ltd)



Figure 2: Aerial Photograph (Source: metromap.com)

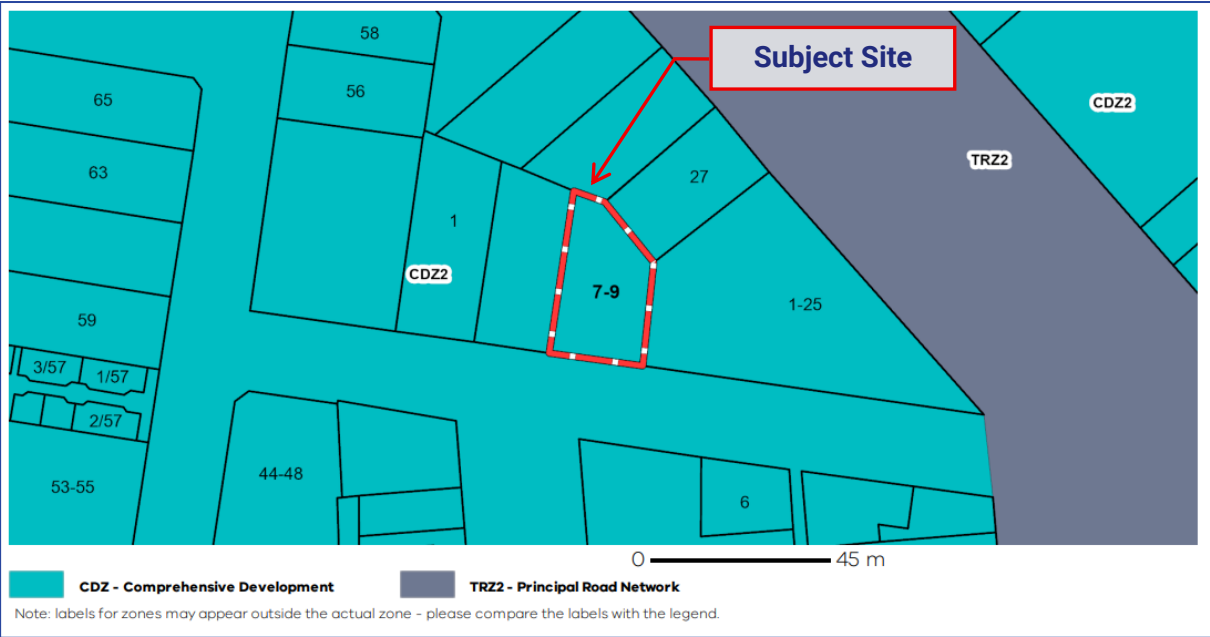


Figure 3: Land Use Zoning Map (Source: mapshare.vic.gov.au)

3.2. Road Network

Clow Street is a Council-managed road and listed as an 'Unclassified Arterial (Urban)' under Greater Dandenong's Register of Public Roads. Clow Street includes an approximately 12m wide undivided carriageway in the vicinity of the site which accommodates a single through lane in each direction and kerbside parking on both sides.

Kerbside parking on Clow Street is subject to short-term (1P) ticketed restrictions (see parking inventory for further details).

A posted speed limit of 40km/h applies along Clow Street in the vicinity of the site.

Photographs of Clow Street are provided in the following figures.



Figure 4: Clow Street – view east



Figure 5: Clow Street – view west

3.3. Alternate Transport Modes

The site has excellent access to a public transport services, namely Dandenong Station and the associated bus interchange.

Figure 6 and Figure 7 detail the extensive public transport routes within the vicinity of the site.

The available services provide connections to extensive areas across the City of Dandenong and adjacent municipalities.

Dandenong Station provide connections to the wider metropolitan railway network in addition to some V/Line services.

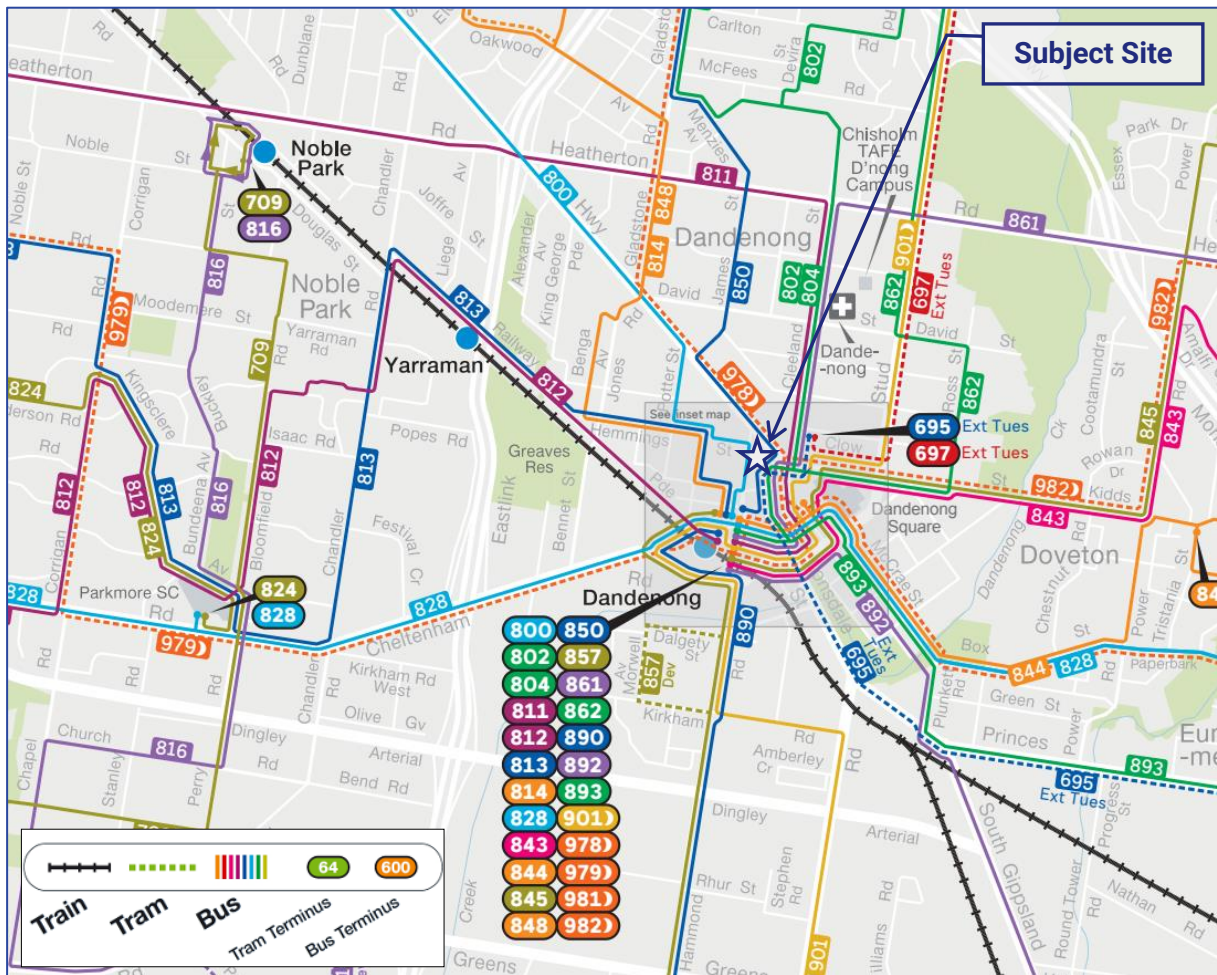


Figure 6: Public Transport Map Greater Dandenong (Source: ptv.vic.gov.au)

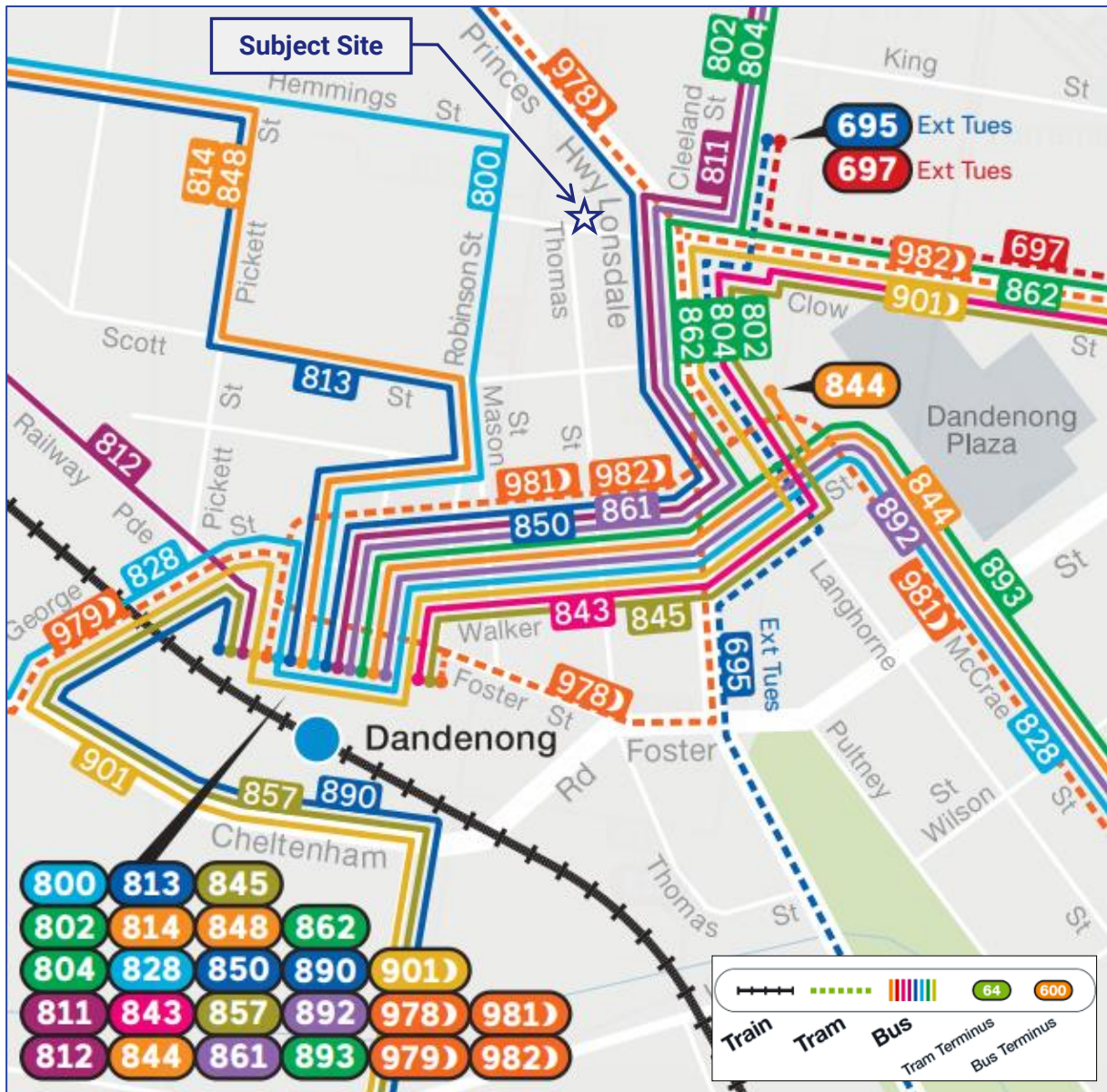


Figure 7: Public Transport Map Dandenong Central (Source: ptv.vic.gov.au)

3.3.1. Bicycle Network

The City of Greater Dandenong is well serviced by the bicycle infrastructure, with on-road and off-road bicycle paths.

On-road bicycle lanes are provided along Lonsdale Street and Foster Parade. An off-street path is provided within the Dandenong Creek corridor.

These bicycle routes are shown in the excerpt from the City of Greater Dandenong Travel Smart map and the Bicycle Infrastructure Network map at Figure 8 and Figure 9 respectively. Figure 10 indicates the areas that are within a 20-minute bicycle ride of the site.

Greater Dandenong City Council supports 'car sharing' schemes by allocating on-street spaces throughout the municipality for the purposes of accommodating 'car share' cars.

The nearest car share pods are located along Princes Highway, approximately 100m north-east of the site, as detailed in Figure 8.

Car sharing schemes offer an alternative to private vehicle ownership for residents.

Car sharing schemes also provide an alternative to work-based trips for staff and actively encourage the use of alternate transport modes. The use of a non-private car for these trips allows staff to avoid driving their own car to work during the commuter peak hours, because they do not need it for business trips during the day.

The existing 'car share' scheme in this area provide a safety net (and fill a mobility gap) by providing convenient access to a car to cater for the limited number of times that staff and residents may require a car. This car access is both convenient and cost-effective as they can hire the car on an hourly or daily basis.

Traffic Engineering Assessment

7-9 Clow Street, Dandenong

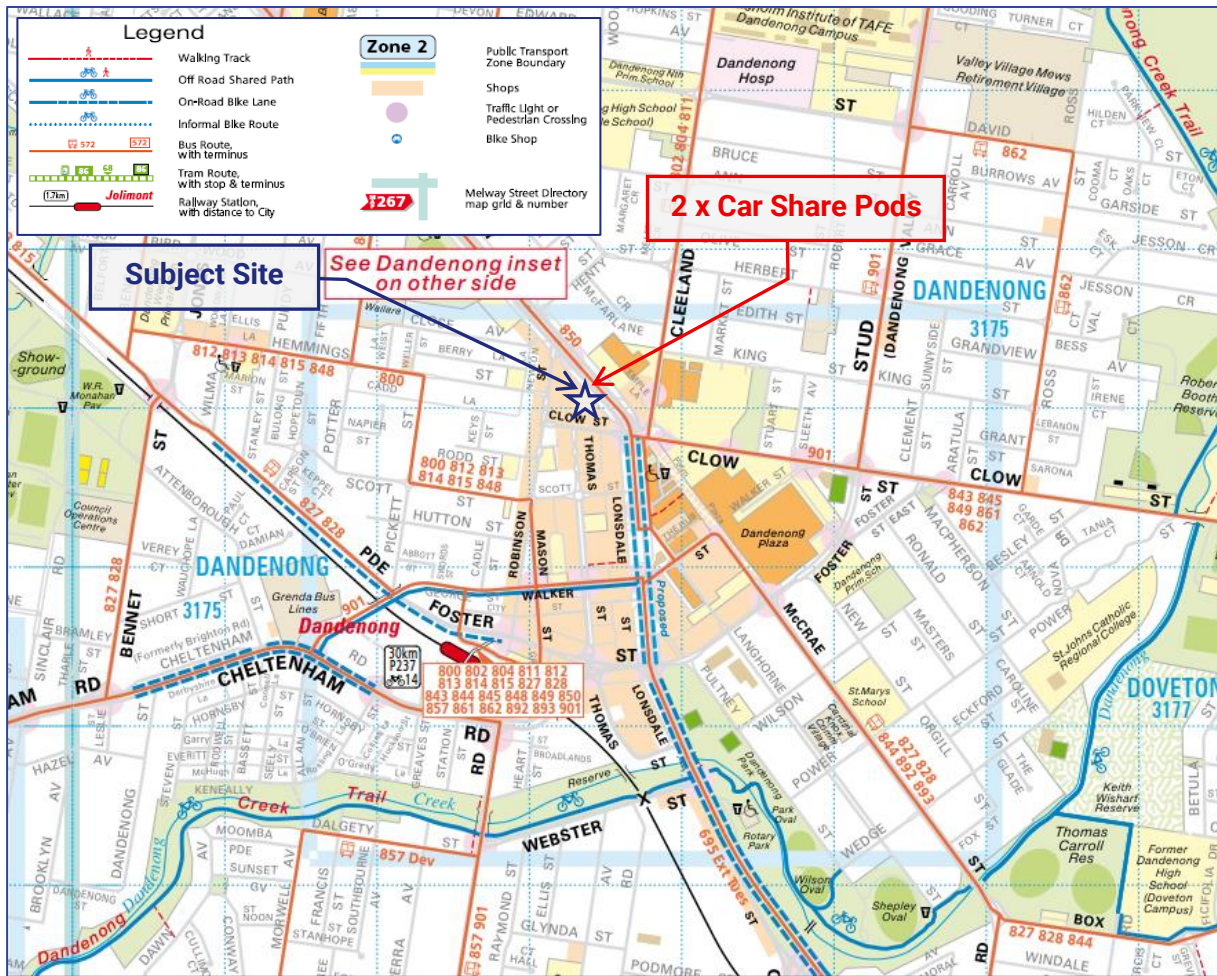


Figure 8: TravelSmart Map (Source: City of Greater Dandenong)

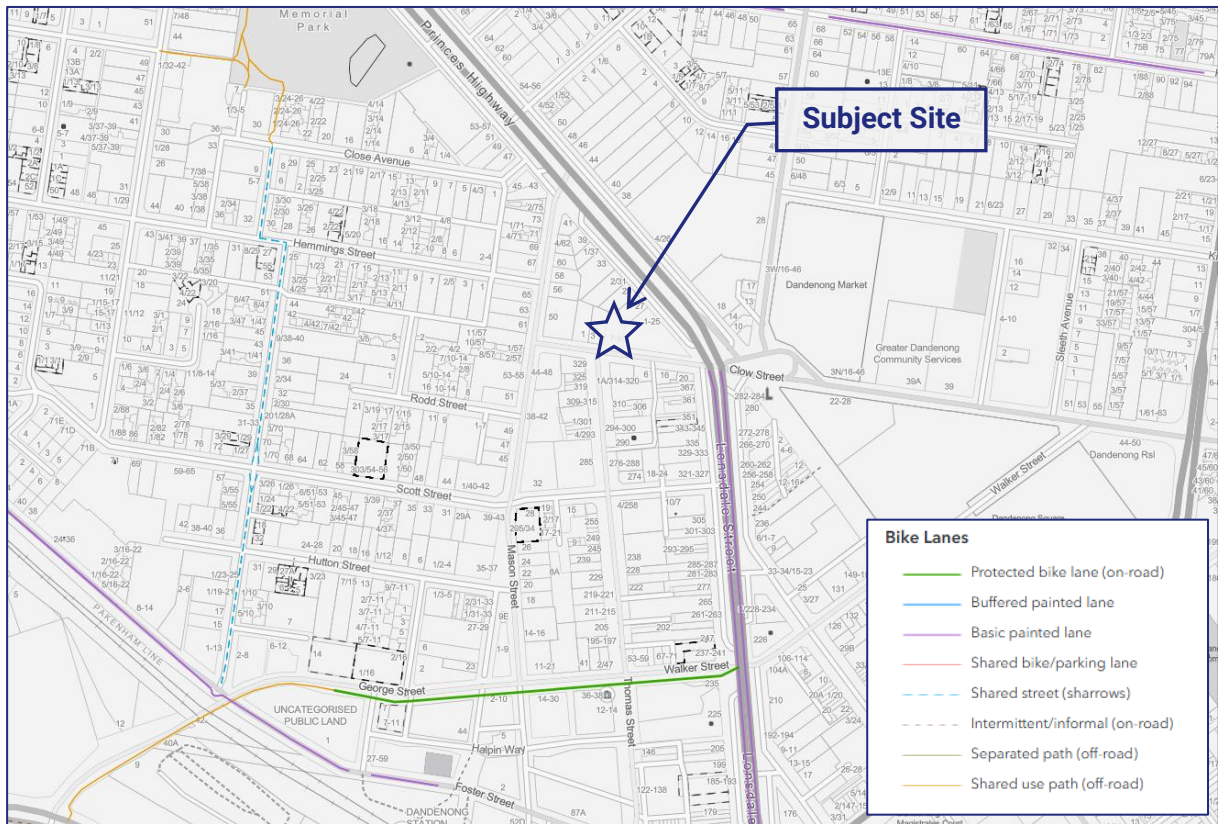


Figure 9: Bicycle Infrastructure Network (Source: Transport Victoria)

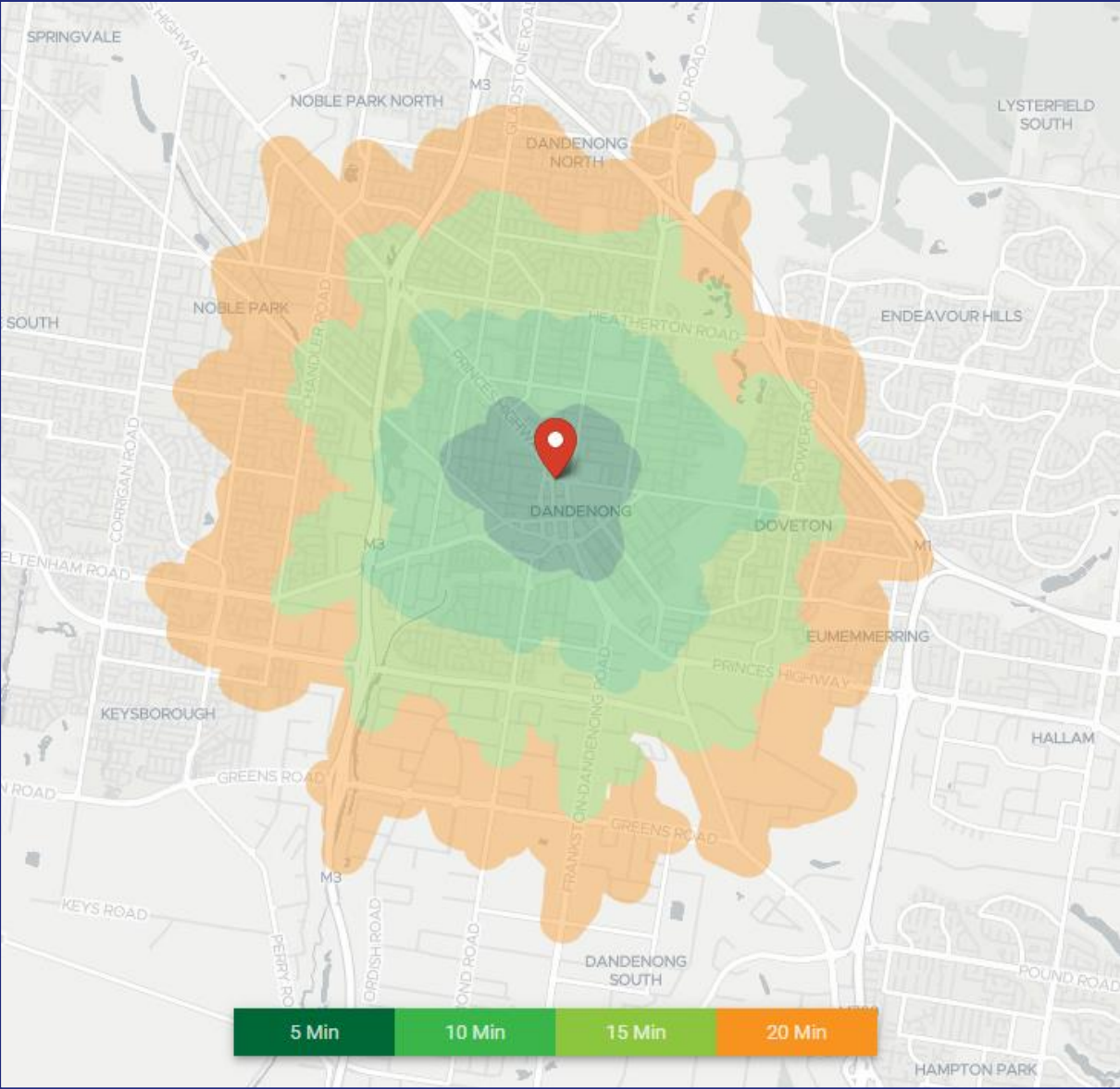


Figure 10: Map of 20-minute Cycling Distance (Source: Targomo.com)

3.3.1. Walking

The site is located within the Dandenong Activity Centre which includes a variety of everyday uses and community facilities. This arrangement reduces the dependence on vehicular travel within this area.

Figure 11 below indicates the area that is within a 20-minute walk of the site.

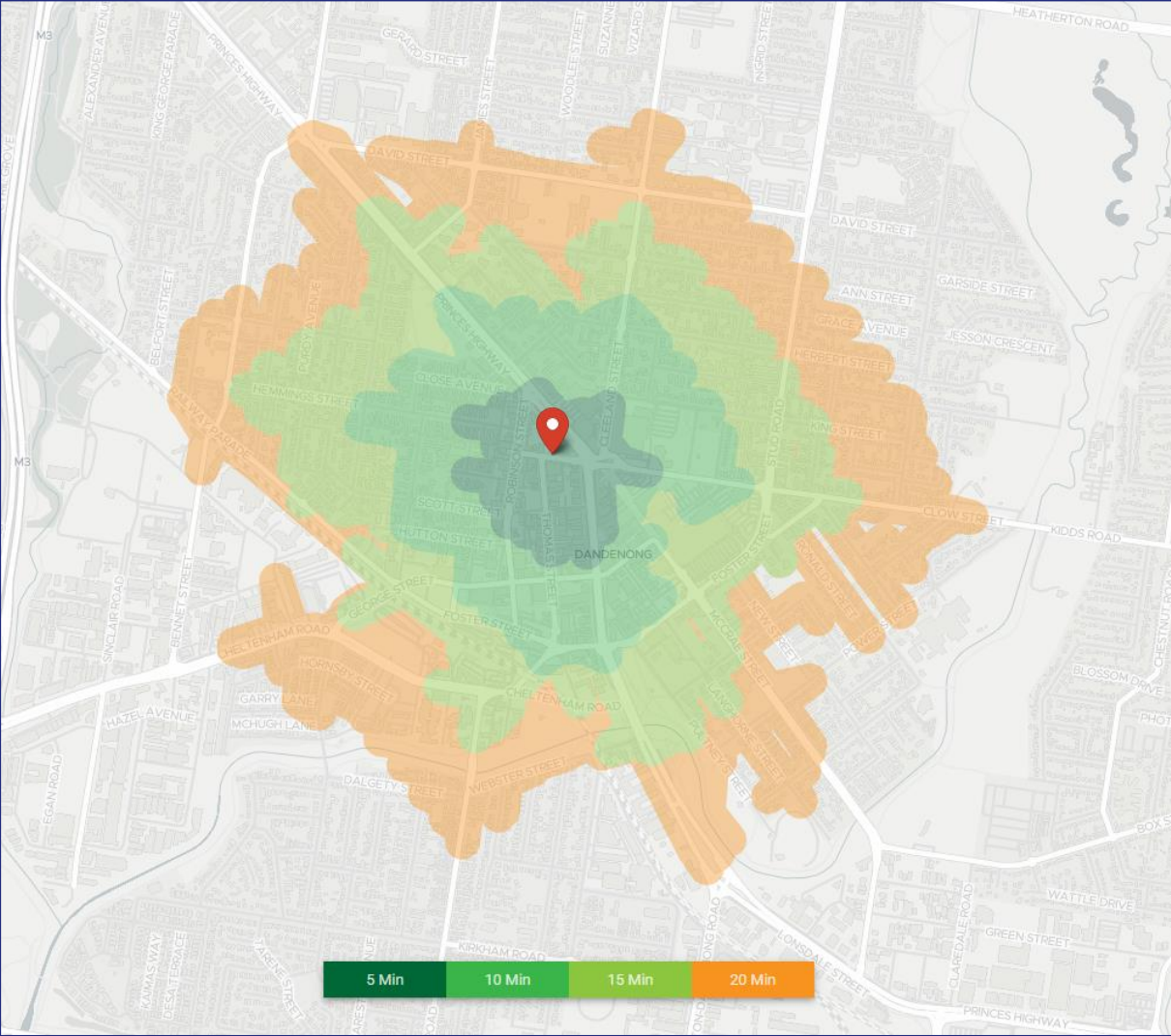


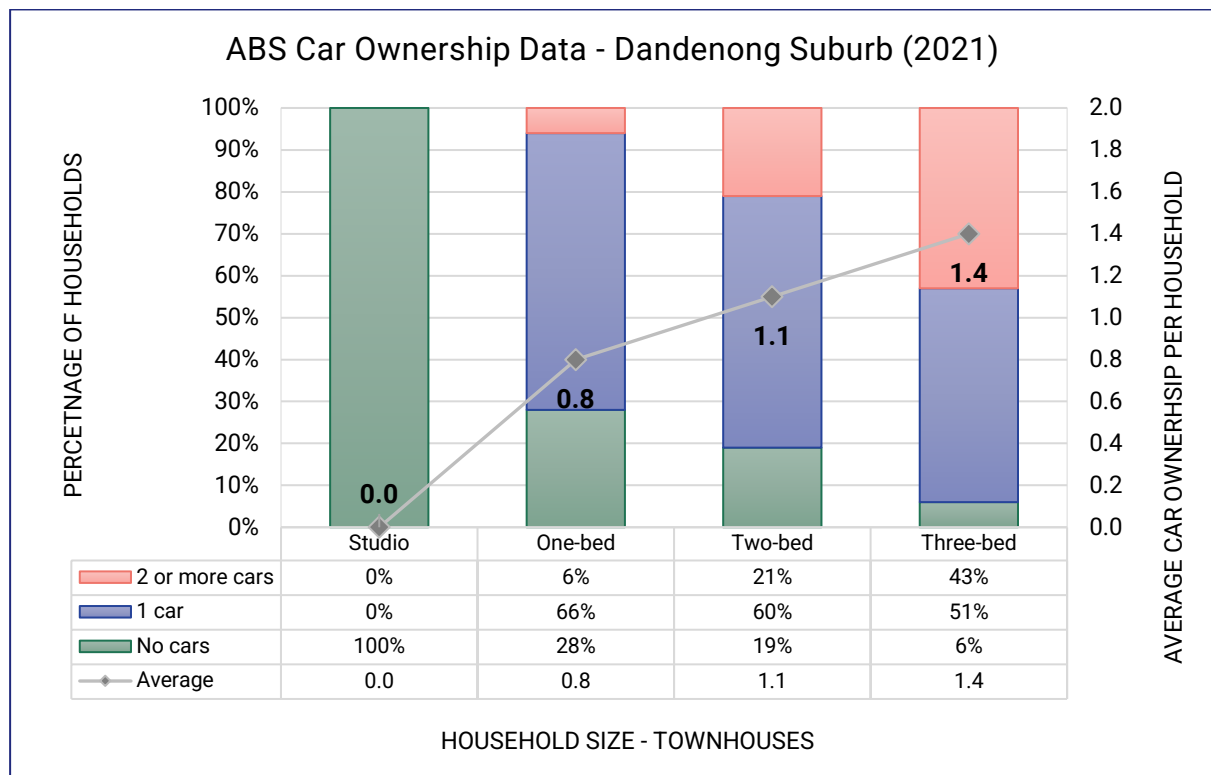
Figure 11: Map of 20-minute Walking Distance (Source: Targomo.com)

3.3.2. Travel Characteristics

A review of car ownership statistics for ‘flats units and apartments’ within the suburb of Dandenong highlights the following average car ownership statistics. There was no data for the studio apartments

This data was recorded by the Australian Bureau of Statistics (ABS) in the 2021 Census and is presented in the following table.

Table 3: ABS Car Ownership Data (Source: 2021 Census)



3.4. Car Parking Conditions

Traffix Group completed an inventory of on-street parking during the site inspection on Monday 6th April, 2026 at 12:00pm.

The purpose of the inventory was to ascertain the supply and management of car parking in the area, not to assess the demand for car parking.

The detailed parking inventory is presented at Appendix B.

The inventory area is presented in the figure below.

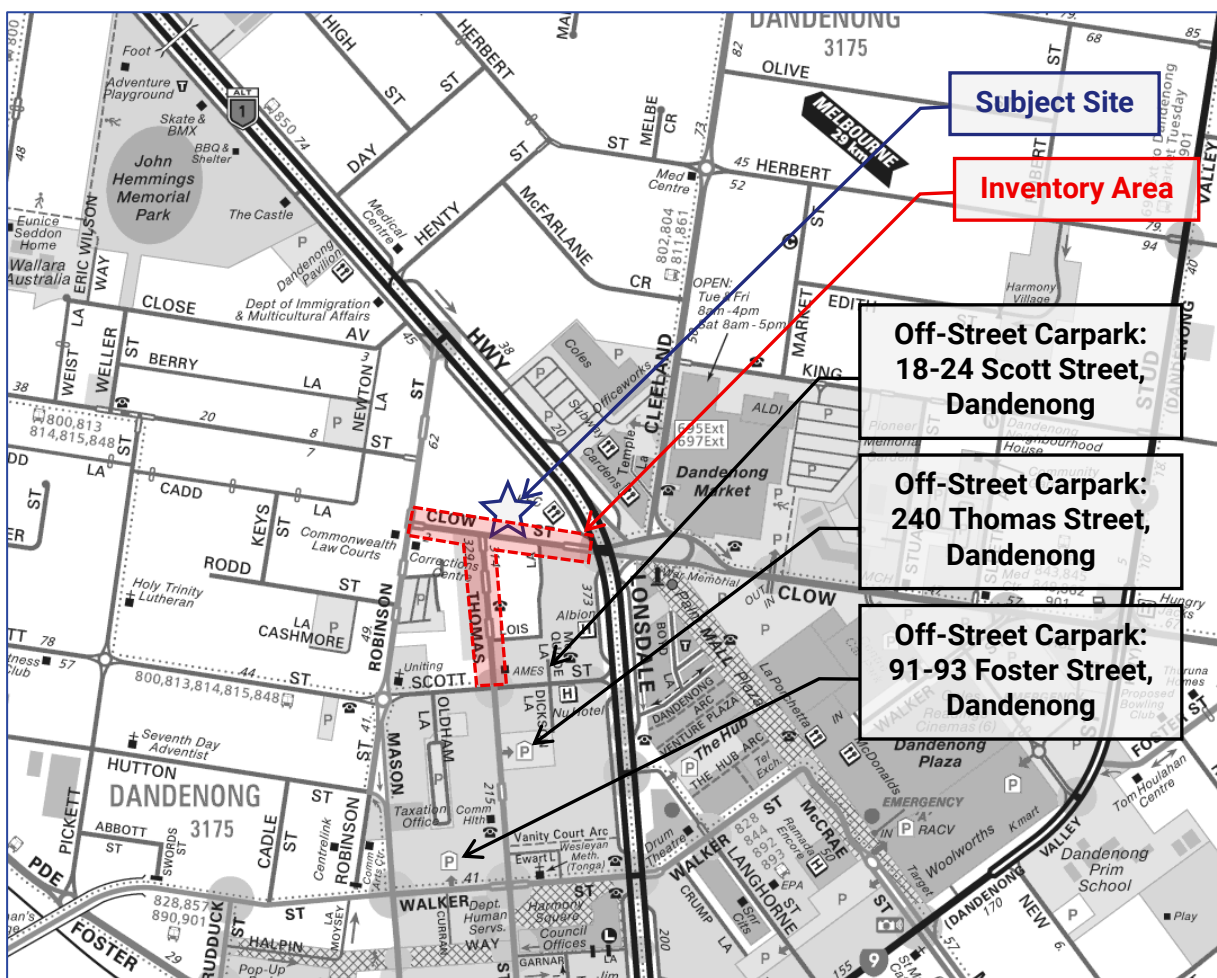


Figure 12: Parking Inventory (Source: Melway)

The key findings of the inventory were:

- There are 87 on-street car spaces available for use by the general public within approximately 200m of the subject site.
- Car parking was generally subject to short term (1P and 2P) restrictions.
- Clow Street Day includes 2 on-street Loading Bays.

Further to the above, there are a number of commercial off-street car parks in the vicinity of the site, including:

- 18-24 Scott Street, Dandenong (Secure Park),
- 240 Thomas Street, Dandenong (Secure Park), and
- 91-93 Foster Street, Dandenong (Care Park).

4. Traffic Engineering Assessment

4.1. Statutory Car Parking Assessment

The proposed development falls under the land-use category of 'dwelling' and 'shop' under Clause 73.03 of the Planning Scheme.

The Planning Scheme sets out the parking requirements for new developments under Clause 52.06. The purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

The statutory parking requirements are set out at Clause 52.06-5 of the Planning Scheme. Clause 52.06-5 states:

Table 1 of this clause sets out the minimum and maximum car parking requirements that apply to a use specified in the table based on the land category identified in the Car Parking Requirement Maps (Department of Transport and Planning, 2025) (CPR maps).

The site is located in Category 2 of the CPR maps system.

Clause 52.06-5 states:

The car parking requirement specified for a use specified in Table 1 does not apply if:

- *a car parking requirement for the use is specified under another provision of the planning scheme; or*
- *a schedule to the Parking Overlay specifies the number of car parking spaces required for the use*

Car parking requirements are detailed within the Comprehensive Development Zone – Schedule 2 (CDZ2) that applies to the site.

The statutory car parking assessment of the development is set out in Table 5 below.

Table 4: Statutory Car Parking Assessment – CDZ2

Use	Size / No.	Statutory Parking Rate (CDZ2)	Parking Requirement ⁽¹⁾	Parking Provision	Shortfall / Surplus
One-bedroom apartments	39	1 space to each dwelling	39	17	-22
Two-bedroom apartments	39	1 space to each dwelling	39	39	0
Visitor Parking	78	1 space to every 5 apartments	15	0	-15
Shop	98m ²	4 spaces to each 100m ² of leasable floor area	3	0	-3
TOTAL			96	56	-40
Notes:					
1. Clause 52.06-5 specifies that where a car parking calculation results in a requirement that is not a whole number, then number of spaces should be rounded down to the nearest whole number.					

The statutory car parking requirement for the proposed development is 96 car spaces.

The provision of 56 car parking spaces results in a shortfall of 40 car spaces including 3 spaces associated with the shop tenancy and 22 spaces associated with resident parking and 15 spaces associated with residential visitors.

Accordingly, a car parking reduction is required against the default rates at Clause 37.02 – Schedule 2.

4.1.2. Reducing the Requirement for Car Parking

At Section 5.0 of Clause 37.02 – Schedule 2, reductions in the provision of car parking are permitted with the following guidance provided:

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

Decision guidelines are provided at Section 9.0 of Clause 37.02 – Schedule 2, and include the following traffic engineering related matters:

The effect of traffic to be generated on roads.

Opportunities to maximise densities and opportunities to live near public transport and support walkable neighbourhoods.

The proposed development will accord with these guidelines noting that:

- The level of traffic generated by the development is reduced as a result of the provision of 22 one-bedroom dwellings without car parking. These dwellings would utilise alternative transport for various trips.
- The site maximises density and provides dwellings with excellent opportunity to live near public transport services and supports walkability within the Dandenong Activity Centre.

Further to the above, we have given consideration to the decision guidelines that apply under Clause 52.06. Planning Practice Note 22 (December, 2025) specifies that any variation from the car parking requirement draw a distinction between the assessment of likely demand for car parking spaces (the Car Parking Demand Assessment), and whether it is appropriate to allow the supply of greater/fewer spaces than assessed by the Car Parking Demand Assessment. These are two separate considerations, one technical while the other is more strategic. Different factors are taken into account in each consideration.

Accordingly, the applicant must satisfy the responsible authority that the provision of car parking is appropriate on the basis of a two-step process, which has regard to:

- *the likely demand for car parking spaces (technical).*
- *whether it is appropriate to allow the provision of fewer spaces (strategic).*

An assessment of the 'likely demand for car parking spaces' is outlined below.

4.1.3. Car Parking Demand Assessment

Dwellings

It is recognised that car ownership is influenced by a number of factors and that many households do not own a car for a range of reasons. While the reasons may vary from household to household, they are likely to include one or more of the following:

- environmental concerns – some residents may actively minimise their car usage for environmental reasons, preferring to use more sustainable transport modes to meet their daily travel needs.
- affordability issues – some residents may not be able to afford to own, insure, register and maintain a car, or may not travel sufficient distances over the year to make car ownership worthwhile,
- public transport and service access – residents may live within close proximity to daily services such as shops, banks, activity centres etc, and can conveniently access these by public transport or via non car-based modes (walking, cycling, etc),
- public transport and employment/study access – residents may have convenient access (via public transport, bicycle, or walking) to their place of work, study, recreation, etc, and
- disability or unlicensed – some residents may be unable to drive due to disability, age or being unlicensed, and therefore are more reliant on alternative transport modes.

Car parking for the dwellings is provided at an overall rate of 0.72 car spaces per dwelling (56 car spaces for 78 dwellings). The allocation of car parking will result in 22 x one-bedroom

apartments provided with no car parking and 39 two-bedroom apartments with a single car space.

A review of car ownership statistics for 1 bedroom and 2 bedroom 'Flat/Unit/Apartment in one or more storey block' a within the suburb of Dandenong and the Greater Dandenong LGA highlights the following average car ownership statistics.

This data was recorded by the Australian Bureau of Statistics (ABS) in the 2021 Census and is presented in the following table. The proposed car parking rate is also included for comparison.

Table 5: Car Ownership data - 2021 Census Australian Bureau of Statistics

Type of Dwelling	Number of Cars	Dandenong Suburb	Greater Dandenong LGA	Proposed Parking rate
1 bedroom Flat/Unit/Apartment in one or more storey block	Average no. of cars per dwelling	0.8	0.8	0.44
	0 cars	28%	33%	56%
	1 car	66%	59%	44%
	2 or more cars	6%	8%	-
2 bedroom Flat/Unit/Apartment in one or more storey block	Average no. of cars per dwelling	1.1	1.1	1.0
	0 cars	19%	16%	0%
	1 car	60%	59%	100%
	2 or more cars	21%	25%	-

The above statistics relate to the whole of the suburb and includes areas with a lower level of access to public transport and services compared with the subject site. These also include owner occupied dwellings in addition to rental properties.

The above information highlights that:

- there is existing demand for one-bedroom apartments in this locality where no parking is required by residents. Specifically, 28% of one-bedroom apartments within the suburb of Dandenong own zero cars, and
- The provision of one car space to a 2-bedroom apartment is in line with existing car ownership rates in Dandenong and Greater Dandenong.

Accordingly, there is the opportunity to provide dwellings with reduced car parking in this development.

It should also be acknowledged that the provision of parking has a role in resident's car ownership. A resident knows when they move into a building how many car spaces are provided and will make their decision to reside in a particular dwelling partly on this basis.

Dwellings without allocated car parking are expected to be more attractive to residents who do not own cars.

In our view, it is likely that resident car parking demand will be met on-site for this development.

It is important to note that under Council's Resident Parking Permit Scheme, residents of any new development are not eligible to access resident or visitor parking permits to exempt them from any future parking restrictions.

Commercial Premises

The development includes a small retail premise with total floor area of 98m². This use has a statutory car parking requirement of 3 car space based on a rate of 4 car spaces per 100m².

In this instance the retail tenancy is not expected to generate any significant parking demands with staff and customers primarily expected to travel to the site by foot or public/alternative transport. Customers would also include residents and visitors of the proposal and/or persons already within the nearby area including staff of the Activity Centre all of whom will not generate any additional car parking demands.

We are satisfied that the provision of 0 car parking for the retail premises is acceptable.

4.2. Appropriateness of Parking Provision

If the number of car spaces is not met on-site under the Car Parking Demand Assessment, the second step is to consider whether it is appropriate to allow fewer spaces to be provided than the number likely to be generated by the site as assessed by the Car Parking Demand Assessment.

Clause 52.06-7 sets out a series of car parking provision factors that should be considered when assessing the appropriateness of providing fewer car spaces on the site than are likely to be generated by the use. The relevant car parking provision factors are as follows:

- *The Car Parking Demand Assessment.*
- *Any relevant local planning policy or incorporated plan.*
- *The availability of alternative car parking in the locality of the land, including:*
 - *Efficiencies gained from the consolidation of shared car parking spaces.*
 - *Public car parks intended to serve the land.*
 - *On street parking in non residential zones.*
 - *Streets in residential zones specifically managed for non-residential parking.*
- *On street parking in residential zones in the locality of the land that is intended to be for residential use.*
- *The practicality of providing car parking on the site, particularly for lots of less than 300 square metres.*
- *Any adverse economic impact a shortfall of parking may have on the economic viability of any nearby activity centre.*

- *The future growth and development of any nearby activity centre.*
- *Any car parking deficiency associated with the existing use of the land.*
- *Any credit that should be allowed for car parking spaces provided on common land or by a Special Charge Scheme or cash-in-lieu payment.*
- *Local traffic management in the locality of the land.*
- *The impact of fewer car parking spaces on local amenity, including pedestrian amenity and the amenity of nearby residential areas.*
- *The need to create safe, functional and attractive parking areas.*
- *Access to or provision of alternative transport modes to and from the land.*
- *The equity of reducing the car parking requirement having regard to any historic contributions by existing businesses.*
- *The character of the surrounding area and whether reducing the car parking provision would result in a quality/positive urban design outcome.*
- *Any other matter specified in a schedule to the Parking Overlay.*
- *Any other relevant consideration.*

These factors are considered below.

4.2.1. Car Parking Demand Assessment

As set out above, there is a strong demand for dwellings in Dandenong with a car parking rate below that set out under the Planning Scheme.

Approximately 28% of one-bedroom apartments own zero cars, accordingly these dwellings would be attractive to tenants without a car. In our view, the resident parking demand is likely to be met on-site.

The provision of one car space to a two-bedroom apartment is in line with existing car ownership rates in Dandenong and Greater Dandenong.

The commercial component is not expected to generate significant staff or customer parking demands. Accordingly, the omission of car parking is considered appropriate in this context.

4.2.2. Availability of Alternative Car Parking

As detailed in Section 3.4, Traffix Group has undertaken an inventory of the on-street parking conditions in the nearby area. Car parking in the area is generally subject to short-term restrictions during business hours and weekends.

It is of note that residents of the development would not be eligible for an on-street parking permit to exempt them from the restrictions.

We are satisfied that suitable on-street car parking is available in the nearby area to accommodate short-term car parking demands associated with any customers and visitors.

Commercial car parking areas are available within the activity centre that can serve staff demands is required.

As previously stated, we are satisfied that adequate on-site car parking will be available to accommodate the long-term demands for residents noting that there is support and existing demand for apartments without car parking in this area.

4.2.3. Access to Alternative Transport Modes

The alternative modes on transport are discussed in detail at Section 3.3.

The site is well serviced by public transport with train and bus services located within walking distance of the site. Dandenong Railway Station is located approximately 450m walking distance from the site, and includes an associated bus hub.

The area is also highly cyclable, with on-road and off-road bicycle routes in close proximity to the site.

The location of the site within the Dandenong Activity Centre means that there are many everyday services located a short walk from the site. Accordingly, many day-to-day activities do not require a private vehicle.

Lastly, there are existing car share pods in the vicinity of the site. If the event that residents or staff occasionally needed a car, one could be rented. This is a substantially cheaper alternative form of car usage to rent a car share pod for only the occasions its needed, than owning and maintaining a private vehicle.

We are satisfied that the availability of alternative transport modes in the area supports the proposed reduction in car parking for the site.

4.2.4. Impact on Activity Centre

The site is located within the Dandenong Activity Centre.

Planning Practice Note 22 (December, 2025) states that:

Where a change of use or a small extension is consistent with the strategic plan for a centre and the use relies on a car parking variation, a variation is often appropriate.

Some activity centres will have excellent public transport access, ample car parking or they mainly serve local customers who arrive on foot. In such circumstances, an increase in business and activity would increase the overall viability of the centre and the reduced number of car trips would provide positive impacts.

The potential adverse economic impact to an activity centre by not providing additional car parking should be considered.

In this instance, the development is unlikely to significantly increase the level of parking demands in the nearby area.

The car parking reduction will assist in reducing the traffic impacts of the development on the local and broader road network and encourages sustainable transport choices.

Furthermore, the addition of further foot traffic within the area may in fact have a positive impact on the local businesses within the activity centre.

4.2.5. Local Traffic Management

Reduced levels of car parking have a role in reducing the traffic impacts of new developments. The reduced traffic impacts of the proposal through lower levels of car parking are of benefit to the surrounding area.

4.2.6. Summary

Based on the above assessment and considering the decision guidelines of Clause 37.02 – Schedule 2 and Clause 52.06-7, we are satisfied that the reduction in car parking sought is acceptable.

4.3. Bicycle Parking Provision

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments. The purpose of Clause 52.34 is to:

- *To encourage cycling as a mode of transport.*
- *To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.*

The development provides 94 bicycle parking spaces via 47 two-tiered units.

The statutory bicycle parking requirement of the development under Clause 52.34 is set out in the table below.

Table 6: Statutory Bicycle Parking Assessment - Clause 52.34

Use	Size/No.	Statutory Bicycle Parking Requirement		No. Bicycle spaces required
		Residents or Employees	Visitors or Customers	
Dwelling	78	1 space to each 5 dwellings	1 space to each 10 dwellings	16 resident 8 visitor
Retail	98m ²	1 to each 300m ² of leasable floor area	1 to each 500m ² of leasable floor area	None
TOTAL				24 spaces

Based on the above, provision of 94 bicycle spaces exceeds the bicycle parking provision requirements of Clause 52.34.

Bicycle parking will be allocated as follows:

- 78 resident bicycle spaces, and
- 16 visitor bicycle spaces.

The layout of the bicycle parking areas accords with the of the specifications of the nominated bicycle storage system (Cora Two Tiered Unit) and the design requirements of AS2890.3-2015.

4.4. Review of Carpark Layout and Vehicle Access Arrangements

Traffix Group has provided design advice to the project architect to achieve a satisfactory carpark layout. The proposed parking layout has been assessed under the following guidelines:

- Clause 52.06-9 of the Planning Scheme (Design Standards for car parking),
- AS2890.1-2004 – Part 1: Off-Street Car Parking (where relevant), and
- AS2890.6-2009 – Part 6: Off-Street Car Parking for People with Disabilities.

A detailed assessment of the carpark layout and vehicle access arrangements against the relevant design standards of the Planning Scheme and Australian Standards is provided below.

We note that the key variation from full compliance with the standards is associated with structural elements that impeded the clear design envelope. These variations are deemed acceptable noting that car parking is allocated to long term users and clear width of at least 2.7m are typically achieved. If required, impacted spaces could be designated as ‘small car spaces’.

Swept path diagrams demonstrating vehicle circulation movements are provided Appendix C.

Table 7: Carpark Layout and Access Assessment

Requirement	Assessment	Design Response
Clause 52.06-9 Design Standard 1 – Accessways		
Must be at least 3m wide	✓	Accessways are greater than 3m in width
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2m wide.	o	B99 design car can navigate all bends. Objective achieved.
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forwards direction with one manoeuvre.	✓	Complies.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8m.	✓	Complies.
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	✓	Complies.

Requirement	Assessment	Design Response
Provide a passing area at the entrance at least 6.1m wide and 7m long if the accessway serves ten or more car parking spaces and is either more than 50m long or connects to a road in a Transport Zone 2 or Transport Zone 3.	✓	Passing area provided.
Have a corner splay or area at least 50% clear of visual obstructions extending at least 2m along the frontage road from the edge of an exit lane and 2.5m along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	✓	Splays provided.
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6m from the road carriageway.	✓	Complies.
If entry to the car space is from a road, the width of the accessway may include the road.	✓	Not applicable

Clause 52.06-9 Design Standard 2 – Car Parking Spaces

Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 under Clause 52.06-9.

Angle of car spaces to accessway	Accessway width	Car park width	Car park length
Parallel	3.6 m	2.3 m	6.7 m
45°	3.5 m	2.6 m	4.9 m
60°	4.9 m	2.6 m	4.9 m
90°	6.4 m	2.6 m	4.9 m
	5.8 m	2.8 m	4.9 m
	5.2 m	3.0 m	4.9 m
	4.8 m	3.2 m	4.9 m

Note to Table 2: Some dimensions in Table 2 vary from those shown in the Australian Standard AS2890.1-2004 (off street). The dimensions shown in Table 2 allocate more space to aisle widths and less to marked spaces to provide improved operation and access. The dimensions in Table 2 are to be used in preference to the Australian Standard AS2890.1-2004 (off street) except for disabled spaces which must achieve Australian Standard AS2890.6-2009 (disabled).

✓

All car spaces are 2.6m wide x 4.9m with a 6.4m wide access aisle.

Access to and from the critical car spaces within the basement carpark have been checked for access by the B85 design car (specified at Appendix B of AS2890.1-2004).

Requirement	Assessment	Design Response
<p>A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1, other than:</p> <ul style="list-style-type: none"> A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1. A structure, which may project into the space if it is at least 2.1 metres above the space. <p>Diagram 1 Clearance to car parking spaces</p> <p>Dimensions in millimetres</p> <p>▨ Clearance required</p> <p>■ Tree or column permitted</p>	<p>Partial</p>	<p>Partially complies. Dues to structural requirements some car spaces are impacted.</p> <p>If required the impacted car spaces could be designated as 'small car spaces'.</p>
<p>Car spaces in garages/carports must be at least 6m long and 3.5m wide for a single space and 5.5m wide for a double space measured inside the garage/carport.</p>	<p>N/A</p>	<p>No garages proposed.</p>
<p>Where parking spaces are provided in tandem, an additional 0.5m in length must be provided between each space.</p>	<p>✓</p>	<p>The length of the tandem car parking spaces complies.</p>
<p>Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.</p>	<p>✓</p>	<p>All spaces are under cover.</p>
<p>Disabled car parking spaces must be designed in accordance with AS2890.6-2009 and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 0.5m. A minimum headroom of 2.5m is to be provided above the disabled car space in accordance with AS2890.6-2009.</p>	<p>✓</p>	<p>The design of the DDA car space and adjacent shared area accords with the requirements of Clause 52.06 and AS2890.6-2009.</p>

Requirement	Assessment	Design Response													
Clause 52.06-9 Design Standard 3 - Gradients															
<p>Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.</p>	✓	Complies. All grades accord with the relevant design requirements.													
<p>Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction.</p> <table border="1"> <thead> <tr> <th>Type of car park</th> <th>Length of ramp</th> <th>Maximum grade</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Public car parks</td> <td>20 metres or less</td> <td>1:5 (20%)</td> </tr> <tr> <td>longer than 20 metres</td> <td>1:6 (16.7%)</td> </tr> <tr> <td rowspan="2">Private or residential car parks</td> <td>20 metres or less</td> <td>1:4 (25%)</td> </tr> <tr> <td>longer than 20 metres</td> <td>1:5 (20%)</td> </tr> </tbody> </table>	Type of car park	Length of ramp	Maximum grade	Public car parks	20 metres or less	1:5 (20%)	longer than 20 metres	1:6 (16.7%)	Private or residential car parks	20 metres or less	1:4 (25%)	longer than 20 metres	1:5 (20%)	✓	Complies.
Type of car park	Length of ramp	Maximum grade													
Public car parks	20 metres or less	1:5 (20%)													
	longer than 20 metres	1:6 (16.7%)													
Private or residential car parks	20 metres or less	1:4 (25%)													
	longer than 20 metres	1:5 (20%)													
<p>Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.</p>	✓	Complies.													
<p>Plans must include an assessment of grade changes of greater than 1:5.6 (18 per cent) or less than 3 metres apart for clearances, to the satisfaction of the responsible authority</p>	✓	Complies.													
Clause 52.06-9 Design Standard 4 – Mechanical Parking															
<p>At least 25 per cent of the mechanical car parking spaces can accommodate a vehicle height of at least 1.8 metres.</p>	✓	100% of stacker spaces provide 1.8m height.													
<p>Car parking spaces that require the operation of the system are not allocated to visitors unless used in a valet parking situation.</p>	✓	All parking allocated to permanent residents.													
<p>The design and operation is to the satisfaction of the responsible authority.</p>	✓	Details of the stacker operation are provided below.													

Requirement	Assessment	Design Response
Clause 52.06-9 Design Standard 5 – Urban Design		
Ground level car parking, garage doors and accessways must not visually dominate public space.	N/A*	These matters are more related to urban design, rather than specifically traffic engineering.
Car parking within buildings (including visible portions of partly submerged basements) must be screened or obscured where possible, including through the use of occupied tenancies, landscaping, architectural treatments and artworks.		
Design of car parks must take into account their use as entry points to the site.		
Design of new internal streets in developments must maximise on street parking opportunities.	N/A	No internal streets proposed
Clause 52.06-9 Design Standard 6 – Safety		
Car parking must be well lit and clearly signed.	✓	Car parking is all private for use by residents and staff, and we are satisfied that adequate signage or line marking will be provided to identify the allocation of spaces to individual units and commercial tenancies.
The design of car parks must maximise natural surveillance and pedestrian visibility from adjacent buildings.	✓	We are satisfied that the common accessway naturally provides good sightlines.
Pedestrian access to car parking areas from the street must be convenient.	✓	The accessways have been designed to act as shared zones for both pedestrians and vehicles. We are satisfied that these pedestrian arrangements are appropriate for a development of this scale.

Requirement	Assessment	Design Response
Pedestrian routes through car parking areas and building entries and other destination points must be clearly marked and separated from traffic in high activity parking areas.	✓	We are satisfied that separated pedestrian lanes are not required for the low level of traffic anticipated within the basement car parking areas.
Clause 52.06-9 Design Standard 7 - Landscaping		
The layout of car parking areas must provide for water sensitive urban design treatment and landscaping.	N/A*	These requirements are not strictly related to traffic engineering matters.
Landscaping and trees must be planted to provide shade and shelter, soften the appearance of ground level car parking and aid in the clear identification of pedestrian paths.		
Ground level car parking spaces must include trees planted with flush grilles. Spacing of trees must be determined having regard to the expected size of the selected species at maturity.		

Based on the above, we are satisfied that the design and layout of the carpark and vehicle accessways complies with the objectives of Clause 52.06 and the Australian Standards, where relevant.

4.5. Loading and Waste Collection Arrangements

4.5.1. Loading

The proposal does not include an on-site loading bay due to the small site footprint.

Loading requirements for the commercial tenancy is expected to be minimal (typically couriers or vans and other smaller trucks) and an on-site loading bay is not warranted for a tenancy of this size. These activities can readily on-street noting that there are two on-street 'Loading Zone' on Clow Street in the vicinity of the site.

Loading activities for the residential component associated with furniture movers/removalists when residents move in/out are anticipated to occur on the odd occasion. These activities can readily on-street within suitable on-street car parking areas.

4.5.2. Waste Collection

A Waste Management Plan (WMP) has been prepared by out office (Ref: G37778R-02).

The residential bin store is located at Level 1 and the associated waste will be collected by a private contractor from adjacent carpark aisle using the 6.4m long mini waste truck.

The commercial bin store is located within the shop tenancy at Ground Level and the associated waste will be collected by a private contractor from the kerbside or alternately via Council existing services if available.

We are satisfied the waste collection arrangements are satisfactory from a traffic engineering perspective.

4.6. Traffic Impact Assessment

Each dwelling with allocated car parking will generate an average of 0.2 vehicle trips per peak hour¹ as per the NSW *Guide to Transport Impact Assessment* (dated 2024).

The peak hour traffic generation of the proposed development is outlined in the following table.

Table 8: Expected Peka Hour Traffic Generation

Use	Size/No.	Peak Hour Traffic Generation Rate	Peak Hour
Apartments (allocated car parking)	56	0.2 vehicle trips per hour	11 veh/hour

We are satisfied that the level of traffic generated by the proposed development will be minimal and can be readily accommodated by the nearby road network as required.

It is noted that the access ramp will include single lane between levels. This arrangement is acceptable noting:

- Low level of traffic expected with traffic volumes progressively reducing on upper car parking levels,
- Two-way passing area provided at the property boundary, and
- Functional two-way passing areas provided on each car parking level.

Swept paths which demonstrate the typical two-way passing arrangements are provided at Appendix C.

¹ Based on the rate for residential dwellings with high public transport accessibility which is considered appropriate given that the site is within 800 metres of a major transport interchange or multiple public transport services with acceptable capacity to accommodate proposed development person trips.

5. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed mixed use development at 7-9 Clow Street, Dandenong, we are of the opinion that:

- a) The provision of 56 car parking spaces results in a shortfall of 40 car spaces including 3 spaces associated with the shop tenancy, 22 spaces associated with resident parking and 15 spaces associated with residential visitors,
- b) the car parking reduction under CDZ2 – Schedule 2 is supported by the following decision factors:
 - i) the car parking demand assessment, which indicates that there is a substantial market demand for one-bedroom apartments with no allocated car parking, and that car parking demands are expected to be met on-site,
 - ii) the availability of alternative transport modes, including public transport, cyclability and walkability,
 - iii) the site’s location and impact on the Activity Centre, and
 - iv) the reduction in traffic generation and resultant reduction in traffic impacts as a result of the reduced car parking provision.
- c) bicycle parking is provided in accordance with the requirements of Clause 52.34 of the Planning Scheme and AS2890.3-2015,
- d) the proposed parking layout and vehicle access arrangements accord with the requirements of the Planning Scheme, Australian Standards (where relevant) and current practice,
- e) the level of traffic generated by the proposal will be modest and can be accommodated without any adverse impacts to the operation of the local road network,
- f) adequate two-way passing opportunities are available on each level of the car parking areas and within a dedicated two-way passing area at the property boundary,
- g) a dedicated loading bay is not warranted for such a development,
- h) waste collection arrangements are appropriate, and
- i) there are no traffic engineering reasons why a planning permit for the proposed mixed use development at 7-9 Clow Street, Dandenong should be refused.

Appendix A

Development Plans

27 PRINCES HIGHWAY
DANDENONG
VACANT SITE

314-320 THOMAS STREET
DANDENONG
DOUBLE STOREY
RENDERED BUILDING

3-5 CLOW STREET
DANDENONG
SINGLE STOREY
BRICK BUILDING

DEVELOPMENT APPLICATION

REV	DATE	REVISION DESCRIPTION	BY	CHK	PROJECT
01	30/04/2026	DEVELOPMENT APPLICATION	SHXL	NA	

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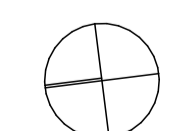
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BUNURONG
7-9 CLOW ST, DANDENONG, VIC

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NA

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NA

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SH/XL

DRAWING TITLE

GROUND

PROJECT NUMBER

14148

DRAWING NUMBER

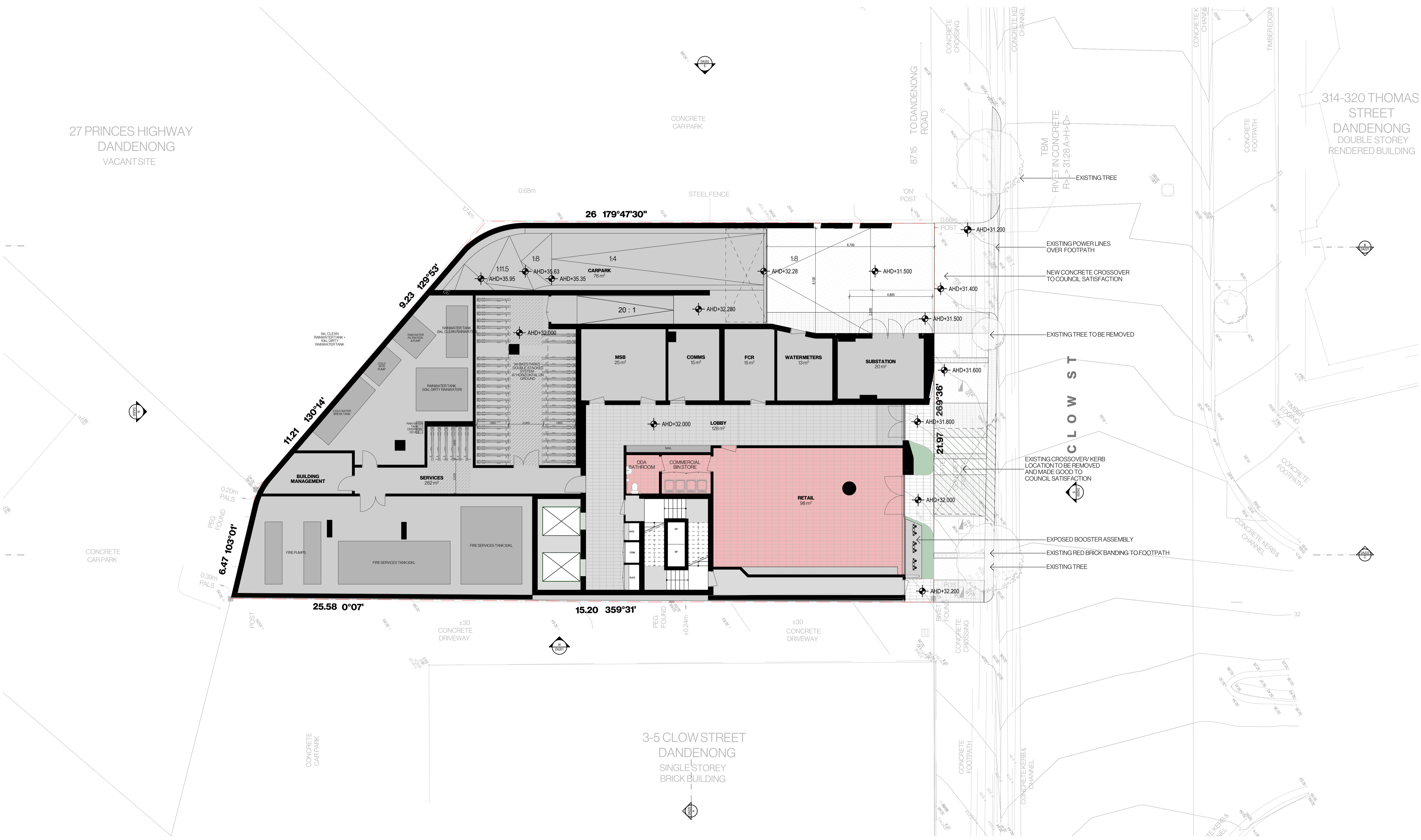
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STAGE

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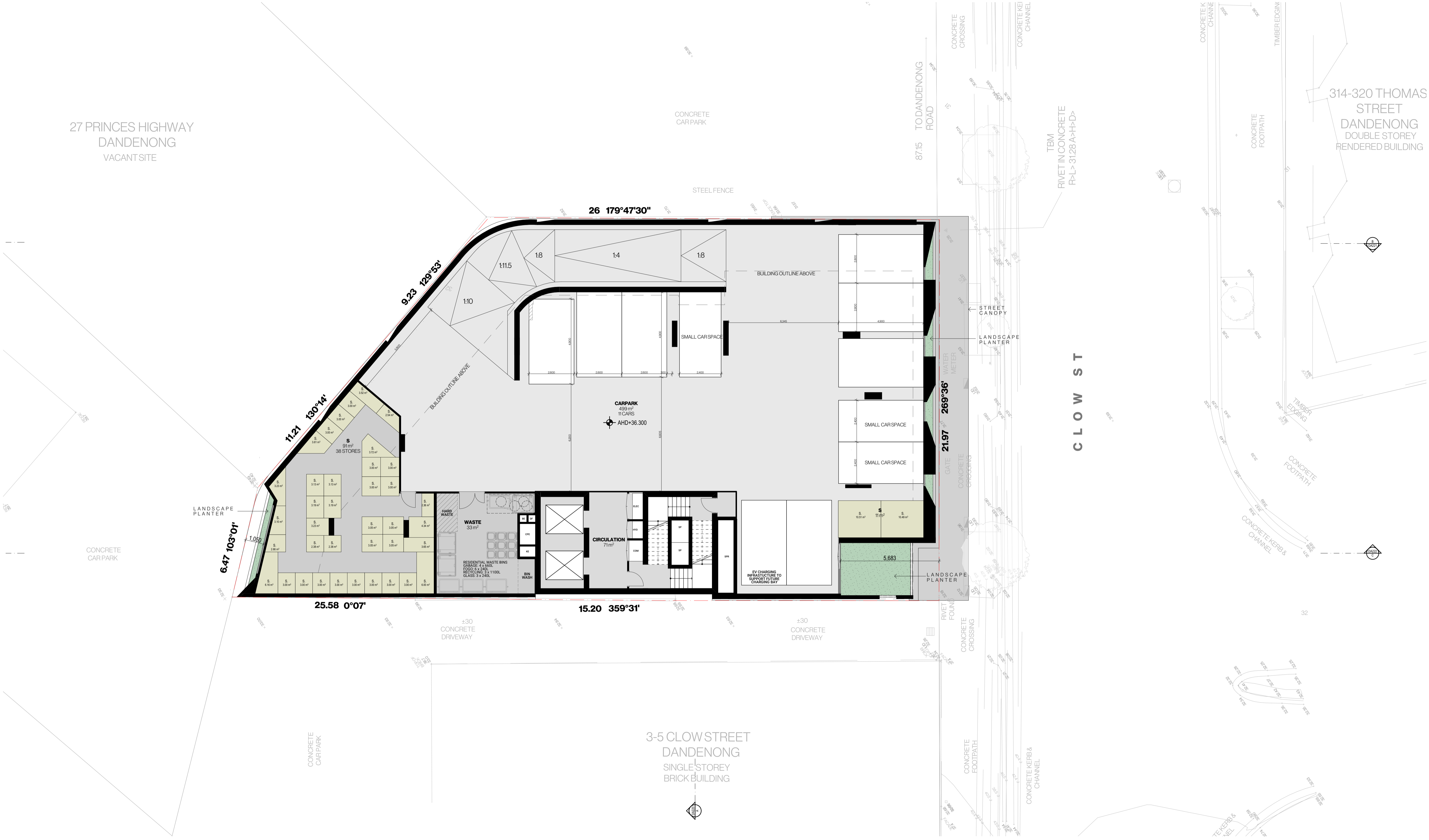
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27 PRINCES HIGHWAY
DANDENONG
VACANT SITE

314-320 THOMAS STREET
DANDENONG
DOUBLE STOREY
RENDERED BUILDING



3-5 CLOW STREET
DANDENONG
SINGLE STOREY
BRICK BUILDING

DEVELOPMENT APPLICATION

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PROJECT TITLE
CLOW STREET
BUNURONG
7-9 CLOW ST, DANDENONG, VIC

DRAWING TITLE
LEVEL 01

PROJECT NUMBER
14148

DRAWING NUMBER
DA101

STAGE
TOWN PLANNING

REVISION
01

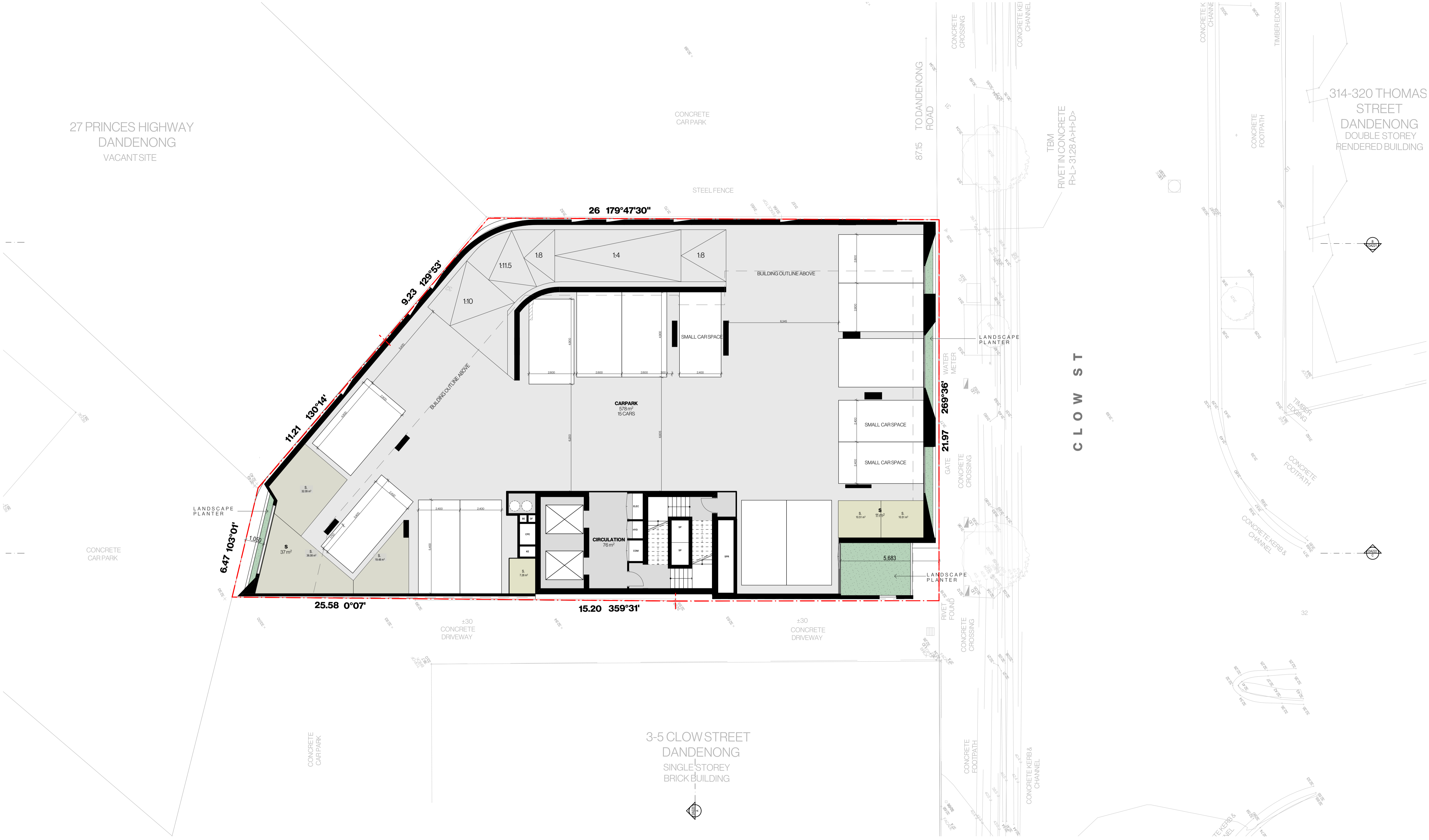
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DANDENONG
VACANT SITE

314-320 THOMAS STREET
DANDENONG
DOUBLE STOREY
RENDERED BUILDING



3-5 CLOW STREET
DANDENONG
SINGLE STOREY
BRICK BUILDING

DEVELOPMENT APPLICATION

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 7-9 CLOW ST, DANDENONG, VIC

DRAWING TITLE
LEVEL 02

PROJECT NUMBER
14148

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DA102

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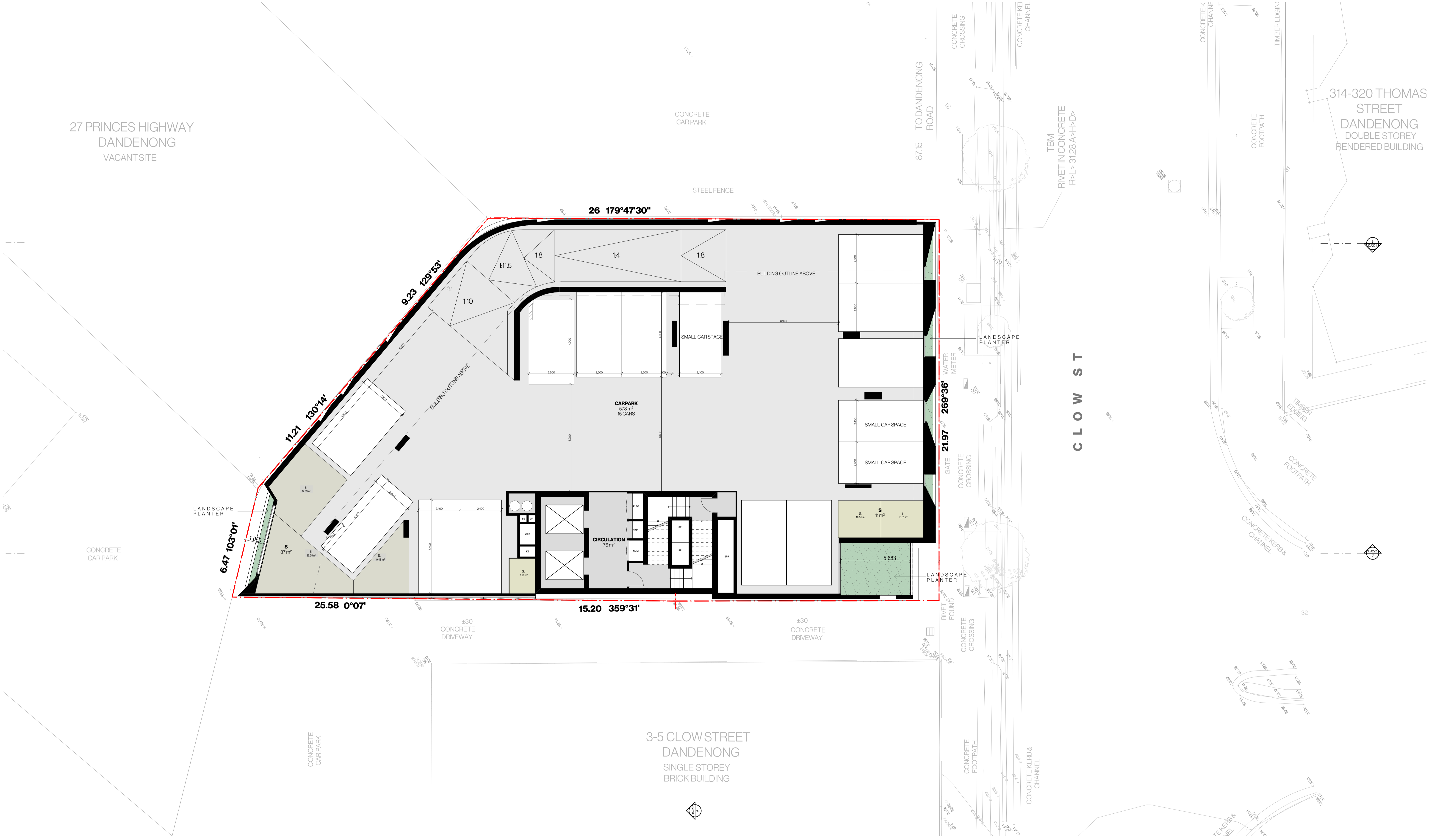
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STAGE
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REVISION
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27 PRINCES HIGHWAY
DANDENONG
VACANT SITE

314-320 THOMAS STREET
DANDENONG
DOUBLE STOREY
RENDERED BUILDING



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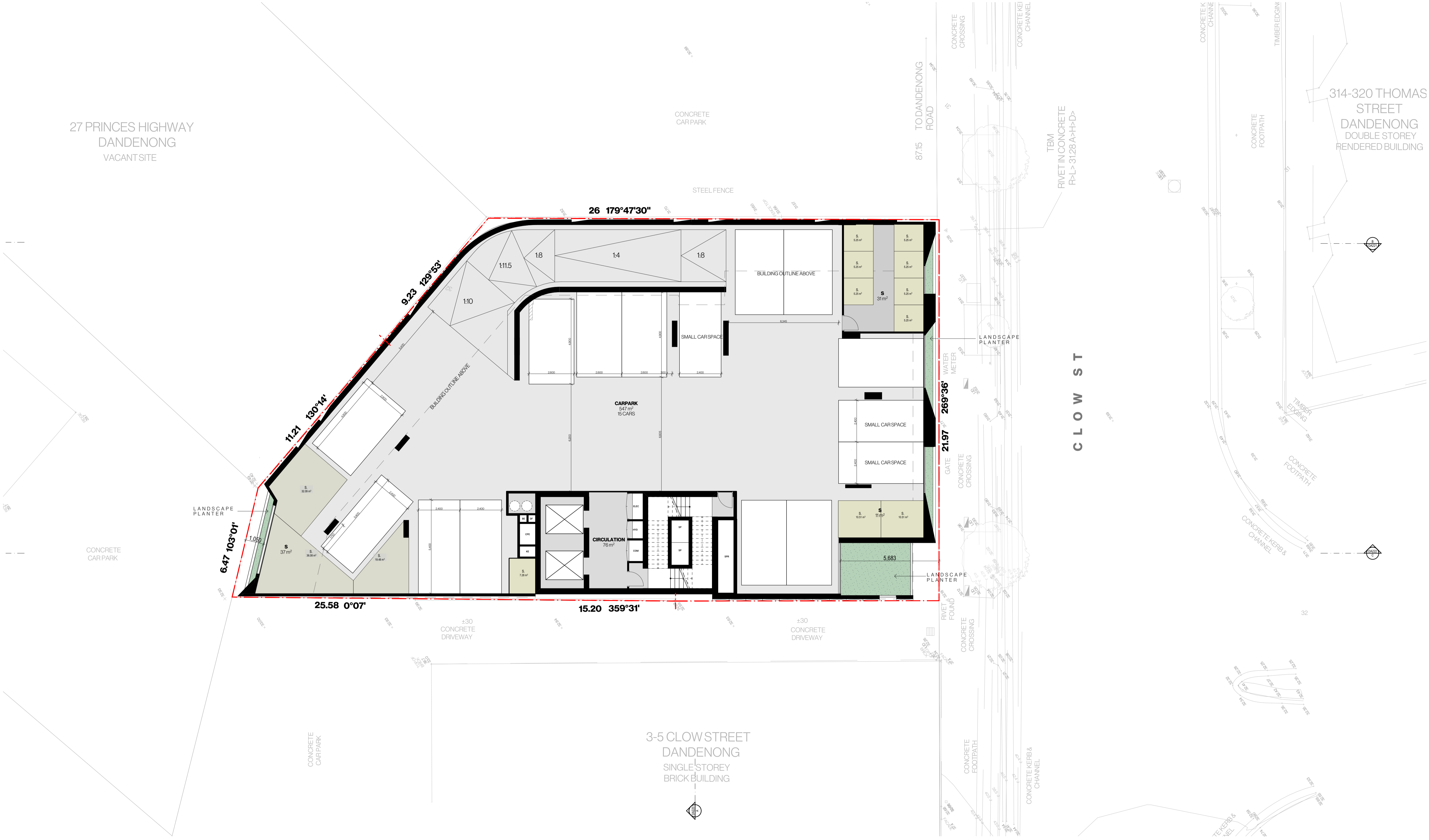
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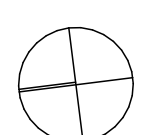
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PROJECT TITLE
CLOW STREET
 BUNURONG
 7-9 CLOW ST, DANDENONG, VIC

DRAWING TITLE
LEVEL 04

PROJECT NUMBER
14148

DRAWING NUMBER
DA104

STAGE
TOWN PLANNING

REVISION
01

APPROVED _____ **CHECKED** _____ **DRAWN** _____

NA SH/XL

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Appendix B

Parking Inventory

Supervised By: Jordan Mitropoulos

Survey Dates & Times: See below

Location	Restriction	Capacity Min - Max	Monday, 6th, April, 2026 12noon
ON-STREET CARPARKING			
CLOW STREET			
North Side			
Robinsons Street to WB Subject Site	No Stopping	-	0
	No Stopping 4pm-6pm Mon-Fri 1P Meter 9am-4pm Mon-Fri 9am-1pm Sat	5	0
WB Subject Site to EB Subject Site	No Stopping 4pm-6pm Mon-Fri 1P Meter 9am-4pm Mon-Fri 9am-1pm Sat	2	0
	No Stopping 4pm-6pm Mon-Fri 1P Meter 9am-4pm Mon-Fri 9am-1pm Sat	3	0
EB Subject Site to Princes Highway	No Stopping	-	0
	No Stopping	-	0
South Side			
Princes Highway to Thomas Street	No Stopping	-	0
	No Stopping 7am-9am Mon-Sat Loading Zone 9am-6pm Mon-Sat	1	2
	No Stopping 7am-9am Mon-Sat 1P Meter 9am-5pm Mon-Fri 9am-1pm Sat	2	2
	No Stopping	-	0
	No Stopping 7am-9am Mon-Sat 1P Meter 9am-5pm Mon-Fri 9am-1pm Sat	4	2
	No Stopping 7am-9am Mon-Sat Loading Zone 9am-6pm Mon-Sat	1	0
Thomas Street to Robinsons Street	No Stopping	-	0
CLOW STREET	Capacity	16 - 16	16
	Total Number of Cars Parked		4
	Total Number of Vacant Spaces		12
	Percentage Occupancy		25%

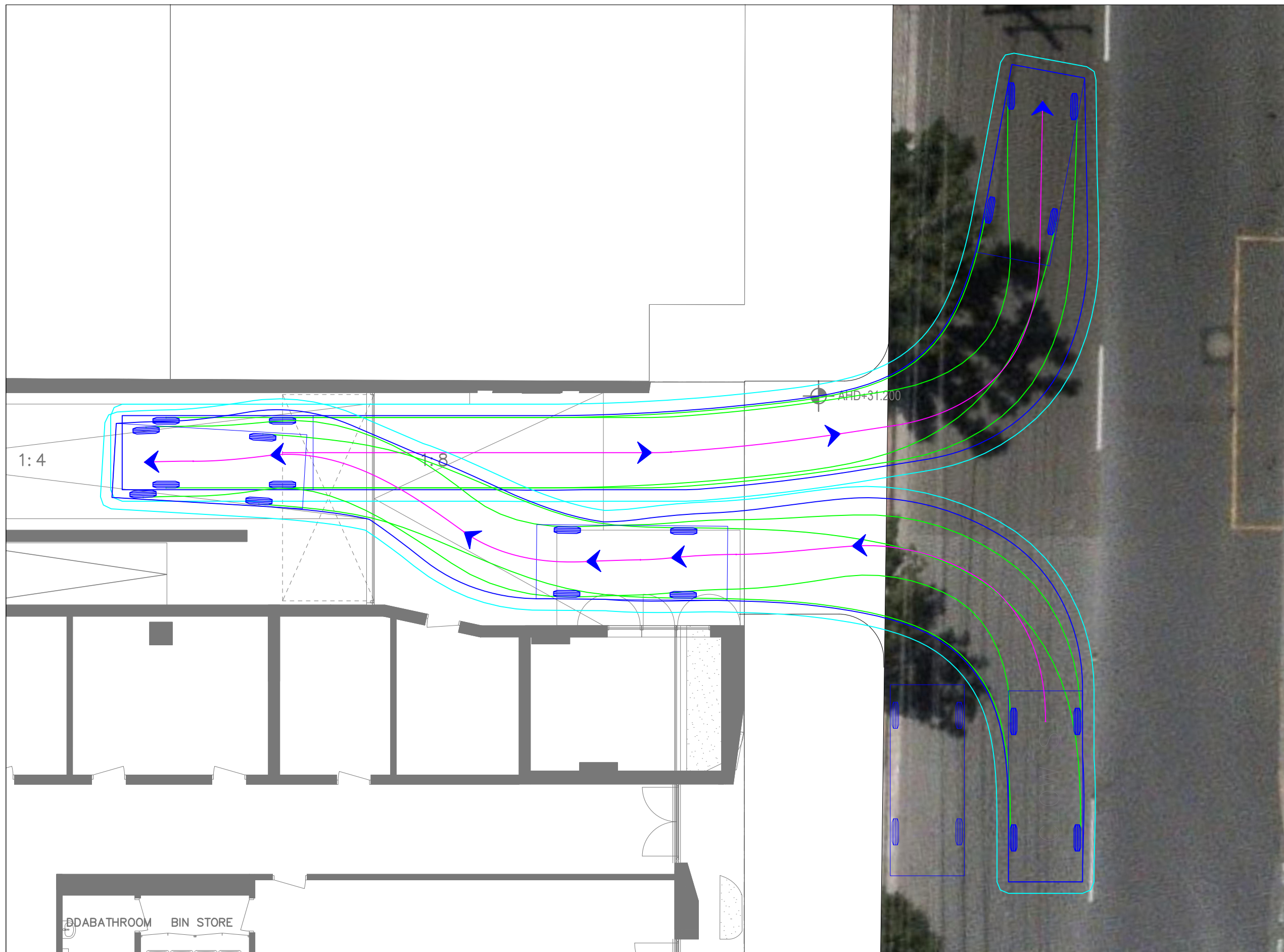
Supervised By: Jordan Mitropoulos

Survey Dates & Times: See below

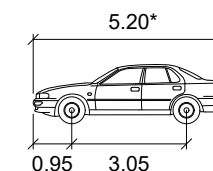
Location	Restriction	Capacity Min - Max	Monday, 6th, April, 2026 12noon
THOMAS STREET			
East Side			
Scott Street to Lois Lane	No Stopping	-	0
	1P Meter 9am-6pm Mon-Sat	7	6
	2P Disabled Only	1	1
	No Stopping	-	0
Lois Lane to Clow Street	No Stopping	-	0
	1P Meter 9am-6pm Mon-Sat	13	10
	1/4P 8am-9pm	2	1
	1P Meter 9am-6pm Mon-Sat	11	10
	No Stopping	-	0
West Side			
Clow Street to Scott Street	No Stopping	-	0
	2P Meter 9am-6pm Mon-Sat	14	14
	1P Meter 9am-6pm Mon-Sat	14	11
	No Stopping	-	0
	Loading Zone	-	0
	2P Disabled Only	1	1
	1P Meter 9am-6pm Mon-Sat	6	4
	No Stopping	-	0
THOMAS STREET		Capacity	69 - 69
		Total Number of Cars Parked	58
		Total Number of Vacant Spaces	11
		Percentage Occupancy	84%
SUMMARY => ON-STREET CARPARKING			
Car Parking Supply		85 - 85	85
Total Number of Cars Parked			62
Total Number of Vacant Spaces			23
Percentage Occupancy			73%
Note: Public parking includes spaces that are available to the general public and excludes 'No Stopping', 'Loading Zones' and 'No Parking' areas, etc., during the relevant enforcement periods			
LEGEND: Public Parking			
Not available to the general public			
Not Available, illegally parked cars included in analysis			
No Stopping/ Other No Parking			

Appendix C

Swept Path Diagrams



VEHICLE USED IN SIMULATION



99th percentile
(AS/NZS 2890.1:2004)

Width : 1.94
Track : 1.84
Kerb to Kerb Radius : 12.5m

* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE

1: 4

BATHROOM BIN STORE

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	29/04/2026	TOWN PLANNING	J. MITROPOULOS	M. O'SHEA

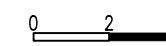
7-9 CLOW STREET, DANDENONG
PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:
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DA101 LEVEL 01.dwg
DRAWINGS BY: Plus Studio
RECEIVED: 2026-04-29

FILE NAME: G37778-01
SHEET NO.: 01



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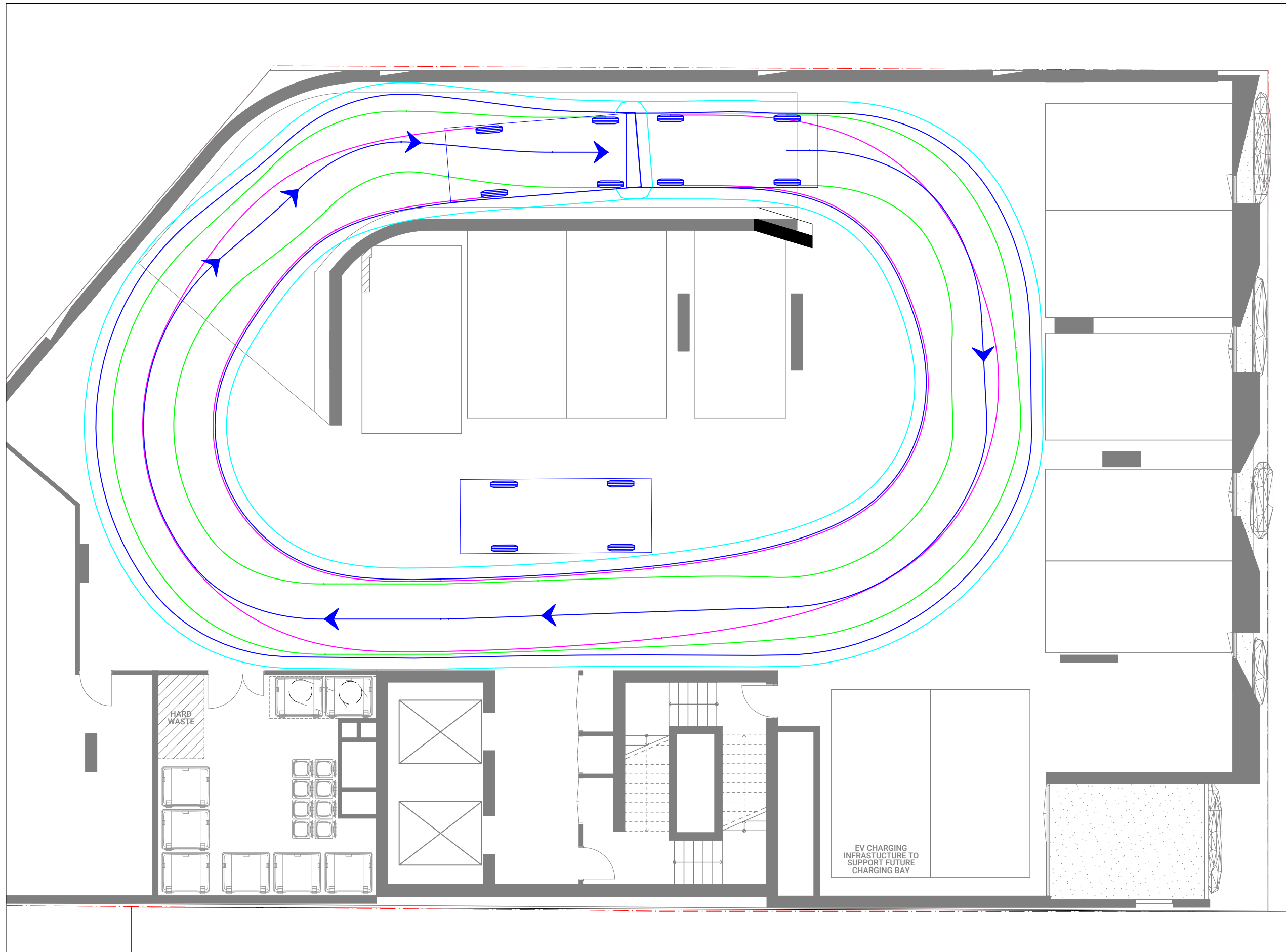
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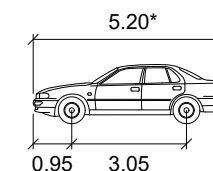
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INTERNAL PASSING ARRANGEMENT

VEHICLE PROFILE



VEHICLE USED IN SIMULATION



99th percentile
(AS/NZS 2890.1:2004)

Width : 1.94
Track : 1.84
Kerb to Kerb Radius : 12.5m

* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	29/04/2026	TOWN PLANNING	J. MITROPOULOS	M. O'SHEA

7-9 CLOW STREET, DANDENONG
PROPOSED MIXED USE DEVELOPMENT

GENERAL NOTES:

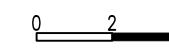
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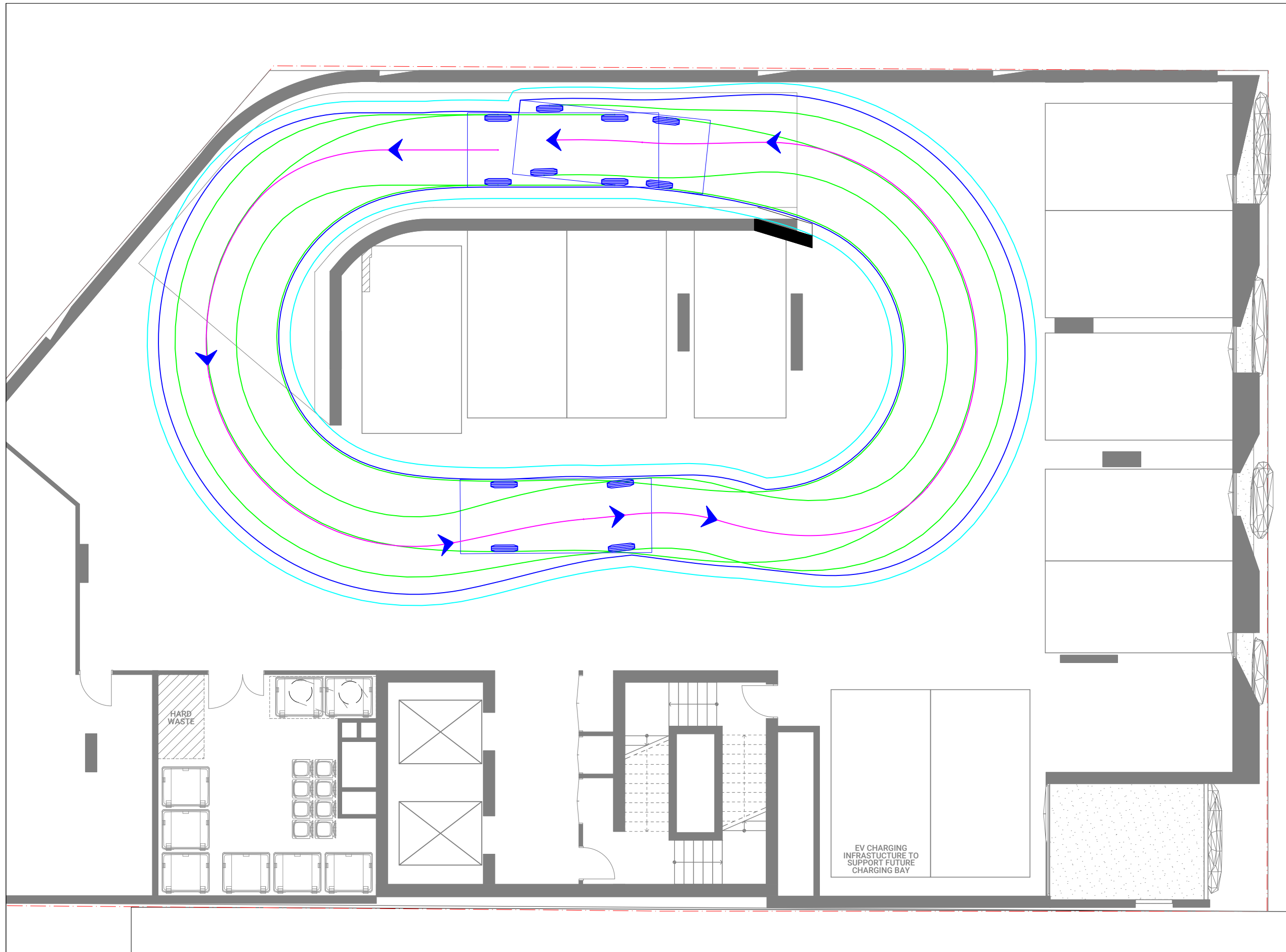
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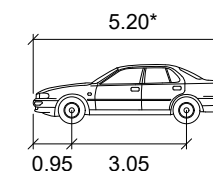
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CIRCULATION WITHIN CARPARK

VEHICLE PROFILE



VEHICLE USED IN SIMULATION



99th percentile
(AS/NZS 2890.1:2004)

Width : 1.94
Track : 1.84
Kerb to Kerb Radius : 12.5m

* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

LEGEND

- REAR WHEELS (magenta line)
- FRONT WHEELS (green line)
- VEHICLE BODY (blue line)
- BODY CLEARANCE (cyan line)

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
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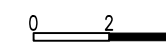
7-9 CLOW STREET, DANDENONG
PROPOSED MIXED USE DEVELOPMENT

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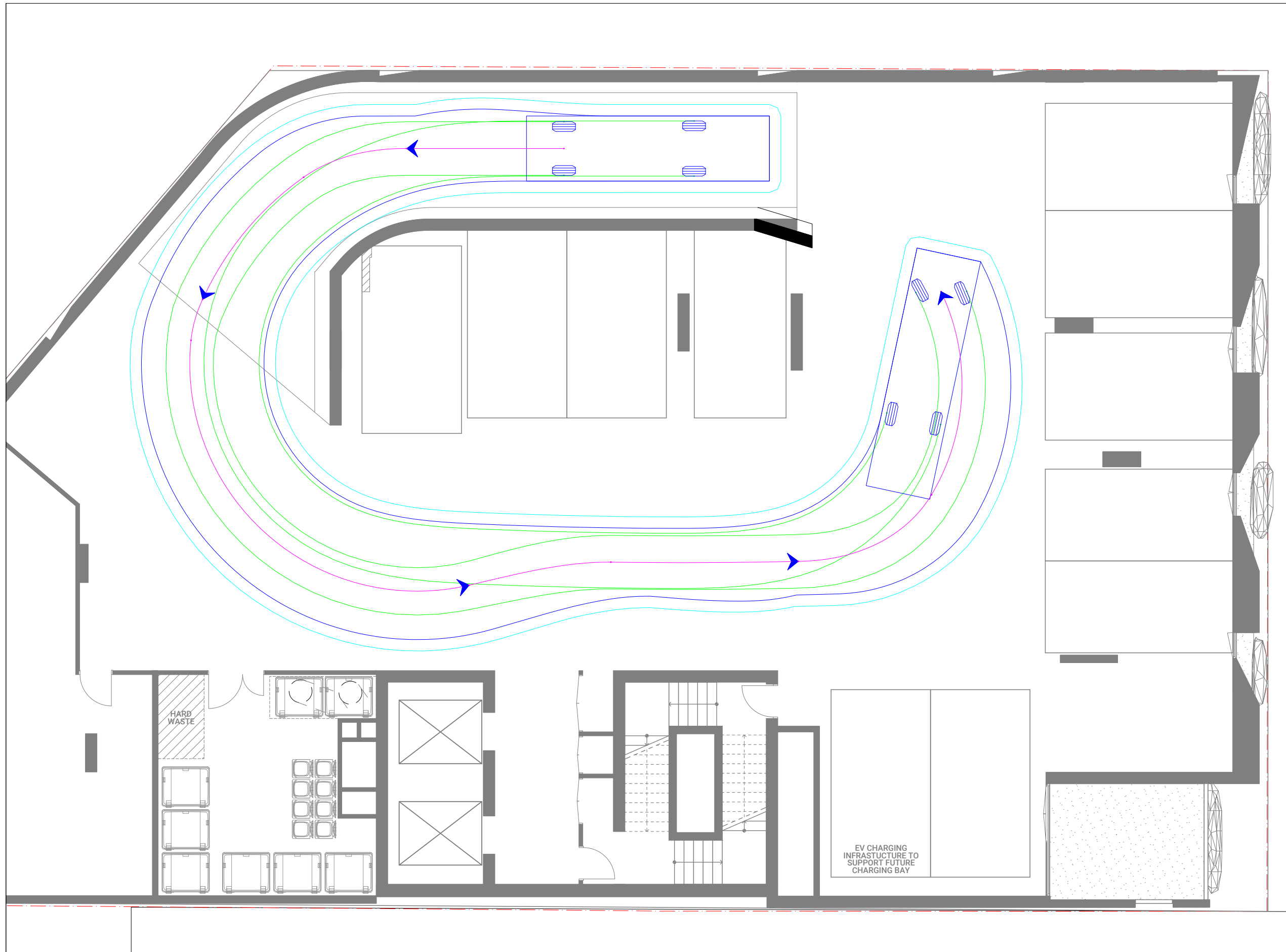
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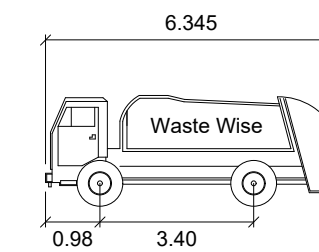
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WASTE VEHICLE INGRESS

VEHICLE PROFILE



VEHICLE USED IN SIMULATION
(VEHICLE SPEED - 5KM/H)



Waste Wise Mini (Hino 300)

Width : 1.7m
 Front Track : 1.4m
 Rear Track : 1.44m
 Kerb to Kerb Radius : 12.4m

LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE

REV	DATE	NOTES	DESIGNED BY	CHECKED BY
A	29/04/2026	TOWN PLANNING	J. MITROPOULOS	M. O'SHEA

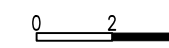
7-9 CLOW STREET, DANDENONG
 PROPOSED MIXED USE DEVELOPMENT

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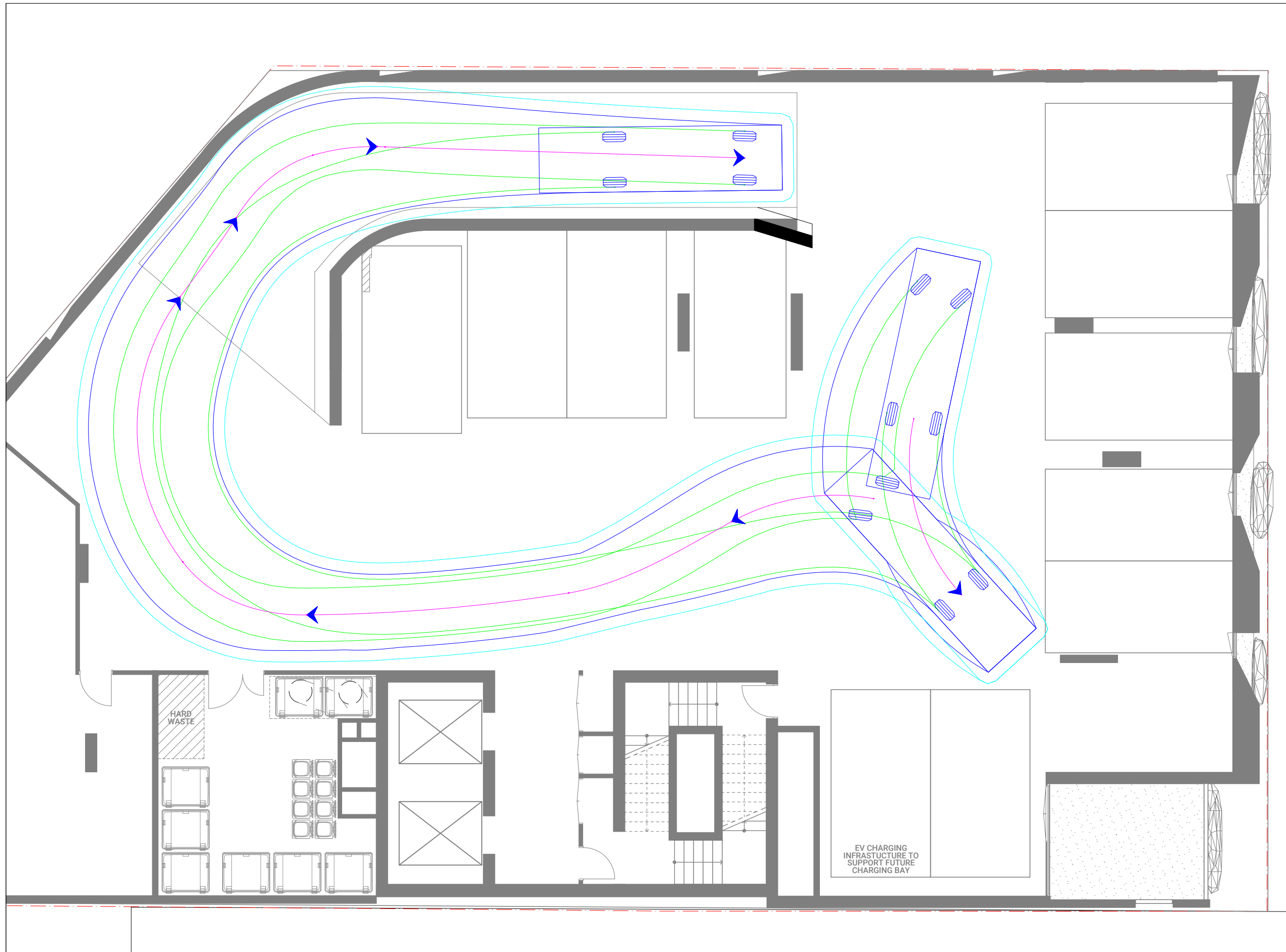
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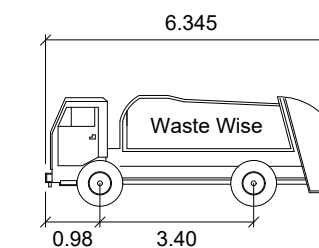
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WASTE VEHICLE EGRESS

VEHICLE PROFILE



VEHICLE USED IN SIMULATION
(VEHICLE SPEED - 5KM/H)



Waste Wise Mini (Hino 300)

Width : 1.7m
Front Track : 1.4m
Rear Track : 1.44m
Kerb to Kerb Radius : 12.4m

LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE

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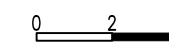
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