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Appendix A:

Landscape and Public Realm Concept Plan

**Appendix B:** Transport Management Report

**Appendix C:** Environmentally Sustainable Design Strategy and Water Sensitive Urban Design assessment

**Appendix D:** Wind Impact Assessment

Appendix E: Social Infrastructure Report

**Appendix F:** <u>Site Survey</u> / Contour Plan

# Part 1: Introduction

# **1.1** About the Development Plan

This Development Plan applies to Sites 11-15 of the Revitalising Central Dandenong (RCD) redevelopment precinct.

This Development Plan sets out the planned redevelopment of Sites 11-15, which are bounded by Dandenong Train Station, Halpin Way, Thomas Street and the railway corridor, with Foster Street and Mason Street running through the sites.

The Development Plan is informed by a comprehensive Master Plan for the sites, which was developed in 2021-2022, through extensive stakeholder and community consultation.

# **1.2** Purpose of the Development Plan

This Development Plan (DP) applies to Sites 11-15 of the Revitalising Central Dandenong (RCD) precinct, which totals approximately 1.9ha of land adjacent to Dandenong Train Station.

The Development Plan provides a redevelopment framework for Parcels 11, 12, 13, 14 and 15 within the RCD precinct.

The DP framework includes:

- Urban Design Principles to ensure an appropriate response to the site context.
- Objectives and Strategies to implement the Urban Design Principles and provide clear guidance for the future development of the Development Sites.
- A development framework comprising:
  - Preferred land uses for Development Sites
  - Indicative layout plans for the development sites
  - Proposed built form including indicative interfaces, building height and building design principles
  - Guidance to ensure an improved public realm in terms of permeability, activation and amenity
  - Detailed guidance that encourages a well-designed architectural response to the site
  - Guidance to ensure development respects the existing residential amenity.
- Layout plans for the development sites.

## 1.3 Report Structure

This report comprises the following sections:

 Section 2.0 summarises the planning context for central Dandenong, with reference to relevant Victorian strategic policy, the Greater Dandenong Planning Scheme and other guidance documents which have informed this report. It also outlines the current and emerging urban context within central Dandenong, and identifies the urban design characteristics, opportunities and constraints which the Development Plan responds to.

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- Section 3.0 provides the project Vision and Urban Design Principles which the Development Plan is guided by.
- Section 4.0 comprises Concept Plan for the development, providing the framework for development on Sites 11-15 through a series of spatial layers.
- The **Appendices** contain technical reports form relevant specialist consultants for the project. The documents, reports and plans contained in these Appendices have informed the preparation of this Development Plan.



RCD Development Area (black dashed line) and Sites 11-15 Development Plan area (blue area), noting that Sites 11-15 do not include existing streets between the sites, such as Foster Street and Mason Street

1.4 Development Sites

The development sites subject to this Development Plan comprises five parcels bounded by Settlers Square, Halpin Way, Thomas Street / Cheltenham Road and Dandenong Station and railway line. The site addresses and areas are as follows:

- Development Parcel 11:
  61 71 Foster Street, Dandenong 2,044 sq.m.
- Development Parcel 12:
  81 83 Foster Street, Dandenong 3,446 sq.m.
- Development Parcel 13:
  85 91 Foster Street, Dandenong 4,823 sq.m.
- Development Parcel 14:
  72 90 Foster Street, Dandenong 2,795 sq.m.
- Development Parcel 15:
  - 50 62 Foster Street, Dandenong 5,730 sq.m





Development Plan Area and Key Amenities (Source: RCD Urban Design Requirements, MGS, 2019)

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The total site area is 18,838 square meters (approximately 1.9 hectares), excluding existing streets.

This Site is within the Central Dandenong Precinct that currently accommodates over 17,000 workers across major office, retail, education, health and community facilities. The site is bounded by transport infrastructure of the rail line, at-grade VicTrack owned commuter car park and bus interchange to the south and west. It is bounded by the busy roads of Cheltenham Road and Thomas Street to the east, and the recently upgraded pedestrian promenade Halpin Way to the north. It is characterised by low-rise existing retail tenancies and warehouses. The vibrant Indian sari shops, grocery stores and cafes along Foster Street, and wrapping around Mason Street, give this area the name 'Little India', and is Melbourne's longest standing cluster of Indian culture and commerce. The site is located next to a transport hub, within close proximity of amenities and facilities situated between Dandenong Station and the Dandenong town centre focused on Lonsdale Street. There has been significant local, state government and private investment in the area, with public realm upgrades to Halpin Way and Harmony Square, as well as major destinations and workplaces such as the ATO, State Government Services Office, the Dandenong Library and two apartment/hotel complexes. Key amenities near the Site include public transport (Dandenong Train Station and bus interchange), recreational reserves and parks (Dandenong Park, Dandenong Creek Trail), private and public medical centres and hospitals (Dandenong Public Hospital, South Eastern Private Hospital), Government Services Office, Dandenong Market (Melbourne's second oldest and second largest market) and Dandenong Plaza (regional shopping centre).



Development Sites (Source: RCD Project, Development Victoria, 2019)

## **Part 2:** Planning and Urban Context Analysis

## 2.1 Strategic Context

#### **2.1.1** Schedule 16 to the Development Plan Overlay (DPO16): Response to Objectives

This Development Plan responds to the Objectives of the DPO16 as follows:

To provide for the integrated planning and development of the precinct, encouraging a range of uses with a priority focus on maximising housing supply (including the provision of affordable housing), retail, commercial, recreational, hospital and community spaces that will attract and retain people and activity across the day and evening.

The Development Plan provides a comprehensive framework to inform future redevelopment of Sites 11-15, including guidance on land use and activities, built form siting and massing, frontages and interfaces, and public realm spaces and treatments.

It provides for intensive, mixed-use redevelopment, through well-designed buildings and public realm spaces, which will contribute to the revitalisation of Central Dandenong, enhancing its visual setting, sense of vibrancy, and economic activity.

The Development Plan provides for a wide range of building types, forms and scales, ranging in height to a maximum 148.6 AHD, with a diversity of configurations. Potential dwelling types include apartments of all sizes, townhouses and dwellings with home based businesses, as well as hotel accommodation.

Potential employment spaces include offices, supported by a range of retail premises, food and drinks premises, a cinema, supermarket and place of assembly uses. The Development Plan is configured to support at least 18-hour activation across the day and evening. To encourage high-quality urban design and architecture that establishes a distinctive mid-rise character north of Foster Street with taller sculptural forms south of Foster Street, contributing to the revitalisation of Dandenong as a Metropolitan Activity Centre and National Employment and Innovation Cluster.

The Development Plan provides indicative building designs, reflecting a diversity of building types and visual characteristics, within a cohesive precinct overall. This visual diversity supports integration of Sites 11-15 within the wider Central Dandenong area, while also establishing new benchmarks for built form massing and design. The mix of building types and scales seeks to reinforce Central Dandenong as a major urban centre and place for innovation, employment and vibrant activity.

The public realm has been designed to retain, reinforce and enhance existing streets, and to extend and integrate with established public realm design treatments in Central Dandenong. It draws on native plants to support local biodiversity and respond to the site's original heritage.

#### To encourage best practice environmentally sustainable design, stormwater management and water quality treatment.

The framework for intensive, mixed-use development in the core of an established Metropolitan Activity centre, adjacent to a major train station and bus interchange, with easy, walkable access to a wide range of facilities and services, supports more sustainable living, and reduced use of private cars.

The Development Plan incorporates range of precinct-level and building-specific ESD initiatives, as set out in Appendix C of this Development Plan.

# 2

#### To provide a high-quality, accessible and inviting public realm that is supported by a vibrant 'Little India' precinct, new public open space, well designed connections throughout the precinct, and extensive activation to support a sense of safety and vibrancy.

The proposed public realm focuses on a large public space, the Urban Courtyard, on the southern side of Foster Street, and integrated with the enhanced streetscape. Its northern orientation ensures excellent solar access, while built form edges to the south and east provide for a sense of enclosure and activation, supporting safety and visual interest.

The new Little India will focus on a new laneway, providing an intimate, human-scaled, pedestrian-friendly space, oriented to the north for solar access across the middle of the day.

Foster Street will be transformed over time to be more pedestrian friendly, accessible and safe, with slower vehicle speeds, wider footpaths and extensive tree planting. Lowerscale buildings to the north will provide for good solar access to the southern footpath.

Extensive Ground Floor activation to all buildings, with many individual entries and visually permeable frontages, accommodating a diversity of activities, will support activation and passive surveillance to all adjoining streets and spaces.

#### To provide for safe and efficient vehicle and pedestrian movements within and around the precinct, including integration with Dandenong Station, to promote connected and walkable neighbourhoods.

The Development Plan retains, enhances and contributes to existing streets, as part of a network of streets and lanes providing an integrated network for pedestrians, cyclists and vehicles within the central Dandenong area, including connection to Dandenong Station and bus interchange.

The Development Plan seeks to provide for high-amenity, safe and enjoyable streets and lanes to ensure walkability and activation, while balancing vehicular access needs, including for servicing. The movement network supports integration with surrounding streets and the wider Metropolitan Activity Centre, as set out in Appendix B of this Development Plan.

There is a high degree of State and local planning policy supporting future urban development of the subject land. In terms of the Planning Policy Framework, this includes:

- o Clause 11.01 Victoria.
- Clause 11.02 Managing Growth.
- Clause 11.03 Planning for Places.
- Clause 13.05 Noise.
- Clause 15.01 Built Environment.
- Clause 16.01 Residential Development.
- Clause 17.01 Employment.
- Clause 17.02 Commercial.
- Clause 18.01 Land Use and Transport.
- Clause 18.02 Movement Networks.
- Clause 19.03 Development Infrastructure.

In essence, these policies identify Dandenong as a 'Metropolitan Activity Centre' urban renewal area, where investment and grow is envisaged. The policies seek to create mixed-use neighbourhoods at varying densities that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities.

In terms of local planning support in the Greater Dandenong Planning Scheme, this includes the following:

- Clause 21.03 A Vision for Greater Dandenong.
- Clause 21.04 Land Use.
- Clause 21.05 Built Form.
- Clause 21.06 Open Space and Natural Environment.
- Clause 21.07 Infrastructure and Transportation.
- Clause 22.04 Urban Design in Activity and Neighbourhood Centres.
- Clause 22.06 Environmentally Sustainable Development.
- Clause 22.07 Central Dandenong Local Planning Policy.

All of the above local planning policies have been considered and addressed as part of the design development formulation of this Development Plan. In particular, the Development Plan will:

- Facilitate the development of land within Central Dandenong;
- Make a commitment to best practice ESD and WSUD outcomes;
- Support higher-density housing near a transit centres;
- Support and encourage public transport usage;
- Provide opportunities for increased private investment and business innovation;
- Improve the overall quality of places and encourage sustainable development;
- Support and build communities that offer fair access for all to services and employment opportunities;
- Provide a range of housing types;
- Achieve a high-quality urban design outcome to revitalise the area;
- Reflect and reinforce the distinctive qualities of Greater Dandenong and the local identity of the area;
- Improve the appearance and amenity of each centre through high quality contemporary urban design and active street frontages, promoting a sense of place, community identity and a safe environment;
- Provide quality pedestrian access and movement; and
- Include landscaping to soften built form.



Aerial photograph of some of the recent developments within the RCD area, looking across Halpin Way towards the current Development Plan area and Dandenong Station (Source: Development Victoria)

## 2.2 Urban Context

#### 2.2.1 Urban structure

#### **Regional structure**

Central Dandenong, incorporating the RCD Sites 11-15, sits at the nexus of three major structural elements:

- Dandenong Metropolitan Activity Centre (city centre), focussing on Lonsdale Street and incorporating Dandenong Plaza Shopping Centre to the north-east, and Dandenong Market to the north).
- Dandenong industrial/employment area to the west, a triangular area between the railway corridor, Cheltenham Road and Eastlink.
- Dandenong South industrial/employment area to the south, generally between Eastlink, Princes Highway and the South Gippsland Freeway. These employment areas form part of the Dandenong National Employment and Innovation Cluster (NEIC).



#### **Nodes and destinations**

Central Dandenong is organised around a series of destinations/nodes, located predominantly on the 'Spine of Consolidation' outline below (from the Greater Dandenong Planning Scheme, Clause 22.07). These include:

- Dandenong Market, at the northern end of the arced Spine of Consolidation.
- Dandenong Plaza shopping centre.
- o Drum Theatre.
- Lonsdale Street boulevard.
- New Municipal Offices/Town Hall and Library.
- New Greater Dandenong Gallery of Art, Halpin Way.
- Dandenong Train Station and bus interchange.

This Spine may be extended in the future through development of the planned Dandenong Stadium, south-west of the Station.

RCD Sites 11-15 are located immediately east of the Station, and so are located on the Spine of Consolidation.

Key open space destinations include Harmony Square, adjoining the new Municipal Offices and immediately northeast of the subject sites, Dandenong Park to the south-east, and the Dandenong Creek corridor to the south.



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#### Connections

Sites 11-15 are located close to several major connection routes which define the local and regional urban structure, as follows:

- Rail corridor, which links to Central Melbourne (and in future to Melbourne Airport) to the north-west, and to Cranbourne, Pakenham and the Latrobe Valley/Gippsland to the south-east.
- Princes Highway (Lonsdale Street), which also extends to Central Melbourne and through Officer, Pakenham and the Latrobe Valley/Gippsland to the south-east.
- Dandenong Creek corridor, which extends to Carrum and Port Phillip Bay to the south-west, and all the way to Olinda in the Dandenong Ranges, to the north-east.
- Cheltenham Road, which runs generally east-west past the Sites, linking to (and beyond) Eastlink to the west, and merging into Stud Road, extending north through to Wantirna.

#### 2.2.2 Built form

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As a major centre undergoing significant transformation, Central Dandenong contains a diverse range of building types and styles.

Recent redevelopment around the subject sites reflect a focus on mid-rise development with strong, defined frontages to streets. New developments, as shown below, are robust, solid and 'grounded' in their form and proportions. Buildings on the north side of Halpin Way are stepped to allow solar access to this pedestrian-focussed street.

Located centrally within the Development Plan area (but on separate, privately owned land) is the Liquor Stax drive-through bottle shop, which is in the Heritage Overlay.



Quest hotel development, Walker Street, and office building, Robinson Street



New City of Greater Dandenong municipal offices



Government Services Office, across Halpin Way from the subject sites



Existing drive-through bottle shop building, Foster Street (in the Heritage Overlay)



Drum Theatre (former Town Hall)



Australian Taxation Office, Walker Street

#### 2.2.3 Public realm

Halpin Way is a new pedestrian-focussed street, connecting between Dandenong Station/Settlers' Square, and Lonsdale Street. It is characterised by distinctive, high quality stone paving, signage, planting and street furniture.

Harmony Square is the new urban plaza space, and the forecourt to the new Greater Dandenong municipal offices and Dandenong Library.

Lonsdale Street is a segment of the Princes Highway in Central Dandenong, which has been transformed as a new boulevard with extensive pedestrian space, new pavement and distinctive lighting.

Settlers' Square is a relatively new public space connecting Halpin Way with the Station forecourt, comprising trees in raised planters and a lawn area between stepped and ramped path connections. Foster Street is a 20m wide roadway (between property boundaries) edged by generally single-level shop frontages with footpath canopies and modest street trees. It provides one traffic lane in each direction with on-street parking.

Mason Street is also 20m in width, with a traffic lane in each direction and on-street parking. It intersects with Foster Street and Halpin Way.

Thomas Street is approximately 30m wide, with angled and perpendicular parking on both sides between gilbert Lane and Halpin Way.

Cheltenham Road is approximately 20m wide, with two (2) lanes in each direction. The roadway extends below grade to an underpass below the rail corridor, adjacent to the south-east corner of the Development Plan area.



Halpin Way



Harmony Square



**Lonsdale Street** 



Settlers' Square, looking towards Dandenong Station

Development Plan Revitalising Central Dandenong Sites 11-15, Foster Street, Dandenong

## 2.3 Opportunities and Constraints

The high-level opportunities for the Development Plan area are categorised around the key words which define the project vision (see below), as follows:

#### Transformation

- Achieving substantial, visible change in Central Dandenong, to communicate an attractive place and positive future.
- Creating a contemporary, clean, attractive urban environment, and arrival experience, for Central Dandenong, to replace currently unattractive aspects.
- Recognising and responding to local physical, social and cultural contexts in creating change.

#### Vibrancy

- Achieving an intensive mix of uses will support activity in the public realm, both day and night.
- Mixing diverse activities will support synergies, and encourage more people to visit, for varied reasons, towards a 'sticky' precinct which people like to spend time in.

#### **Potentials**

- Varied spaces and facilities for businesses and commercial activities.
- Opportunities for new businesses and startups, and creative activity, in an accessible setting.
- Larger spaces for 'anchor' organisations which generate substantial activity.
- Employment generation to provide for local job opportunities.
- Leveraging commercial relationships, such as with existing business areas, health facilities and education hubs,

#### Public

- Transformed streets which are safe, comfortable, and which priorities people (not cars).
- New laneways which provide dynamic urban experiences.
- New spaces which invite people to stay, mingle, relax and enjoy being here.

#### Integration

- Connecting a new precinct with its surrounds, so it feels part of Central Dandenong.
- Connecting with and enhancing existing streets, for a broader 'ripple effect' from the development.
- Extending established public realm design palettes.

#### Responsiveness

- Referencing local distinctiveness in the design of buildings and spaces.
- Utilising public art, signage and interpretive design to ensure the development is 'of its place'.
- Involving the community and local stakeholders in the design process.

#### Signification

- Recognising the symbolic value of prominent new development, in signifying positive change in a location requiring renewal.
- Designing new buildings and spaces as catalysts for further investment.
- Ensuing high quality design is achieved, to set the right standards for further renewal.

#### Forward-looking

- Making sustainability visible and prominent in the public realm and built form.
- Promoting more efficient, responsive lifestyles.
- Embedding holistic sustainability in the precinct.
- Communicating clear targets and requirements for environmental performance.
- Optimising the central location and existing services and facilities nearby.

# Part 3: Urban Design Statement

## 3.1 Project Vision

These key words articulate Capital Alliance's shared vision for this Development Plan area, developed through extensive collaboration with Development Victoria, City of Greater Dandenong and other key stakeholders.

**Transformative:** Creating a new urban precinct which transforms the image and place quality of Central Dandenong, and is recognised nationally.

**Vibrant:** Establishing an intensive mix of activities and an engaging, enjoyable public realm, which together attract and retain people and activity across the day and evening.

**Potentiality:** Providing opportunities for people to live in a dynamic, affordable urban setting, for businesses to take root and grow, for creatives and innovators to interact and flourish, and for the community to meet, learn, experience, and enjoy.

**Public:** Creating a continuous, high-quality, and inviting public realm, and a precinct which feels open and accessible to all, with extensive activation to support a sense of safety and vibrancy.

**Integrated:** Ensuring this precinct is part of Central Dandenong, and interconnected with surrounding streets and neighbourhoods.

**Responsive:** Designing buildings and public spaces which are socially, culturally and environmentally responsive to the local context.

**Signifying:** This development will signify change and transformation, and will be a catalyst for further economic transformation in Central Dandenong.

**Forward-looking:** Developing a precinct and campus of buildings which are environmentally responsible and sustainable, reflecting high-performance and optimal efficiency for energy, water and comfort.



# 3

## 3.2 Site Strategy: Key Moves

The approach to Sites 11-15 is described through a series of 'key moves', which have shaped the composition of built form and space between buildings in this Development Plan, as follows:

#### Retain and enhance the street network

The Development Plan area presents the opportunity to retain yet transform Foster Street and Mason Street, while also contributing to the enhancement and activation of Halpin Way and Thomas Street.

This structure will be expanded through a new north-south laneway, accommodating Little India, and a new east-west laneway, replacing the existing Gilbert Lane.



#### Initiatives:

- Traffic calming;
- Enhanced streetscapes, including new pavements, crossings, street trees, furniture, lighting and WSUD infrastructure;
- Increased definition and framing of streetscapes through new built form;
- Undergrounding of power lines where applicable, subject to authority infrastructure planning/upgrades.

#### **Outcomes:**

- Improved urban legibility;
- Integration of the precinct with surrounds (through street continuity);
- Pedestrian permeability across the precinct.

#### Mid-rise urbanism north of Foster Street

The development between Foster Street and Halpin Way will reflect contemporary, mid-rise development, which frames and defines the public ream (streetscapes) while maintaining openness to the sky, and supports a distinctly 'urban' character, balanced with a sense of human scale. Diagram indicates preferred maximum heights in metres AHD.



#### Initiatives:

- Mid-rise development of generally up to 66.0 AHD;
- Low-rise built form in the order of 29.11 AHD to 38.2 AHD at key street frontages;
- Strong, defined street walls and active frontages;
- Substantial building separation distances of 15-20m.

#### **Outcomes:**

- Defined, activated streetscapes, and openness to the sky;
- 'Urban' character, balanced with human scale;
- Higher destiny, without high-rise.

#### High-rise urbanism south of Foster Street

The area between Foster Street and the rail corridor presents opportunities for higher-scale built form, without significant detrimental impacts, to mark the southern end of the Spine of Consolidation, and Dandenong's main transport hub. This highly prominent location will also support the visible transformation of the area. Diagram indicates preferred maximum heights in metres AHD.



#### **Initiatives:**

- High-rise built form above defined podiums supporting lower-scale street walls;
- Prominent built form 'edge' to the rail corridor interface;
- 'Marking' the Station and arrival node through built form;
- Higher-scale built form around and south of the Urban Courtyard space and heritage pavilion (bottle shop) building.

#### **Outcomes:**

- Prominent 'landmark' building forms at the key arrival hub;
- $\circ$   $\;$  Supporting a 'city-like' environment close to the Station;
- Effective responsive to the 'tough' interfaces of the rail corridor and Cheltenham Road;
- Mitigation of on-site and off-site impacts;
- High-density close to trains and buses, supporting Transit-Oriented Development (TOD) principles.

#### Foster Street as integrative connector

Foster Street will become the public realm 'heart' of the Development Plan area, while maintaining the central role of Halpin Way as a pedestrian route. As a pedestrian-focussed streetscape, it will 'link up' the northern and southern development areas, the Station and the Urban Courtyard public open space.



#### Initiatives:

- Traffic calming, footpath widening and 'Shared Space' treatments;
- Extensive street tree planting;
- WSUD initiatives;
- Low-scale built form frontage for solar access to southern footpath.

#### **Outcomes:**

- Pedestrian-friendly streetscape;
- Reduced traffic impacts;
- Enhanced safety and accessibility;
- Improved pedestrian amenity;
- o Increased environmental performance.

#### Active edges

All new and existing streets and spaces will be enhanced by extensive active frontages, at both Ground Floor and upper levels. Active building frontages provide passive surveillance and visual interaction opportunities, to support safety in the public realm, as promote visual interest and a sense of activity. Frontages should also be designed to show depth, texture, tactility and variation in materials.



#### Initiatives:

- Maximised extent of active frontages at Ground Floor and upper levels;
- Diverse mix of Ground Floor and upper level uses to promote activity across the day and evening.

#### **Outcomes:**

- Enhanced safety in the public realm;
- Visual interest;
- Tactile, engaging building frontages at the human scale.

#### Solar access to key spaces

Public spaces are positioned in relation to built form massing to ensure good solar access to the public environment.



#### Initiatives:

- Ensure buildings do not unreasonably overshadow the southern footpath of Foster Street between 10.00am and 2.00pm on 22 September;
- Ensure buildings do not unreasonably overshadow more than 50 per cent of the new 'Urban Courtyard' public open space between 11:00am and 2:00pm on 21 June;
- The new Little India laneway will enjoy solar access across the middle of the day, due to its north-south orientation.

#### **Outcomes:**

- High pedestrian amenity across the year;
- Opportunities for residents, workers and visitors to access sunny spaces within the precinct;
- $\circ$  Vibrant public spaces.

#### New high quality public spaces

Streets and spaces will be designed as attractive engaging, people-friendly, comfortable and safe places, which accommodate a range of passive activities, and which build on the precedents set by Harmony Square and Halpin Way.

#### Pedestrian priority

Streets and spaces will continue to shirt toward prioritising pedestrians and cyclists, a transition established through the existing Halpin Way, with people-friendly spaces and connections between the Station and Lonsdale Street.



#### Initiatives:

- Little India will be focussed on a new north-south oriented urban laneway, for pedestrians only;
- The Urban Courtyard will be established on the south side of Foster Street, in between the north-south connectors of Mason Street and Little India (new laneway);
- Placemaking strategy and approach to be developed and implemented over time, as the precinct is developed.

#### **Outcomes:**

- Places which invite and retain people;
- $\circ$   $\;$  Reduced presence of traffic, increased presence of people;
- Attractive spaces for all ages and abilities.



#### Initiatives:

- Foster Street will be transformed into a vibrant, pedestrian-oriented streetscape with a focus on retail and commercial spaces;
- A new plaza/park space fronting Foster Street will integrate with Mason Street and Little India, forming a central 'pivot point' in the precinct;
- Little India will be focused on an intimate, colourful pedestrianised laneway.

#### **Outcomes:**

- Places which people like to visit, again and again;
- Places which encourage people to stay and enjoy.

#### Diverse building heights

The varied composition of building types, sizes and configurations creates a 'village' of buildings, appropriate to its city centre location. Building heights are derived from the design of the public realm, ensuring good spaces and mitigation of any impacts, while supporting a high intensity and vibrant mix of activities. Diagram indicates preferred maximum heights in metres AHD.



#### Initiatives:

- Complex composition, of low-rise, mid-rise and high-rise buildings;
- Focus on human-scale streets and spaces;
- o Built form configuration to achieve public realm outcomes.

#### **Outcomes:**

- Mitigation of on-site and off-site impacts such as shadows and wind;
- Good solar access to streets and spaces;
- $\circ$   $\;$  Visual diversity in the skyline and key vistas.

#### Mixing uses, synergies

A complex and integrated mix of diverse activities in the buildings will support a vibrant setting, extensive social and community opportunities, and potential linkages between different organisations and individual occupants within the precinct, and beyond.



#### Initiatives:

- Highly varied commercial spaces and extensive retail opportunities;
- Diverse residential offering;
- Range of community and institutional activities;
- Central spaces for interaction and exchange.

#### **Outcomes:**

- Opportunities for commercial/institutional synergies and exchange;
- Vibrant, engaging development setting;
- Active, engaging building frontages;
- $\circ$  ~ Support for local economies and community initiatives.

# **3.3** Urban Design Principles and Design Cues

This section outlines how the Development Plan responds to these Principles, and cues for the detailed design of individual buildings to further reinforce them.

## **3.3.1 Principle 1:** Designing from the large to the small scale

#### Large / activity centre scale

The mid-rise built form north of Foster Street and lowerscale street frontages throughout support integration with surrounding built form, to ensure the new precinct is a good 'fit' in the Central Dandenong context

The high-rise forms close to the Station 'mark' this arrival location and nodal point in the urban structure. They should also signify transformation, renewal and aspiration for Central Dandenong.

Retaining and reinforcing existing streets ensures that the structure and function of Central Dandenong is retained, and that the new precinct is 'of its place', not separated from it.

#### Medium / precinct scale

The existing street structure is retained, reinforced, and expanded with new laneways, establishing a highly permeable precinct which is integrated with its surrounds.

The layout focuses on a central volume of space, around Foster Street, a major new plaza space, and the heritage bottle shop building. This massing reinforces the primacy of the public realm, and supports a 'human scale' experience as one moves around and through the precinct.

Built form holds and frames the streets and public realm throughout, creating a clearly defined public realm.

Visibility is key to legibility and creating an 'inviting' setting which draws people through. From Halpin Way, a view along the Little India laneway to the Urban Courtyard, adjacent to the heritage building. From the plaza, two routes to the Station are visible.

The parcels north of Foster Street form a regular, legible gridded street structure, and the north-south routes of Mason Street and Little India are 'connected' to the south through the public ream environment and open volume around the Urban Courtyard and retained heritage building.

#### Small / pedestrian scale

The Ground Floor frontages are characterised by a diverse mix of uses and complex, varied, fine-grain frontages, supporting a high levels of streetscape animation, visual interest, and people movements.

Street frontages are intended to 'blur' the distinction between inside and outside, to engage with the streetscape. Street walls and public realm interfaces should display a sense of mass and depth, texture and tactility in their design.

Ground Floor frontages should provide a range of operable windows and entrances, integrated seating, varied signage, display windows and other features to support activation and interest. Passive surveillance opportunities from upper levels should be maximised.

Vehicle access ways, loading and building services at street frontages should be minimised and integrated in the façade design.

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## **3.3.2 Principle 2:** Introducing an ecology of uses

#### **Range of residential opportunities**

The precinct will provide a range of residential types and tenure types including apartments of various sizes and configurations and home based businesses. The development will provide new forms of compact, well-located, well-designed urban housing in Dandenong, to support housing affordability and accessibility.

Future residents will support, and benefit from, the full range of facilities, services and transport options that the Central Dandenong location provides.

#### **Diverse commercial and employment spaces**

The precinct will support an ecosystem of small and large businesses and other organisations, with opportunities for direct connections with established employment hubs in Central Dandenong and the wider NEIC area.

A potential 'Innovation Hub' (a place of assembly) will facilitate small exhibitions, events and knowledge shaping amongst local businesses and institutions.

#### Vibrant retail and hospitality offer

An extensive array of Ground Floor tenancies for retail (small and large tenancies) and food and drinks premises (such as cafes, restaurants and a brewery) will contribute to vibrant streets, by daytime and evening.

#### Integrated community activities

A range of community-focussed spaces will further enliven the precinct and welcome people in. Place of assembly and food and drinks premises tenancies will provide access to fresh, local-produced food. Community meeting rooms will facilitate diverse activities along with the office spaces (including co-working facilities).

The education centre will provide an important community role, potentially through vocational, skills-based training to support employment outcomes. The offices will provide opportunities for local small businesses, home-based businesses and start-ups.

#### **Potential links/synergies**

**Residents** will support local retail premises and food and drinks premises.

The food and drinks premises will provide for local **hospitality** businesses and **households**, while playing a wider **community** role.

Food and drinks premises will support local **residents** and **businesses** through hosting events and providing catering.

Local **retail premises** will be patronised by local **residents** and **workers**.

Commercial office **workers** will utilise local food and drinks premises, retail premises, the **residential hotel** and the **cinema**.

**Commercial tenants** may be linked with nearby **industrial** activities or **health** and **education** institutions in Central Dandenong.

The **residential hotel** will support the major **commercial** tenancies, for business-related accommodation, as well as major institutions and employers in the broader NEIC. Hotel guests will provide additional patronage for local **food and drinks premises** businesses.

The **education centre** will provide training opportunities for local **residents**, as well as potential vocational or continued professional development for nearby **businesses** and government agencies.

## **3.3.3 Principle 3:** Creating a day and night experience

An enhanced public realm, a diverse array of activities, and a highly accessible, central location will contribute to a vibrant urban setting, during daytimes and evenings.

The development should target an '18 hour' activation period (nominally 6am – 12am). Across this timespan:

- **Early morning:** Food and drink premises and recreation facilities open early, while supermarkets also attract early shoppers. Local residents emerge for walks, runs and coffees.
- Morning: Office workers arrive, while residents move around or travel to work and education. Food and drink premises are busy through lunchtime. And kids and parents inhabit streets and spaces.
- Lunch: Food and drink premises attract people from within and beyond the precinct, for lunch in sunny streets, lanes and public spaces.
- **Afternoon:** Restaurants and bars begin to open, retail activity ramps up, and office workers emerge late afternoon to travel, or access entertainment locally.
- **Evening:** Restaurants and bars fill up, and spill out onto streets and lanes, while residents return home.

Key initiatives to make this happen include:

- **Transforming the public realm:** Providing streets, lanes and spaces which are attractive, comfortable, safe, accessible and well-maintained.
- Intermixing activities: Ensuring each building provides a diverse and intensive mix of activities, recognising that different uses have different 'peaks and troughs' of activity across the day, so mixing provides for continuity of activity.
- **Tenancy occupation:** Supporting good business operators and maintaining continuous occupation of tenancies is key to creating activity and animated frontages to the public realm.
- **Solar access:** Sunny streets and spaces will attract and retain more people, and therefore support local businesses which engage with the public realm.
- **Wind mitigation:** Avoiding impactful wind conditions is also essential to delivering an attractive, comfortable public realm which people want to spend time in.

# **3.3.4 Principle 4:** Embedding environmental sustainability

Sustainability is embedded in the Development Plan in numerous ways. Intensification and mixing of land uses within an established city centre and close to extensive public transport services supports walking, cycling and public transport use – future residents and workers in the precinct will have most daily needs within easy reach, without need for a private car.

Higher density, 'vertical' urban development also reduces pressure on outward urban growth, which helps to conserve ecological values and agricultural land, as well as the environmental costs of 'suburban sprawl'.

More specifically, sustainability is embedded through the following initiatives:

- **Solar orientation:** Optimising buildings for solar access, and designing facades for solar control where needed.
- Water sensitive Urban Design (WSUD): Integrating water management and treatment in the public realm.
- **Green roofs:** Providing insulation benefits, reducing the urban heat island effect and providing potential for productive gardens on buildings.
- **Microclimate:** Designing for comfortable microclimate in the spaces between buildings, such as through tree planting for shade and appropriate pavement materials.

At precinct scale, environmental, social and economic sustainability will be achieved through the following, where relevant:

- The application of the Green Star Communities rating tool to achieve a 5-star rating (Australian excellence).
- A Net Zero Precinct target.
- The provision of outdoor and indoor physical activity spaces.
- Community tool sharing.
- Best practice water sensitive urban design and stormwater management.
- Cyclist infrastructure (bicycle parking and end-of-trip facilities).
- Minimum levels of certification against Green Star, NABHERS and NatHERS, where relevant.
- A car and bicycle sharing program.



Artists' impression - Halpin Way frontage

## **3.3.5 Principle 5:** Establishing a built form and public realm character

This Principle calls for a *cohesive character*, across a *'village of buildings*', *each with their own architectural identity*, creating a *diverse skyline of a variety of heights*.

The established mid-rise character of Central Dandenong will be extended in the area north of Foster Street, to support an 'urban' character and defined streets and lanes, balanced with a sense of openness human scale in streets and lanes. This supports good solar access to Little India, Foster Street and the Urban Courtyard south of Foster Street.

Higher-rise built form with innovative design will be established closer to the railway corridor, Thomas Street, Cheltenham Road and Lonsdale Street. It will signal change and transformation, and an advanced, forward-looking city centre, while avoiding detrimental shadow or wind impacts to the public realm, within and outside the precinct. Frontages to Halpin Way, Settlers Square and part of Thomas Street are mid-rise in scale, to establish bold, 'urban' characteristics and highly activated frontages, but maintaining a sense of human scale, and not overwhelming the public realm. These frontage heights are proportionate to the street widths, reflecting an effective urban design principle.

Lower-scale frontages are proposed along the Little India laneway, in response to the narrower streetscape, and parts of Foster Street to optimise solar access to the southern footpath, and support a cohesive streetscape condition across the Development Plan area, while accommodating varied building forms and scales.

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Artists' impression - Little India laneway streetscape, looking south

The new Little India laneway will be an intimately-scaled, vibrant, pedestrianised environment, with diverse, narrow shop frontages which engage positively with the outside, to create an authentic urban laneway environment.

Spacing between buildings is also key to balancing density with views to the sky, solar access to the public realm, and an interesting, varied skyline. The Development Plan provides for at least 20m clear separation between taller forms and above Little India, and at least 10m separation between facing buildings. This spacing also supports wind mitigation and internal amenity outcomes.



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Artists' impression - Foster Street, looking east



# **3.3.6 Principle 6:** Activating through placemaking, integrated art and events

Placemaking is recognised as an ongoing process of planning, implementation and management of initiatives to support activity, interest, safety, community stewardship and 'buy in' to the place, and the right conditions for business success, community support and engagement, and social opportunities.

Therefore the Placemaking approach will be developed and implemented over time, on an ongoing basis.

At this Development Plan stage, proposed placemaking initiatives have been identified in response to the *What Makes a Great Place?* wheel, by Project for Public Spaces.

The Social Infrastructure assessment at Appendix E has also informed this Development Plan, noting the recommendations to investigate the provision of the following in the precinct:

- Passive open space.
- Active open space.
- An indoor recreation facility (gymnasium).
- Education centre (including long day care and tertiary education).

This framework identifies the four (4) key attributes of a place, as follows, with the proposed initiatives within each one:

#### **Uses and Activities:**

- Food and drinks premises: Community food resource, supporting local/regional producers, food education/ training and events, productive gardens.
- **Education facility:** Vocational/skills training, professional development, community resource.
- Little India: Retail and food and drinks tenancies, cultural precinct, social opportunities, tourist attraction.
- **Community meeting rooms:** Offices/places of assembly, local group activities, meetings, classes, celebrations.
- Offices (including co-working): Small business support, home-based business space, business interaction, business/institution interaction, display, information sharing, promotion.
- **Mixed uses:** 18+ hour activation, highly active frontages, permeable buildings. Horizontal and vertical mixing of uses.
- **Synergies** between different land uses support economic interaction within and beyond the precinct.

#### **Comfort and Image:**

- **Public realm treatment:** New and enhanced streets will extend and be integrated with existing streets such as Halpin Way where high quality treatments are in place.
- **Public realm design:** Streetscapes and spaces are designed with integrated seating, lighting, planting infrastructure and signage.
- **Extensive tree planting:** Streets and spaces will be substantially green, for shade, visual softening and ecological benefits.
- **Water:** The public realm will incorporate visible stormwater treatment / Water Sensitive Urban Design which enhances visual amenity and protects natural waterways.
- Active frontages: Visually open and permeable building frontages will support visual interaction with the public realm, and passive surveillance opportunities from Ground Floor and upper levels.
- Good building design: Buildings will be well-designed, visually interesting, innovative and contextually responsive, to signify transformation and renewal. Frontages will be tactile, textured and utilise varied, natural materials to engage pedestrians.

#### Access and linkages:

- Improved streets: Foster Street and Mason Street will be significantly enhanced to benefit people and create useable space, while Halpin Way will also be improved, and new active frontages will benefit Thomas Street and Cheltenham Road.
- **New links:** Little India will comprise a new north-south laneway, and Gilbert Lane will be realigned to provide secondary and vehicle access.
- Public Transport interfaces: The interfaces/frontages to the Station and bus interchange will be activated, visually interesting
- **Active edges:** All streets, lanes and spaces will be edged by extensive active frontages, to support an engaging, safe pedestrian experience.
- **Shading and shelter:** Canopies and street trees will provide effective sun shading and shelter to footpaths along Foster Street and other routes.

#### Sociability:

- **The Urban Courtyard:** This space will serve as a meeting place and 'outdoor living room' for passive recreation, with occasional gatherings and events.
- **Housing:** Residential buildings will provide communal indoor and outdoor spaces, and habitable 'green' roof spaces for social interaction and passive recreation.
- Innovation Hub: This space will support organisational partnerships, business/institution linkages and knowledge sharing, through regular displays and gatherings.
- **Food and beverage:** Cafes, restaurants and bars will drive activity across the day and through the evening, facilitating a range of social opportunities.



# Part 4: Concept Plans

## 4.1 Site Layout and Structure

The site structure of the Development Plan area is substantially determined by the boundaries of the five (5) development sites, and the existing streets around and between these sites, which are retained and reinforced.

The Development Plan proposes to:

- Retain and enhance Mason Street.
- Retain and enhance/transform Foster Street.
- Create positive interfaces to Halpin Way, Thomas Street, Settlers Square and the Dandenong Station environment.
- Create positive interfaces to the existing bottle-shop building located centrally in the development on Foster Street.
- Reconfigure/reposition Gilbert Lane, to run parallel to Halpin Way, between Thomas Street and Mason Street.

#### 4.1.1 Interfaces

#### **Halpin Way**

The Halpin Way frontage is anchored by the food and drinks tenancies (corner Thomas Street) and the place of assembly (corner Settlers Square), with smaller, narrow-fronted retail and food and drinks tenancies in between.

Buildings will have open, visually permeable frontages which integrate vegetation, outdoor spaces across the lower levels.

Mid-rise scale street walls will support a defined, activated streetscape.

#### Thomas Street / Cheltenham Road

These existing streets will be activated by the food and drinks tenancies, extensive retail tenancies, and the proposed residential hotel/function centre (corner Foster Street).

Varied street wall/frontage heights will create a diverse urban setting.

#### **Foster Street**

Foster Street will be edged by lower-height building frontages to provide a human-scale, contextual streetscape, with higherscale forms marking the intersection with Thomas Street / Cheltenham Road.

It will be characterised by retail frontages with varying activities above, and will integrate or blend with the Urban Courtyard public open space.

#### Urban Courtyard public open space

This public space will be framed by a sweeping podium form containing active retail premises, residential hotel and food and drinks premises. This large north-facing space will also incorporate the existing bottle-shop building and the existing streets encircling it – Greenland Place and Keyes Lane.

The high-rise buildings to the south, east and west of the Urban Courtyard will sit above podium forms which directly address the public realm.

#### **Settlers Square**

The existing Settlers Square will benefit from increased edge activation from the retail premises and food and drinks premises, and framed by a predominantly mid-rise street wall form, the orientation of which allows continued solar access to the outdoor space.

#### **Commuter car park**

The existing car park south of Building J will also be interfaced by a 41.5m AHD podium frontage, and activated through retail frontages and entrances while ensuring the car park enjoys equitable development opportunities.

The northern edge of the car park will incorporate a 3m wide pedestrian path within the site boundary, and facilitated by the podium setback, proving a secondary access path between the Urban Courtyard and Dandenong Station. The podium frontages of Buildings H and J to the car park will incorporate active, visually permeable edges at Ground Floor and upper levels, and secondary entrances to the buildings. Vehicle access to the existing VicTrack commuter car park via Greenland Place will be upgraded.

# 4

## 4.2 Public Realm

#### 4.2.1 Design principles

The urban realm design framework is underpinned by the following five structuring principles:

- 1. Water expression & capture;
- 2. Urban greening and canopy cover;
- 3. User experience and movement;
- 4. Place and building activation; and
- 5. Place based environmental performance.

#### 4.2.2 Key streets and spaces: design parameters

#### Little India laneway

- Integrate Water Sensitive Urban Design treatments in the laneway streetscape, including expression of surface water in the streetscape.
- Connect building downpipes to vegetated pits and water features.
- Address the gradient/fall though integrated retaining walls to terraces spaces, with timber and concrete bench seating.
- Ensure high-quality paving and street furniture which integrates with/extends the public realm design of Halpin Way, but in a different tone to Halpin Way.

#### Urban Courtyard/park space

- Create a high-quality public plaza space with extensive soft landscaping.
- Combine hard and soft surfaces, and incorporate large concrete seating elements.
- Ensure adequate shade opportunities through canopy trees and shade structures.
- Ensure high-quality paving and street furniture which integrates with/extends the public realm design of Halpin Way, but in a different tone to Halpin Way.

#### **Foster Street**

- Establish a low-speed, kerbless streetscape environment in Foster Street, spanning between the Little India and Mason Street intersections, and preferably extending west to Settlers Square and the Station entrance.
- Establish closely-spaced, high-canopy street trees to provide shade along the southern footpath.
- Provide extensive tree planting in shaded areas along the north side.
- Integrate water collection and expression along the southern side of the street.

#### **Halpin Way**

- o Install WSUD elements to cleanse surface water.
- Install additional canopy trees for shade.
- Extend existing concrete paving to new building edges.

#### **Mason Street**

- Integrate 'pause points' with water features/water collection along the streetscape.
- Provide multiple clusters of trees and ground level streetscape planting to both sides.
- Extend existing concrete paving materials/configuration from Halpin Way into Mason Street.

#### **Gilbert Lane**

- Integrate water collection along the southern side of the laneway.
- Provide shade trees within the drainage line.
- Locate bicycle infrastructure close to building entries.



Public realm master plan (Source: REALM Studios)

### 4.3 Land Uses

The development is proposed to accommodate a wide diversity of land uses including commercial, retail, hospital, office, education centre, accommodation and residential, entertainment, services and community uses, to support day and night activity, varied living and working opportunities, and rich experiences for visitors.

#### 4.3.1 Ground Floor

As appropriate in a city centre, the Ground Floor is proposed to incorporate a diversity of activities, with a predominance of smaller tenancies and many building entries, to support activation and visual interest. Proposed Ground Floor activities include:

- Retail, particularly along Foster Street, Thomas Street and Halpin Way, as well as Little India.
- Food and beverage (cafes and restaurants), particularly along the Little India laneway, Foster Street, Halpin Way and Thomas Street.
- Education centre, potentially fronting Foster Street and Mason Street.

- Hotel and Office complex, potentially fronting Foster Street and Cheltenham Road.
- Potential hospital, medical centre and other health-related services.

#### 4.3.2 Podium levels

The building podia generally contain a range of commercial and residential uses, including an education centre, a hospital (potentially in Building C and/or D), a cinema (potentially in Building J), food and drinks premises, retail premises, places of assembly and residential hotel uses (potentially in Building G).

#### 4.3.3 Upper levels

Upper-level forms generally contain either residential dwellings or residential hotels, education centres, hospitals, medical centres or offices. Potential for habitable rooftop spaces can provide for additional communal open space for residents, visitors, customers and workers.



Master plan, ground floor level (Source: DKO Architects)

#### 4.3.4 Gradients/levels

Ground Floor tenancies should align to the external public realm grade where possible.

Car parking should be positioned below natural ground level (in basement levels).

#### 4.3.5 Affordable Housing Commitment

An Affordable Housing Statement that sets out how an affordable housing contribution is intended to be delivered for the DPO16 area (Sites 11 - 15).

The Statement must provide for:

 At least 10 per cent of the total number of dwellings developed on the land affected by DPO16 must be provided as affordable housing, as defined in the Planning and Environment Act 1987, or an alternative contribution of an equivalent value to the satisfaction of the Responsible Authority.

## 4.4 Built Form

#### 4.4.1 Building A

The Building A massing is configured to present strong mid-rise street walls to Halpin Way and Mason Street through an L-shaped form in plan, and a low-scale frontage to Foster Street with habitable roof space, to ensure solar access to the south.

#### **Building height:**

37.0 AHD / 55.4 AHD / 66.0 AHD

#### **Frontages:**

- o Halpin Way: 58.9 AHD
- o Mason Street: 58.9 AHD
- o Foster Street: 37.0 AHD

#### **Upper-level setbacks:**

- o Halpin Way: 2m
- o Mason Street: 2m / Om

#### 4.4.2 Building B

Building B is configured to present strong mid-rise street walls to Halpin Way and Mason Street, and separation to Building C to the south, with a low-scale frontage to the Little India laneway to the east.

#### **Building height:**

38.2 AHD / 59.6 AHD / 66.0 AHD

#### **Building separation:**

15m from Building C to the south.

#### Frontages:

- o Halpin Way: 59.6 AHD
- Mason Street: 59.6 AHD
- o Little India: 38.2 AHD
- o Gilbert Lane: 38.2 AHD

#### **Upper-level setbacks:**

- Halpin Way: 3.5m (min.)
- o Mason Street: 3.5m
- o Little India: 5.5m
- o Gilbert Lane: 5m

#### 4.4.3 Building C

Building C is massed to extend the mid-rise condition north of Foster Street, incrementally transitioning down to low-rise to provide lower-scale frontages and allow solar access to Foster Street, and with a low-scale frontage to the Little India laneway to the east.

#### **Building height:**

37.0 AHD / 55.4 AHD

#### **Building separation:**

15m from Building B to the north.

#### **Frontages:**

- o Gilbert Lane: 55.4 AHD
- o Mason Street: 37.0 AHD

#### Upper-level setbacks:

- o Gilbert Lane: Om
- o Mason Street: 6m
- o Little India: 8.5m

#### 4.4.4 Building D

Building D's massing provides a strong corner gesture and mid-rise interfaces to Halpin Way and Thomas Street, with a low-scale frontage to the Little India laneway to the west.

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#### **Building height:**

38.2 AHD / 66.0 AHD

#### **Building separation:**

10m from Building E to the south.9m from Building B at lower levels (Little India laneway).20m from Building B at upper levels (above Little India laneway).

#### **Frontages:**

- Halpin Way: 66.0 AHD •
- Thomas Street: 66.0 AHD

#### Upper-level setbacks:

- o Halpin Way: Om
- o Gilbert Lane: Om

Gilbert Lane: 66.0 AHD

Little India: 38.2 AHD

Little India: 37.0 AHD

Foster Street: 37.0 AHD

- o Thomas Street: Om
- Little India: 5.5m

0
# 4.4.5 Building E

Building E is also configured as a mid-rise L-shaped form in plan. It presents low-scale frontages to the Little India laneway to the west, and to Thomas Street (southern portion) and Foster Street, to allow solar access to the south.

#### **Building height:**

29.1 AHD / 37.0 AHD / 50.9 AHD / 54.0 AHD

#### **Building separation:**

10m from Building D to the north. 9m from Building C at lower levels (Little India laneway). 26m from Building C at upper levels (above Little India laneway).

#### **Frontages:**

 $\cap$ 

- Gilbert Lane: 54.0 AHD
- Thomas Street: 54.0 AHD / 29.1 AHD  $\cap$
- Little India: 37.0 AHD  $\cap$
- Foster Street: 29.1 AHD 0

#### **Upper-level setbacks:**

Gilbert Lane: Om

Thomas Street: 3m / Om

Little India: 8.5m Foster Street: 3m (min.) 0

# 4.4.6 Building G

Building G is configured as a single tower form defining the corner of Foster Street and Cheltenham Road, but integrated with a curved podium form fronting both streets and the adjacent Urban Courtyard space.

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#### **Building height:**

37.0 AHD podium / 114.5 AHD tower

#### **Building separation:**

20m (min.) from Building H above podium.

#### **Frontages:**

- Foster Street: 37.0 AHD 0
- Cheltenham Road: 37.0 AHD  $\cap$

#### **Upper-level setbacks:**

Foster Street: 3m

Cheltenham Road: 3m  $\cap$ 

### 4.4.7 Building H

Building H interfaces with the rail corridor and Cheltenham Road, and is configured as a prominent, curved tower form with a central vertical recess and openings between the conjoined forms in the upper and lower floors, above a curved podium form fronting Cheltenham Road, the rear laneway and existing commuter car park, and the Urban Courtyard space.

#### **Building height:**

37.0 AHD podium / 148.6 AHD tower

#### **Building separation:**

20m from Building G above podium. 29.8m from Building J above podium.

#### **Frontages:**

Cheltenham Road: 37.0 AHD

#### **Upper-level setbacks:**

- 0 Cheltenham Road: 3m (min.)
- Rear laneway: 3m (min.) 0
- Commuter car park (west): 6m (min.) 0
- Rear access lane to commuter car park (south): 3m (min.) 0

# 4.4.8 Building J

Building J interfaces with the Dandenong Station forecourt/ bus interchange, the rear commuter car park and Foster Street. It is configured as an irregular rectangle form with central vertical recess or 'break' and openings between the conjoined forms in the upper and lower floors, above a continuous podium frontage to all interfaces.

#### **Building height:**

41.5 AHD / 135.4 AHD

#### **Building separation:**

29.8m from Building H.

#### **Frontages:**

- 0 Foster Street: 41.5 AHD
- Dandenong Station: 41.5 AHD 0
- Commuter car park: 41.5 AHD 0

#### **Upper-level setbacks:**

- Foster Street: 6m 0
- Dandenong Station: 6m 0
- Commuter car park: 6m 0

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# 4.4.9 Built form guidelines

- Ground level floor to ceiling heights should be sufficient to accommodate commercial uses.
- Where practical, seek at least 80 per cent active edges (by length) at Ground Floor to Halpin Way, Mason Street, Forster Street and Thomas Street, the Settlers' Square/ Station interface, and the new Little India laneway.
- Building frontages should be provided in accordance with Schedule 2 to Clause 43.02 of the Scheme.
- Provide weather protection for pedestrians, where practical, along Foster Street.
- Utilise durable, resilient materials throughout, that require minimal maintenance and do not cause unreasonable glare through high levels of reflectivity.
- Use material and finishes that limit impacts from wilful or accidental damage.



Development Plan built form massing diagram (Source: DKO Architects)

# 4.5 Movement and Access

### 4.5.1 Context

The implementation of this Development Plan will transform the Foster Street precinct into a cultural and economic hub attracting people and business activity. It will cluster a variety of land uses within a high-amenity public realm in the most accessible location east of Melbourne CBD. There are over 13,000 car parking spaces within a short walk of the precinct. The precinct is also directly served by over 10,000 public transport services each week. High quality, regional shared paths connect for 20km in each direction and provide excellent access for bicycle riders and pedestrians.

# 4.5.2 Vision

In this high-activity precinct, the transport networks must prioritise creation of social, economic, and cultural value for users. Creating a vibrant place for visitors to explore will lead to increased visitation, activation, business activity and community benefit.

The vision for the transport network will enhance urban amenity and provide excellent access for all. The strengths of the precincts and its surrounding environment will be leveraged to maximise the overall benefit for the community in terms of access to services, reduced cost of living and increased business productivity across the precinct and Central Dandenong.

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# 4.5.3 Principles

#### Walking

- Road geometry, built form and streetscape design will all focus on providing highest quality pedestrian realm as the primary objective.
- Pedestrian movement will be prioritised at intersections and crossings.
- Pedestrian connectivity and permeability will focus on high quality activated links to and through the precinct.
- Universal access for all will be provided into buildings and across the whole site through raised pavement crossings at key locations and all intersections.
- Wayfinding will leverage Council's existing strategy to improve the sense of place and navigation within and around the precinct.
- Street trees will provide extensive canopy shade cover over the public realm including road space.
- Illumination of the public realm will maximise interest, exploration, perceptions of safety and artistic value.

#### **Bicycle riding**

- Integrate regional active transport links to and through the site.
- Strengthen the low-stress protected bicycle path network that is separated from moving traffic.
- Provide high-quality connections to the regional bicycle network.
- Provide easily accessible and convenient end-of-trip facilities.

#### **Public transport use**

- Maintain pedestrian connectivity to Dandenong Station and Bus Interchange.
- Enhance amenity of pedestrian connections to Dandenong Station and Bus Interchange.
- Prioritise bus movements at intersections.
- Integrate with potential improvements to Dandenong Station and Bus Interchange.



Transport framework plan (Source: Movement and Place Consulting)

#### Vehicle access

- Intersection design and operations will focus on safety for all road users.
- Sightlines will facilitate safety without encouraging high vehicle speeds.
- Width of roads and travel lanes will focus on minimising pedestrian crossing distances and maximising space for pedestrian movement and retail opportunities.
- Road geometry and design will encourage low vehicle speeds.
- There will be no new driveway crossovers from any of the public roads into the development.

#### **Freight access**

- $\circ$   $\;$   $\;$  Provide adequate access for delivery and service vehicles.
- $\circ$   $\;$  Minimise conflicts with pedestrians and bicycle riders.

#### **Car parking**

- On-street parking lanes will start and end with kerb outstands to minimise pedestrian crossing distances.
- Convenient high-quality pedestrian connections will be provided from basement parking facilities.
- Car parking entry/exit locations will minimise unreasonable traffic impacts within the core of the precinct.
- Off-street car parking within the precinct will be consolidated and retained in common ownership and open for use by the whole community.
- Off-street car parking will be provided early in the development staging to support construction workers, business and residential parking needs (a minimum of 483 new off-street car parking spaces will be provided in the Foster Street redevelopment).
- Minimise traffic congestion by establishing a maximum parking supply within the precinct based on road capacity constraints of the surrounding road network.
- The maximum parking provision should not exceed the parking rate proposed in Section 7.3.5 of Appendix B -Transport Management Report.

#### **Foster Street**

Foster Street will be transformed into a pedestrian-friendly, vibrant streetscape. The central part between Mason Street and the new Little India laneway will become more pedestrian oriented, encouraging slow vehicle speeds and safe, convenient access for pedestrians and cyclists. including northsouth movement between Mason Street, Little India and the Urban Courtyard public open space.

#### **Gilbert Lane**

Gilbert Lane will also be developed as a shared space, but providing vehicle access including for loading to the rear of large tenancies here.

#### Vehicle access

Vehicle access will be retained (as existing) on Foster Street, Mason Street, Greenland Place and Keyes Lane, but within transformed streetscapes, encouraging slower speeds, increased safer and more pleasant environments.

The relocated Gilbert Lane will also provide vehicle access, while Halpin Way will remain restricted to vehicles and pedestrian-focussed.

Traffic access on Cheltenham Road and Thomas Street will not be unreasonably affected by this development.

#### Vehicle entries

Vehicle access to basement car parking areas will be located and designed for convenient access and to minimise impact on the pedestrian environment. Vehicles will access car parking and loading areas from:

- Cheltenham, Road, at Building H (below grade, utilising the existing underpass cutting for direct basement access).
- o Thomas Street, at Building E.
- Mason Street, to Building A.
- Greenland Place / Keyes Lane, to Building J and the existing commuter car park.
- Gilbert Lane, to Buildings B, C, D and E.

#### **Cycling infrastructure**

The new buildings will incorporate 'end-of-trip' facilities for cyclists, as well as indoor/secure and outdoor/public bicycle storage, to encourage cycling and utilisation of the existing path networks which access the Development Plan area.

# 4.6 Off-site Amenity

# 4.6.1 Overshadowing

The Development Plan built form massing is configured to optimise solar access to existing and proposed streets and spaces (as set out above) and to limit off-site overshadowing impacts.

The shadow diagrams below illustrate the shadow impacts at the equinox (21 September) between 10am and 2pm, which affect limited extents of the railway corridor. Cheltenham Road, and existing employment and car park areas.



Shadow analysis Equinox 22 September, 10am



Shadow analysis Equinox 22 September, 11am



Shadow analysis Equinox 22 September, 12pm



Shadow analysis Equinox 22 September, 1pm



Shadow analysis Equinox 22 September, 2pm



Urban Courtyard shadow analysis Equinox 22 September, 10am



Urban Courtyard shadow analysis Equinox 22 September, 11am

4



Urban Courtyard shadow analysis Equinox 22 September, 12pm



Urban Courtyard shadow analysis Equinox 22 September, 1pm



Urban Courtyard shadow analysis Equinox 22 September 2pm



Urban Courtyard shadow analysis Equinox 22 September, 3pm

4



Urban Courtyard shadow analysis Winter Solstice 22 June, 10am



Urban Courtyard shadow analysis, Winter Solstice 22 June, 11pm



Urban Courtyard shadow analysis Winter Solstice 22 June, 12pm



Urban Courtyard shadow analysis Winter Solstice 22 June, 1pm

4



Urban Courtyard shadow analysis Winter Solstice 22 June, 2pm



Urban Courtyard shadow analysis Winter Solstice 22 June, 3pm

### 4.6.2 Wind impacts

The evolution of the Development Plan massing and configuration has been informed by wind analysis, to ensure appropriate outcomes and mitigation of wind impacts on the public realm.

Future developments should ensure appropriate built form massing, façade design and public realm infrastructure are designed to provide conformable and safe public realm environments.

# 4.6.3 Visual bulk

The Development Plan massing is designed to minimise any detrimental visual bulk impacts, through:

- Providing continuous mid-rise scale built form north of Foster Street.
- Providing extensive low-rise frontages to streets.
- Positioning high-rise buildings on lower-scale podia.
- Providing formal/visual 'breaks' in the tower forms of Buildings H and J, to reflect narrower, more slender forms.
- Providing substantial separation between buildings.

As outlined in Appendix D, development across the Development Plan area should achieve the following, where appropriate and based on the intended design and use of spaces:

#### Unsafe

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 directions.

#### Comfortable

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:

- o 3 metres per second for sitting areas.
- o 4 metres per second for standing areas.
- o 5 metres per second for walking areas.



# 4.7 The Development Plan

# 4.7.1 Development Plan parameters

The following diagrams illustrate the Development Plan preferred built form parameters, including building heights, setbacks, building separation and entry points. Potential land uses indicated may be subject to change in response to market conditions over time. Assumed Floor Heights (m):

- o Ground Floor Retail: 4m 5m
- o Ground Floor Commercial: 4.5m 5m
- o Upper-level Residential: 3.1m 3.5m
- Upper-level Commercial: 3.6m 3.8m

Overall building heights may vary due to conformation of land uses and detailed design of buildings.



# Framework Plan

### Full Development Plan area



# Buildings B, C, D, and E



### Buildings A and J



## Buildings G and H

# 4.7.2 Staging

The following is an indicative summary of projected development stages, as reflected in the map below. The extent and timing of stages may be subject to change in response to market conditions over time.

#### Stage 1 (Site 13): 2023-2026

#### **Potential components:**

- Accommodation/dwellings
- Home based business
- o Hospital
- o Office
- Medical centre
- Supermarket
- o Education centre
- o Retail/food and drinks premises
- Leisure and recreation
- Halpin Way street upgrades (outside title boundary).

#### Stage 2 (Site 12): 2027-2029

#### **Potential components:**

- Accommodation/dwellings
- Home based business
- Hospital
- o Office
- Medical centre
- Supermarket
- Education centre
- Retail/food and drinks premises
- Leisure and recreation
- Little India street upgrades.

#### Stage 3 (Site 11): 2029-2031

#### **Potential components:**

- Accommodation/dwellings
- Home based business
- o Office
- o Medical centre
- Place of assembly
- Retail/food and drinks premises
- Leisure and recreation
- Settlers Square street upgrades (outside title boundary).

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#### Stage 4 (Site 14, north): 2032-2034

#### **Potential components:**

- Accommodation/dwellings
- Home based business
- o Office
- o Medical centre
- o Retail/food and drinks premises
- Leisure and recreation.

#### Stage 5 (Site 14, south-east): 2034-2036

#### **Potential components:**

- o Accommodation/dwellings
- Home based business
- o Office
- Medical centre
- o Retail/food and drinks premises
- Leisure and recreation.

#### Stage 6 (Site 14, south-west): 2037-2039

#### **Potential components:**

- Accommodation/dwellings
- Home based business
- o Office
- o Medical centre
- Retail/food and drinks premises
- Leisure and recreation
- Mason Street street upgrades (outside title boundary).

#### Stage 7 (Site 15): 2038-2041

#### **Potential components:**

- Accommodation/dwellings
- Home based business
- o Office
- o Medical centre
- Hospital
- o Supermarket
- o Education centre
- o Retail/food and drinks premises
- Leisure and recreation
- Place of assembly
- o Cinema
- Foster Street street upgrades (outside title boundary).

Development Plan

HARDEVI/R

THE BOMBAY STORE

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Timeline is indicative and subject to change