

TRAIN AND TRAM ZONE ACTIVITY CENTRES PROGRAM

LOCAL VARIATION TESTING TRANCHE 2

SPRINGVALE TO DANDENONG

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Introduction and background

Project overview

Across Victoria, housing affordability and accessibility remain key challenges, with many Victorians unable to secure a home close to the people, services, and opportunities that support their daily lives. The Department of Transport and Planning (DTP) recognises the need for coordinated and timely action to support a sustainable future in which all Victorians have access to suitable housing options.

As part of the Victorian Government’s Housing Statement, the Activity Centre program seeks to deliver more homes in and around activity centres, enabling more Victorians to live closer to jobs, services, public transport and green, open space.

The Train and Tram Zone Activity Centres Program presents a significant opportunity to accommodate housing growth within Melbourne’s established urban areas, particularly through the delivery of more compact housing forms such as apartments and multi-dwelling developments. However, inconsistencies in the planning provisions currently applied across these centres limit the ability to deliver additional housing in well-located areas.

To address this, DTP is proposing updates to planning controls in and around 60 train and tram zone activity centres. These changes are intended to support the delivery of over 300,000 new homes by 2051, located close to Melbourne’s public transport network, employment hubs, and essential services.

To support consistent and high-quality development outcomes, DTP has developed a suite of global built form controls, that provide a clear and replicable framework to guide future development.

DTP has prepared Activity Centre Plans for an initial 10 activity centres, forming part of the Activity Centre Program amendment package along with new planning provisions. These plans consolidate the strategic work undertaken to establish updated planning controls for activity centres.

In late 2024, the Premier and the Minister for Planning announced the expansion of the Activity Centres Program to include another 50 train and tram zone activity centres with good access to public transport, jobs and services. These locations were selected based on analysis of transport capacity, market viability, access to jobs and services, and environmental considerations. The development of new planning controls for these 50 activity centres is anticipated to be completed by 2026.

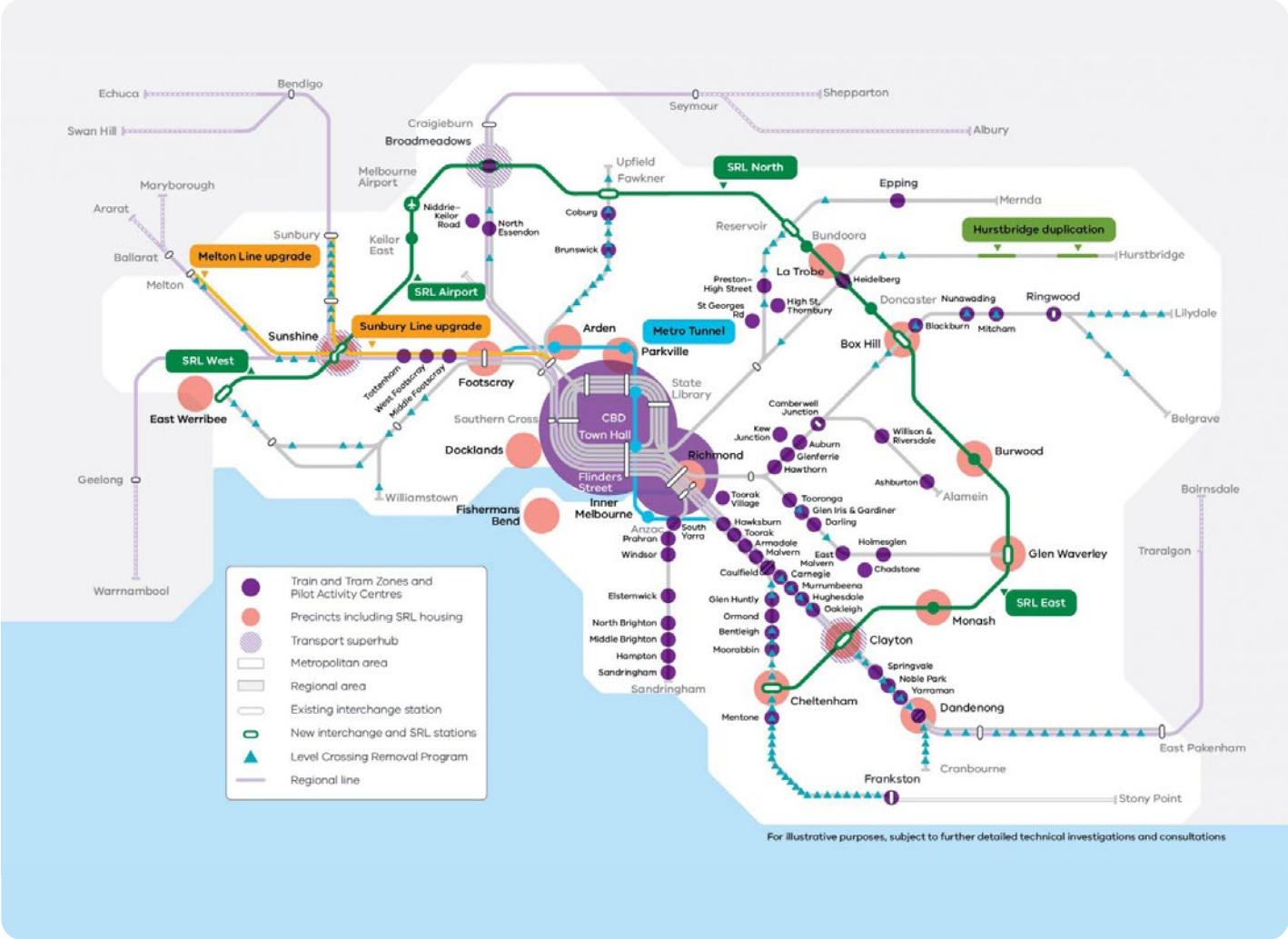


Figure 1. Map of train and tram zone activity centres

Introduction and background

Project purpose

The work presented in this report was undertaken to support DTP's application of the Global Built Form Controls (GBFC) across 48 activity centres, delivered in Tranche 1 and Tranche 2. The primary objective is to identify place-specific local variations that better respond to the unique conditions, opportunities and constraints of individual centres.

The Train and Tram Zone Activity Centre Program – Local Variations Testing Project seeks to test and refine the application of the GBFC to ensure they deliver appropriate outcomes across diverse urban contexts. In particular, the project focuses on identifying circumstances where sensitive interfaces, open spaces, key streetscapes, or planned public realm upgrades may warrant adjustments to overall building heights, street wall heights, setbacks, or built form typologies.

The scope of this work included:

- reviewing the Global Built Form Controls including urban design guidelines for both Tranche 1 and Tranche 2 activity centres;
- assessing site specific opportunities and constraints identified through the Foundational Analysis, Traditional Owner, and other community and stakeholder engagement outcomes;
- undertaking built form testing to identify place-specific impacts of the Global Built Form Controls in activity centre cores to inform potential local variations, and;
- providing clear and concise recommendations where place specific adjustments are required to achieve desired urban design and amenity outcomes.

Project objectives

A key objective of the Train and Tram Zone Activity Centres Program is to introduce a consistent set of built form standards that support growth, while ensuring development responds and contributes positively to its local context.

Local Variations provide a mechanism to apply these standards in a balanced and context-responsive manner.

The local variations framework seeks to achieve the following outcomes:

- A balanced growth outcome, ensuring development supports sustainable expansion while maintaining liveability.
- A reasonable level of sun access, protecting sunlight to parks, public spaces, and key streets to enhance public amenity.
- A balanced approach to amenity protection, managing change at sensitive residential interfaces to safeguard amenity for existing and future residents.
- Protection of key view lines, maintaining important visual connections to landscapes and local landmarks.
- Any other matters captured in Community, Council, State Government and Traditional Owner feedback.

These outcomes are supported by a set of urban design principles that guide practical implementation (refer to Figure 2).

Collectively, the objectives and principles establish a framework that balances growth with amenity, heritage, and environmental quality, supporting sustainable and high-quality urban outcomes.

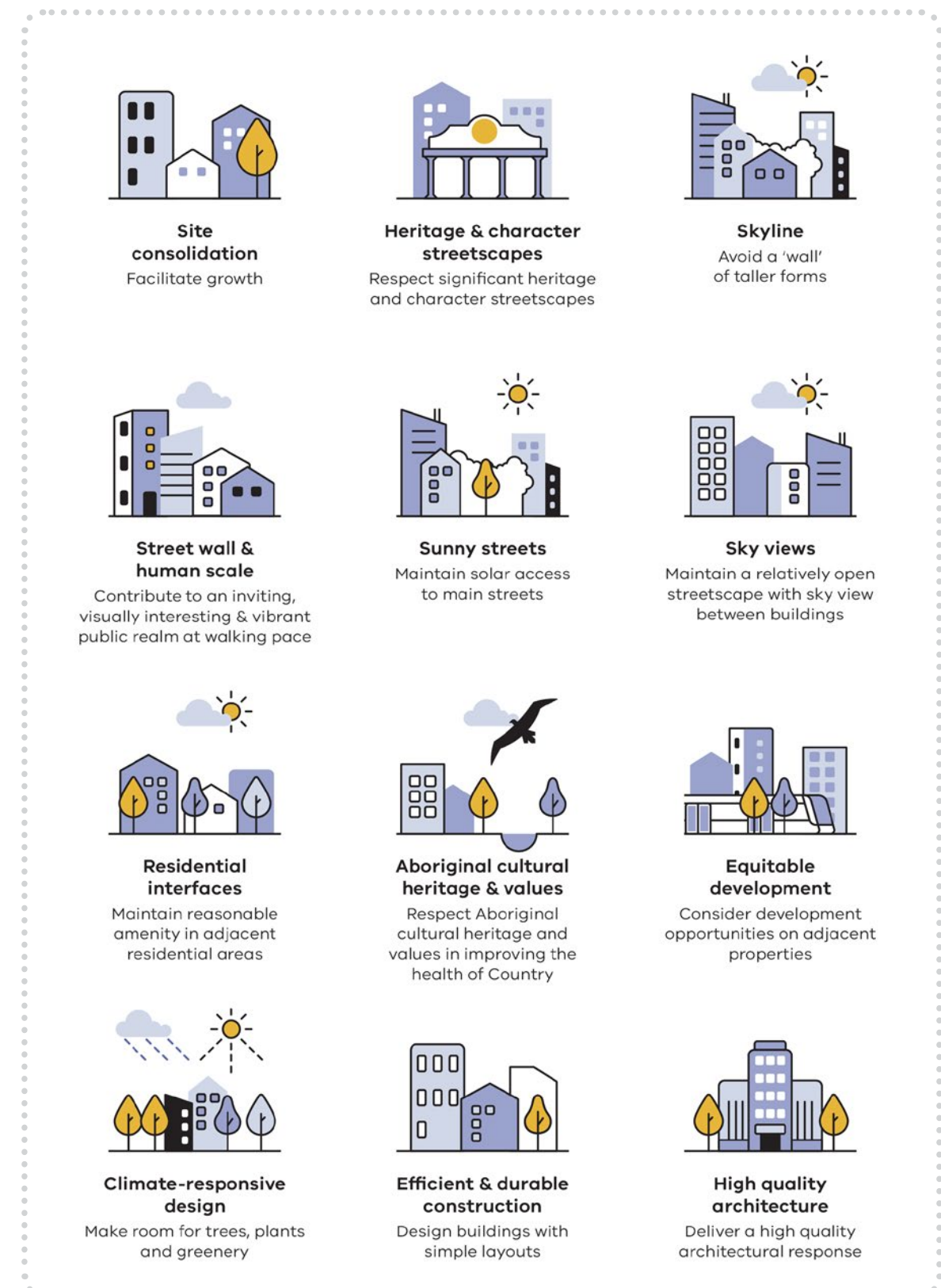


Figure 2. Urban Design Principles from the 'Train and Tram Zone Activity Centre Program Explainer, 2026'

Introduction and background

Project methodology

The Local Variations Testing Project focuses on assessing how effectively the Global Built Form Controls can achieve a balanced outcome between facilitating housing growth and protecting existing public and private realm amenity within the core areas of the activity centres.

The scope for this Local Variations testing included:

- assessing sun access to parks and key streets, ensuring adequate daylight and comfort in public spaces;
- managing sensitive interfaces to protect residential amenity; and
- protection of key views and landmarks to preserve important local and site-specific features.

Where the application of the global built form controls does not fully achieve the standards established under the Activity Centres Program, local variations are proposed. These variations are tailored to the specific conditions of each centre and are intended to ensure development outcomes remain balanced and contextually appropriate.

For the purposes of built form testing, the Global Built Form Controls have been modelled to reflect the maximum permissible height, street wall height and minimum setback requirements.

The resulting blocks represent the maximum developable envelope within which future development may occur. These three-dimensional envelopes are not representations of actual or proposed buildings, nor do they reflect a final built outcome.

Development occurring within this envelope would be subject to further design resolution and is expected to incorporate articulation and refinement, including variations in siting, massing, building form, façade treatment and materiality.

The diagrams below illustrate how a planning envelope may translate into a more articulated and responsive built form.

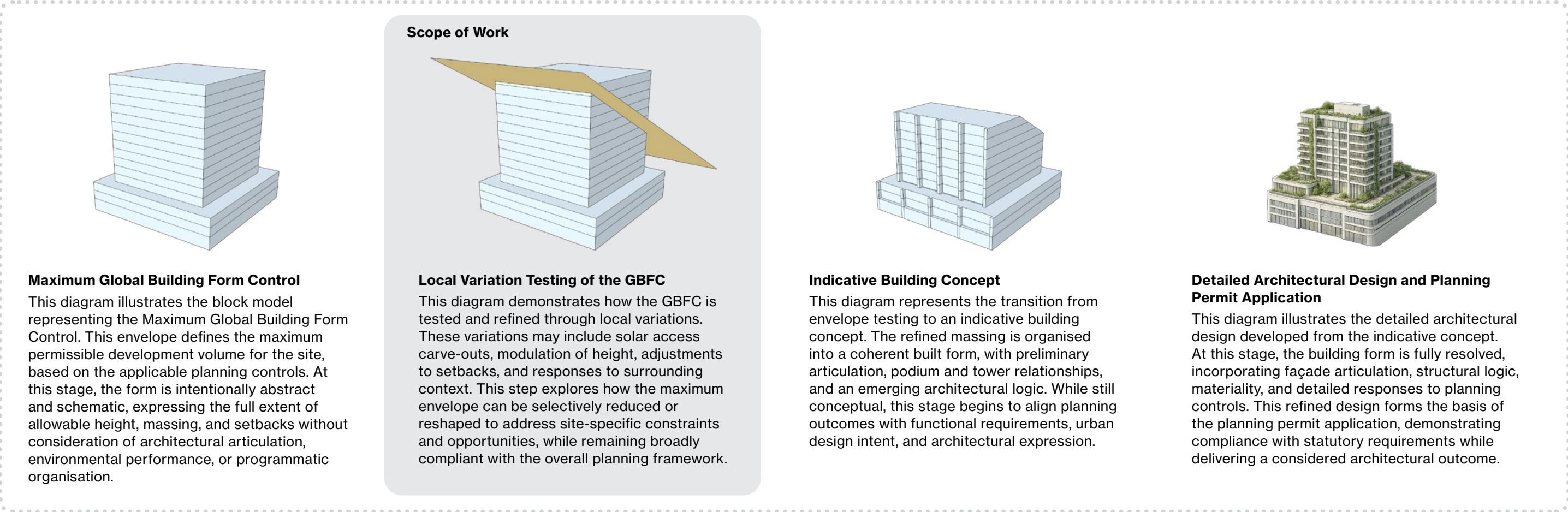


Figure 3. Holistic Project Process

Global Built Form Controls

The Victorian Government’s Train and Tram Zone Activity Centres Program (TTZACP) introduces a suite of consistent built form standards to support housing growth, while maintaining amenity, character, and high-quality public spaces across selected Melbourne activity centres. These global built form controls are provided as part of the Train and Tram Zone Activity Centres Program Explainer, 2026.

This report explains how a consistent, typology-based approach to built form controls has been developed. It responds to fragmented planning controls and approval uncertainty that have limited housing delivery in established centres. The standards apply where recent strategic plans are absent.

- The approach is built around three key components:
- 1. *Activity Centre Classification (Housing Growth Framework)* - centres are classified (Type 1–4) based on access to jobs, services, and public transport. Higher-order centres are expected to accommodate greater height and density, directing growth to the most accessible locations.
 - 2. *Urban Design Principles* - twelve principles guide all standards, including urban consolidation, respect for heritage, human-scaled streets, sunlight access, skyline management, high-quality architecture, and sensitive transitions to residential areas.
 - 3. *Built Form Typologies* - five typologies (e.g. Heritage Main Street Core, Non-Heritage Main Street Core, Fringe, Limited Sensitivities, Large Opportunity Sites,) define expected development outcomes based on lot size, zoning, and context. These typologies shape where taller buildings are appropriate and how development should transition to surrounding areas.

- Built Form Standards**
- The report sets out detailed standards that control:
- Building height (minimums and maximums linked to centre type and typology).
 - Street wall/podium heights to maintain human-scale streets.
 - Upper-level setbacks to reduce visual bulk and overshadowing.
 - Side and rear setbacks to protect light, privacy, and amenity.
 - Sun access to streets, parks, and open spaces.
 - Wind impacts to ensure pedestrian comfort.
 - Active frontages to support vibrant, safe streets.

- Large Opportunity Sites and Shopping Centres**
- Sites over 5,000m² are recognised as requiring a more tailored and coordinated approach due to their scale, complexity and potential influence on the wider activity centre. Additional discretionary controls may apply, including requirements for master planning, building separation, internal pedestrian links, and integrated public realm outcomes such as deep soil zones and canopy tree planting.
- While large opportunity sites often provide the greatest capacity to deliver these outcomes at scale, certain standards (such as deep soil, landscape setbacks, canopy tree provision and pedestrian permeability) also apply to other typologies where site size, configuration or development form allows. This ensures consistent climate resilience, public realm quality and urban greening outcomes across activity centre cores, while allowing flexibility to respond to site-specific conditions.
- This approach supports development that contributes positively to the broader activity centre structure, enhances the public realm, and delivers long-term environmental and community benefits..

- Local Variations**
- While the standards are largely consistent, place-specific variations are applied where needed to respond to local character, infrastructure constraints (e.g. airport height limits), landscape opportunities, or existing subdivision patterns. Each activity centre includes a tailored set of adjustments that do not compromise the overarching urban design principles.
- In order to achieve the project objectives and translate the Global Built Form Controls (GBFC) into place-responsive planning outcomes, the GBFC have been subject to targeted Local Variation testing.
- This testing assessed how the maximum envelope performs when refined to respond to local conditions, including sensitive interfaces, public realm considerations, infrastructure capacity and policy requirements. As part of this process, key view lines identified in Council policy and strategic documents were tested and considered, alongside solar access, street scale and transition outcomes.

Global Built Form Controls

Types	Sun Access Standards	Mandatory or Discretionary	Deemed to Comply
SUN ACCESS STANDARDS - STREETS			
Boulevards	Maintain sun access beyond the centreline of the boulevard between 10am and 2pm on 22 September.	Discretionary	Yes
Key pedestrian streets	Maintain sun access to the opposite footpath measured at least 5m from the property boundary between 10am and 2pm on 22 September.	Discretionary	Yes
All other streets	Buildings should not create additional overshadowing of opposite footpaths between 10am and 2pm on 22 September. – This sun access standard does not apply to buildings that meet the relevant discretionary deemed to comply standards.	Discretionary	No
SUN ACCESS STANDARDS - PARKS & OPEN SPACES			
High protection	No additional overshadowing between 10am and 3pm on 21 June.	Mandatory	
Moderate protection	No additional overshadowing beyond the theoretical shadow cast by the maximum street wall or front wall height specified in this Schedule between 10am and 3pm on 21 June.	Mandatory	
All public parks and public open spaces <i>(including proposed public open space)</i>	Buildings should not create additional overshadowing beyond shadow cast by the existing buildings between 10am and 3pm on 21 June. – This sun access standard does not apply to buildings that meet the relevant discretionary deemed to comply standards.	Discretionary	

Figure 4. Mandatory and Discretionary Sun Access Standards

Building Height	Minimum Setback to boundary line <i>(if Boundary is to the south side of the building)</i>
Up to 11 metres	6 metres
Above 11 metres and up to 21 metres	12 metres
Above 21 metres	15 metres

Figure 5. Sensitive Interface Standards

SPRINGVALE STATION TRAIN AND TRAM ZONE

1

Local Variations Summary Plan

Springvale Station Train and Tram Zone

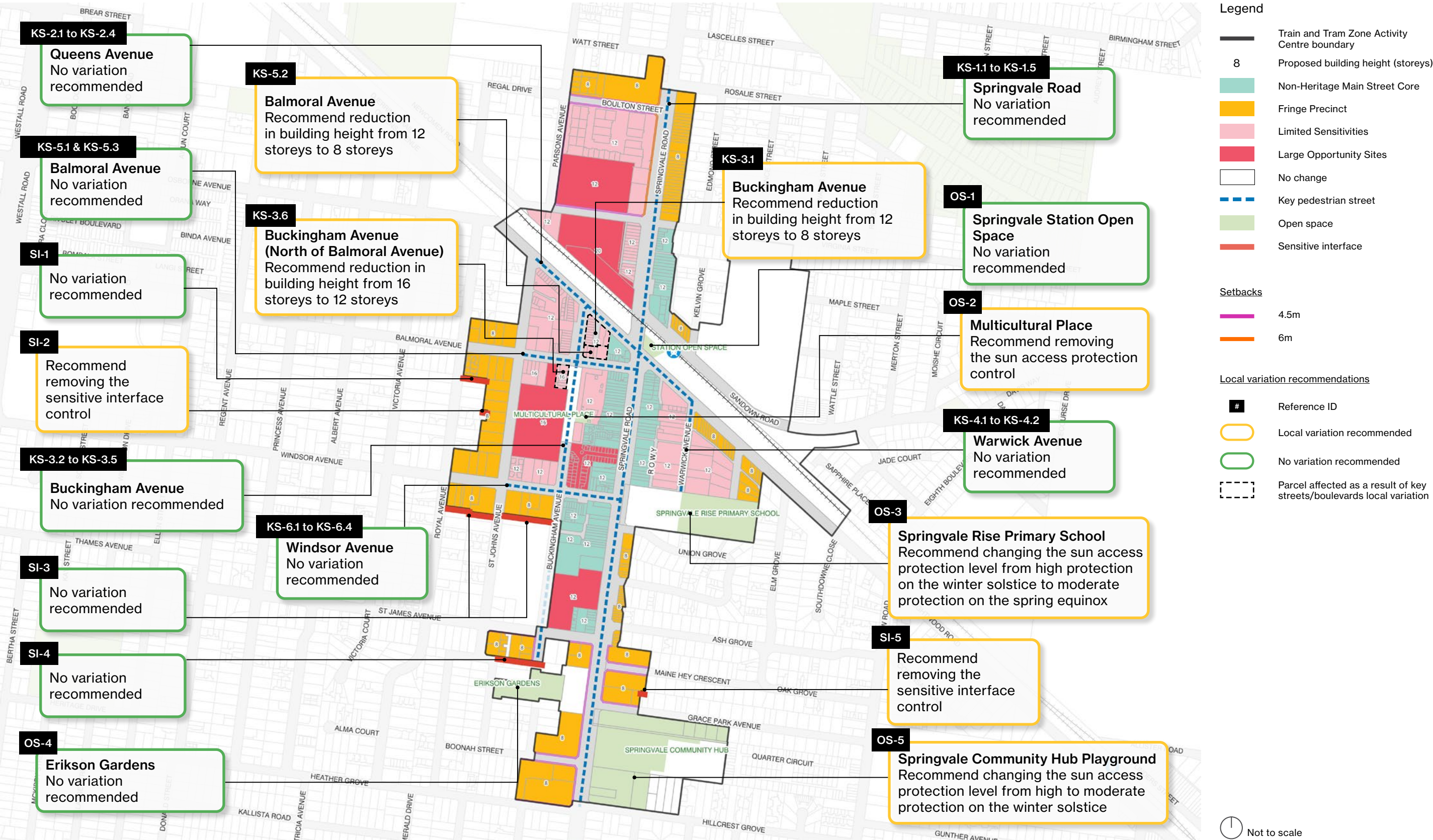


Table of Recommendations

Springvale Station Train and Tram Zone

Local variations rationale

Springvale Station is primarily oriented north-south along Springvale Road. The tram and train zone contains multiple key pedestrian streets and open spaces of varying sizes. Several local variations are proposed to ensure an appropriate balance between growth outcomes and the protection of amenity, including reduced building heights and adjustments to sun access protection controls.

Control investigated	Ref.	Site tested	Description of issue	Recommended local variation	Details of recommendation	What does the local variation achieve?	Technical assessment findings
Sensitive interfaces	SI-2	18 St Johns Avenue, Springvale	Applying the sensitive interface control on this lot does not achieve any considerable benefits for amenity to surrounding parcels, due to a combination of urban structure and adjacent interfaces.	Remove control	Remove sensitive interface control for 18 St Johns Avenue, Springvale. Global standards for side and rear setbacks will apply to achieve amenity.	Removes a control that is redundant, not achieving its intended purpose in this specific context	Part A1 SI-2
	SI-5	1A/387-389 Springvale Road, Springvale	Applying the sensitive interface control on this lot does not achieve any considerable benefits for amenity to surrounding parcels, due to a combination of urban structure and adjacent interfaces.	Remove control	Remove sensitive interface control for 1A/387-389 Springvale Road, Springvale. Global standards for side and rear setbacks will apply to achieve amenity.	Removes a control that is redundant, not achieving its intended purpose in this specific context	Part A1 SI-5
Key streets	KS-3.1	Buckingham Avenue (LIMS)	The proposed building heights do not meet the sun access standard for Key Pedestrian Streets.	Reduce building height	Reduce maximum building height from 12 storeys to 8 storeys.	A balanced growth outcome and a reasonable level of sun access to key streets	Part A1 KS-3.1
	KS-3.6	Buckingham Avenue (LIMS)	The proposed building heights do not meet the sun access standard for Key Pedestrian Streets.	Reduce building height	Reduce maximum building height from 16 storeys to 12 storeys.	A balanced growth outcome and a reasonable level of sun access to key streets	Part A1 KS-3.6
	KS-5.2	Balmoral Avenue (LIMS)	The proposed building heights do not meet the sun access standard for Key Pedestrian Streets.	Reduce building height	Reduce maximum building height from 12 storeys to 8 storeys.	A balanced growth outcome and a reasonable level of sun access to key streets	Part A1 KS-5.2
Open spaces	OS-2	Multicultural Place	The open space is already fully overshadowed by the existing context on the winter solstice.	Remove control	Remove the sun access control from Multicultural Place.	Removes a control that is redundant, not achieving its intended purpose in this specific context.	Part A1 OS-2
	OS-3	Springvale Rise Primary School	The proposed high protection sun access control is inconsistent with Council's existing overshadowing controls for the site. In addition, it significantly constrains the development potential of properties surrounding the open space, failing to achieve a balanced outcome between growth and amenity.	Change level of sun access control	Change the sun access protection level from high protection on the winter solstice to moderate protection on the spring equinox.	A balanced growth outcome and a reasonable level of sun access to parks and key streets.	Part A1 OS-3
	OS-5	Springvale Community Hub Playground	The proposed high protection sun access control constrains the development potential of properties surrounding the open space, failing to achieve a balanced outcome between growth and amenity.	Change level of sun access control	Change the sun access protection level from high to moderate protection on the winter solstice.	A balanced growth outcome and a reasonable level of sun access to parks and key streets.	Part A1 OS-5

NOBLE PARK STATION TRAIN AND TRAM ZONE

2

Local Variations Summary Plan

Noble Park Station Train and Tram Zone

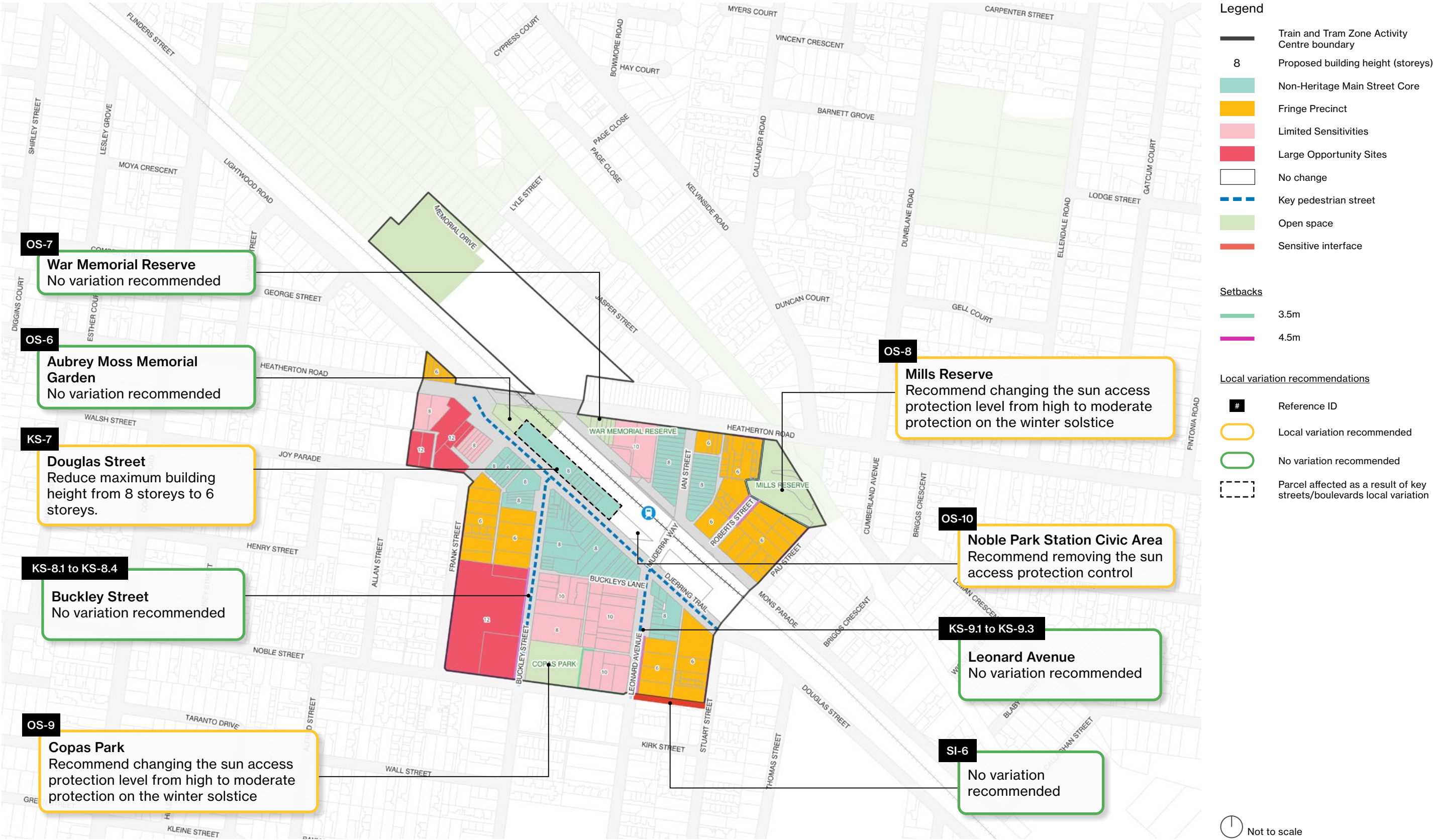


Table of Recommendations

Noble Park Station Train and Tram Zone

Local variations rationale

Noble Park Station is a compact train and tram zone with multiple key pedestrian streets and open spaces. Proposed local variations primarily focus on adjusting the sun access protection level to ensure an appropriate balance between growth outcomes and the protection of amenity for these open spaces.

Control investigated	Ref.	Site tested	Description of issue	Recommended local variation	Details of recommendation	What does the local variation achieve?	Technical assessment findings
Key streets	KS-7	Douglas Street	The proposed building heights do not meet the sun access standard for Key Pedestrian Streets.	Reduce building height	Reduce maximum building height from 8 storeys to 6 storeys.	A balanced growth outcome and a reasonable level of sun access to key streets	Part A1 KS-7
	OS-8	Mills Reserve	The proposed high protection sun access control significantly constrains the development potential of properties surrounding the open space, failing to achieve a balanced outcome between growth and amenity.	Change level of sun access control	Change the sun access protection level from high to moderate protection on the winter solstice.	A balanced growth outcome and a reasonable level of sun access to parks and key streets.	Part A2 OS-8
Open spaces	OS-9	Copas Park	The proposed high protection sun access control significantly constrains the development potential of properties surrounding the open space, failing to achieve a balanced outcome between growth and amenity.	Change level of sun access control	Change the sun access protection level from high to moderate protection on the winter solstice.	A balanced growth outcome and a reasonable level of sun access to parks and key streets.	Part A2 OS-9
	OS-10	Noble Park Station Civic Area	The proposed high protection sun access control significantly constrains the development potential of properties surrounding the open space, failing to achieve a balanced outcome between growth and amenity.	Remove control	Remove the sun access protection control from Noble Park Station Civic Area.	A balanced growth outcome and a reasonable level of sun access to parks and key streets.	Part A2 OS-10

DANDENONG STATION TRAIN AND TRAM ZONE

3

Local Variations Summary Plan

Dandenong Station Train and Tram Zone

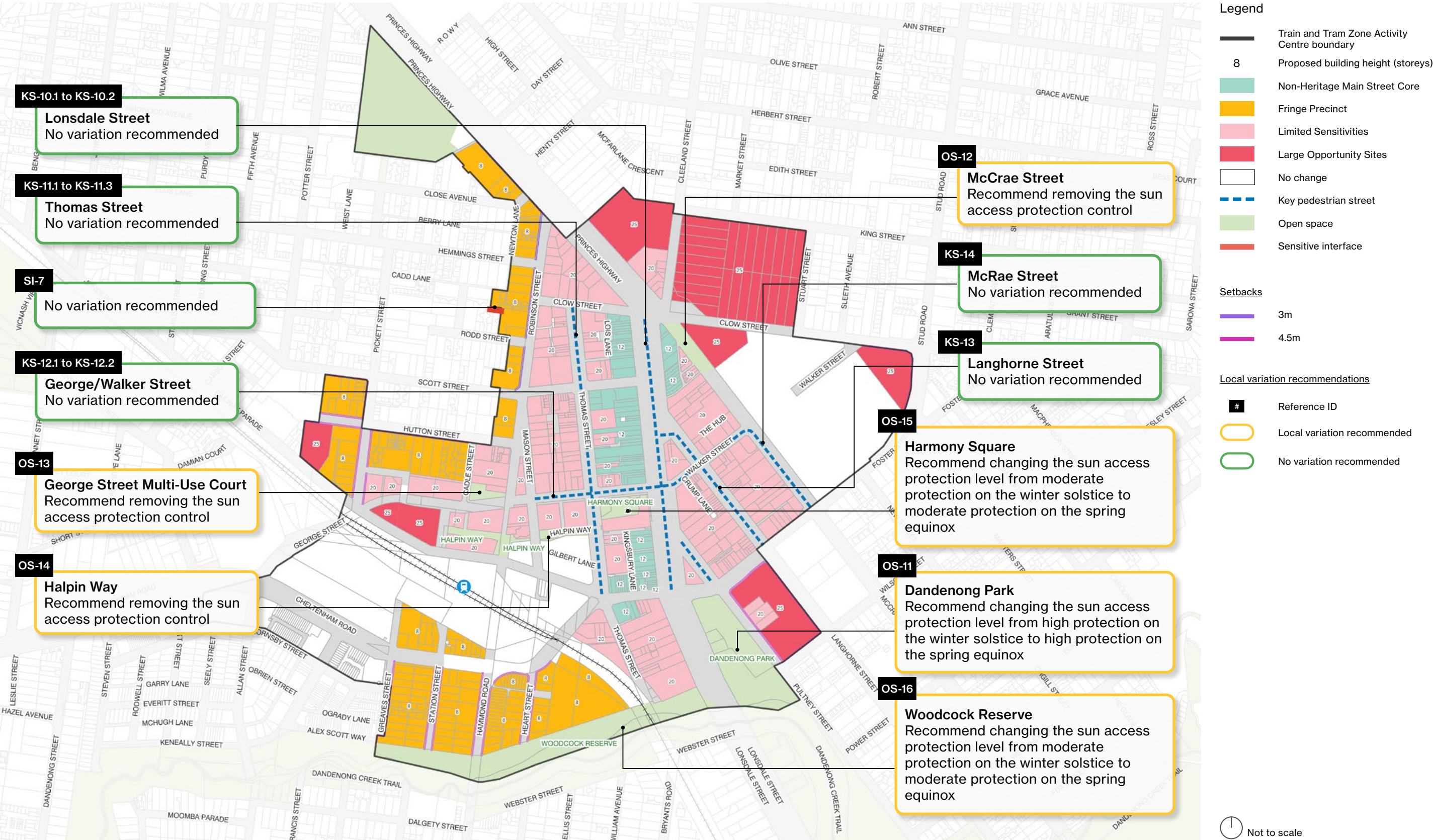


Table of Recommendations

Dandenong Station Train and Tram Zone

Dandenong is identified in Plan for Victoria as a Metropolitan Activity Centre, and existing planning policy and controls support the development of high-density outcomes in the centre. As such, built form controls without maximum building heights are proposed for the majority of the centre, to support redevelopment that maximises the capacity of the centre while providing for improved built form guidance. Built form testing has been undertaken which focuses on an appropriate balance between growth outcomes and protecting the amenity of the area.

Local variations rationale

Dandenong Station is a unique train and tram zone, where building heights are greater than in other zones in response to Council and State Government's growth strategies. In this context, proposed local variations focus on adjusting the sun access protection level to ensure an appropriate balance between growth outcomes and the protection of amenity for open spaces.

Control investigated	Ref.	Site tested	Description of issue	Recommended local variation	Details of recommendation	What does the local variation achieve?	Technical assessment findings
Open spaces	OS-11	Dandenong Park	The proposed high protection sun access control significantly constrains the development potential of properties surrounding the open space, failing to achieve a balanced outcome between growth and amenity.	Change level of sun access control	Change the sun access protection level from high protection on the winter solstice to high protection on the spring equinox.	A balanced growth outcome and a reasonable level of sun access to parks and key streets.	Part A3 OS-11
	OS-12	McCrae Street	The open space is already significantly overshadowed by the existing context on the winter solstice. The site is currently abutted by DPO and Council-owned sites that permit building heights of 21 storeys or more.	Remove control	Remove the sun access control from McCrae Street.	Removes a control that is redundant, not achieving its intended purpose in this specific context.	Part A3 OS-12
	OS-13	George Street Multi-Use Court	The site is leased to Council by Development Victoria (DV) and is identified for future redevelopment. Regardless, any level of sun access protection would significantly constrain the development potential of properties surrounding the open space.	Remove control	Remove the sun access control from George Street Multi-Use Court.	Removes a control that is not appropriate in this specific context.	Part A3 OS-13
	OS-14	Halpin Way	The open space is already significantly overshadowed by the existing context on the winter solstice. The proposed moderate protection sun access control further constrains the development potential of properties surrounding the open space, failing to achieve a balanced outcome between growth and amenity.	Remove control	Remove the sun access control from Halpin Way.	Removes a control that is redundant, not achieving its intended purpose in this specific context.	Part A3 OS-14
	OS-15	Harmony Square	The proposed moderate protection sun access control significantly constrains the development potential of properties surrounding the open space, failing to achieve a balanced outcome between growth and amenity.	Change level of sun access control	Change the sun access protection level from moderate protection on the winter solstice to moderate protection on the spring equinox.	A balanced growth outcome and a reasonable level of sun access to parks and key streets.	Part A3 OS-15
	OS-16	Woodcock Reserve	The proposed moderate protection sun access control constrains the development potential of properties surrounding the open space, failing to achieve a balanced outcome between growth and amenity.	Change level of sun access control	Change the sun access protection level from moderate protection on the winter solstice to moderate protection on the spring equinox.	A balanced growth outcome and a reasonable level of sun access to parks and key streets.	Part A3 OS-16

APPENDIX

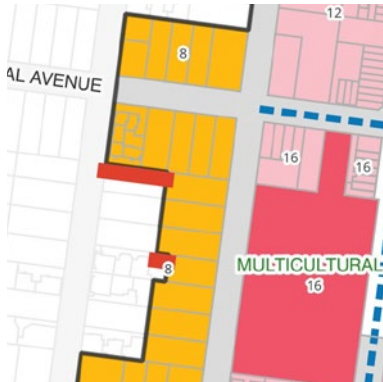
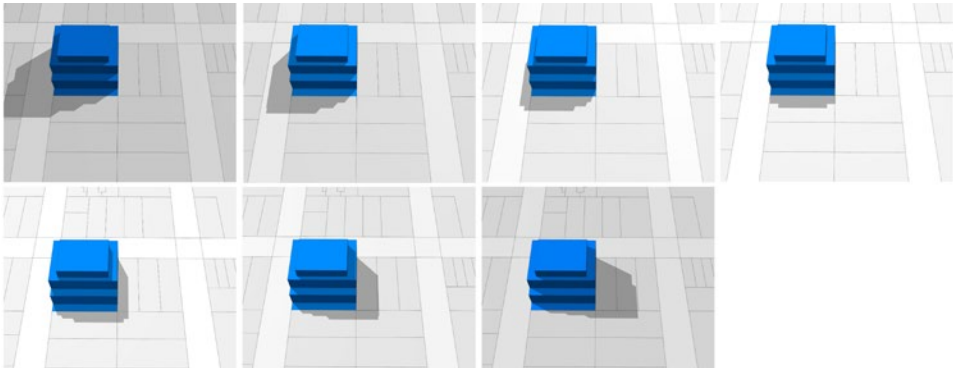
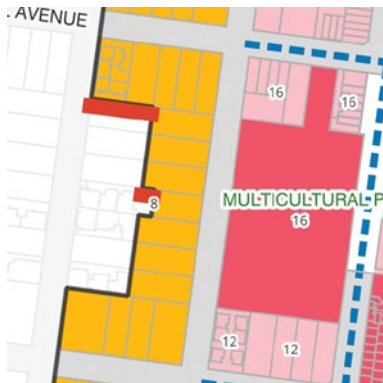
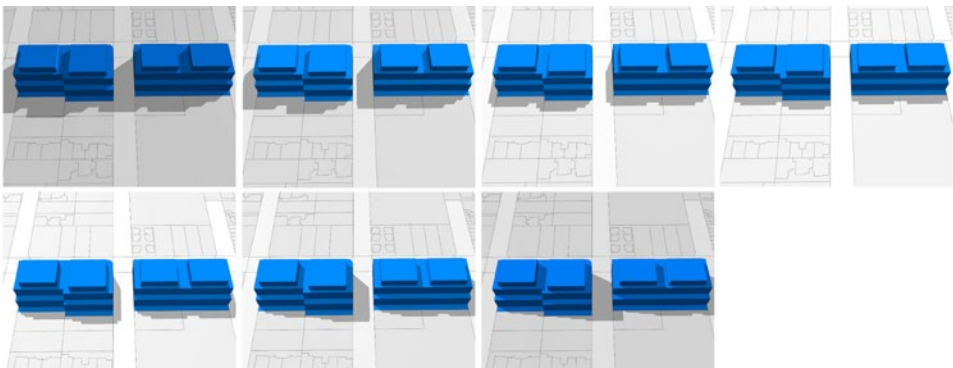
TECHNICAL ASSESSMENTS

The Appendices present the outcomes of high-level built form testing prepared to inform strategic planning and urban design considerations. The material forms part of an iterative testing process and is intended to support strategic analysis only. The following caveats should therefore be carefully considered when interpreting the information presented:

- The built form testing examines a range of development scenarios and time periods. For clarity in reporting, the appendices focus on scenarios representing the greatest impact (upper-bound conditions). Accordingly, in several instances testing has been reported only at 10am and/or 2pm for key streets, and 10am and/or 3pm for open spaces.
- These scenarios are used to identify where potential impacts may be greatest and where policy or design controls may require further consideration. Accordingly, the images, diagrams, and quantitative outputs should not be interpreted as representative of typical, likely, or preferred development outcomes.
- The testing is indicative and strategic in nature. It does not predetermine, approve, or confer any development outcome or entitlement, nor does it replace the need for detailed site-specific design, assessment, or statutory approval processes. Any future development proposal will be subject to comprehensive assessment against the planning controls and policies applicable at the time of consideration.
- Environmental performance measures, including solar access and overshadowing, have been assessed at a high level using standard modeling assumptions. Actual outcomes may vary depending on detailed building design, orientation, materials, and surrounding development context.
- The built form testing outputs should be understood as illustrative only. Images, diagrams, and metrics do not constitute development entitlements, fixed outcomes, or commitments by the planning authority or project team.
- The built form testing represents a snapshot in time based on the data, policy settings, and constraints available at the time of preparation. Subsequent changes to planning frameworks, infrastructure provision, land use patterns, or surrounding development may affect the relevance or applicability of the findings.
- Some maximum building heights, particularly on smaller lots, are only achievable through site consolidation. Accordingly, the 3D models used for testing incorporate an assumption of theoretical lot consolidation (two or more adjoining lots) to test the maximum potential building envelope. In practice, individual sites may not be capable of achieving the maximum heights envisaged by the built form standards, particularly where side and rear setback requirements apply.

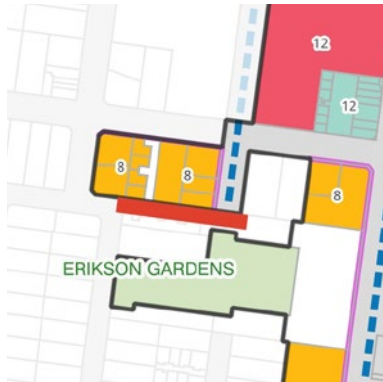
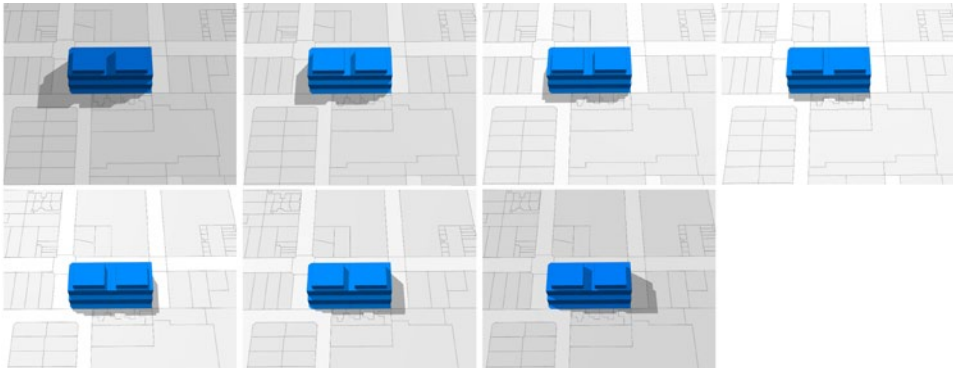
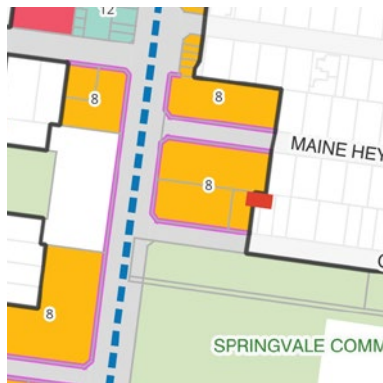
Part A1 | Springvale Station Train and Tram Zone

Technical Assessment - Sensitive Interfaces

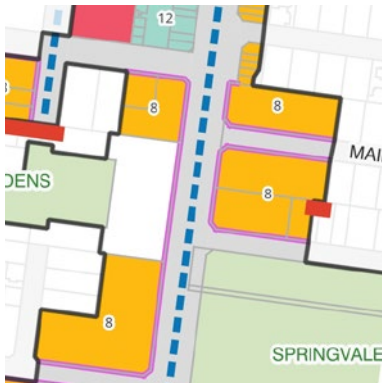
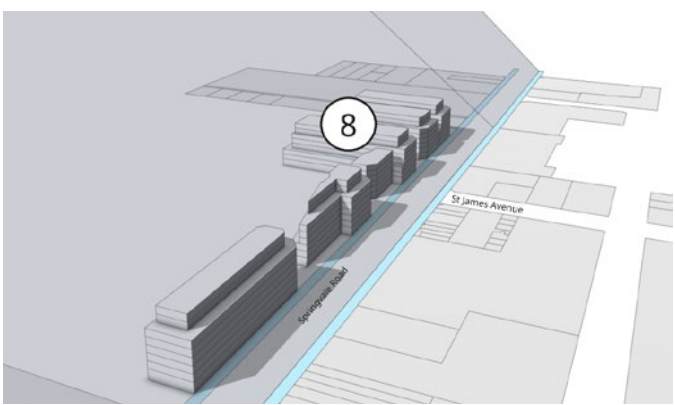
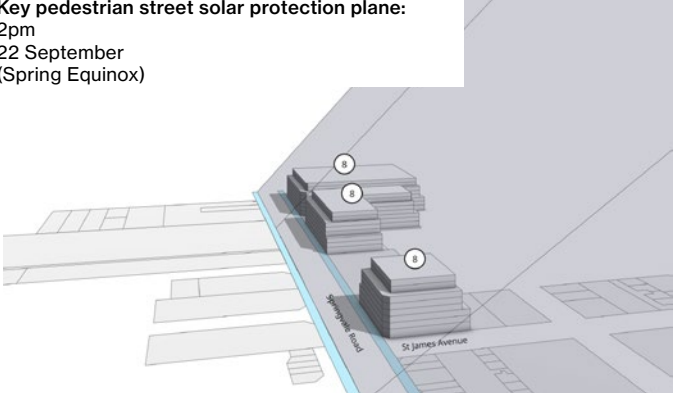
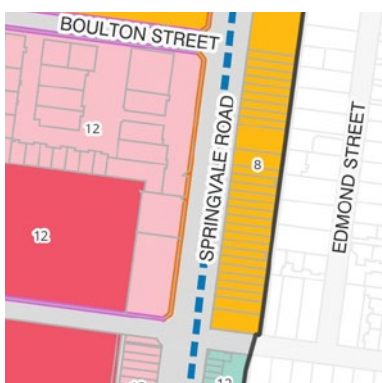
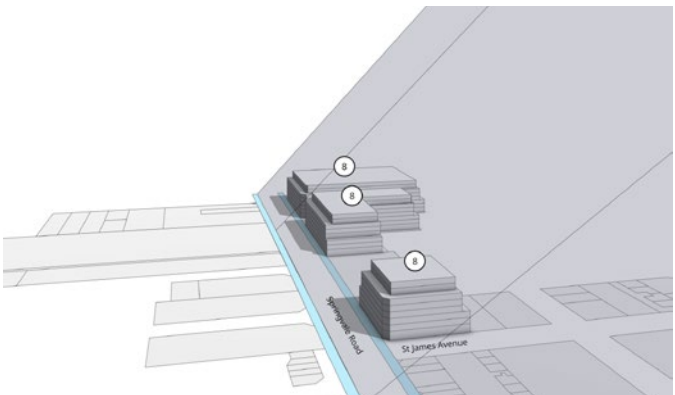
Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
SI-1			Based on typical conditions of: – Fringe 8 storeys – Lot depth of approx. 45m – Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 8 storeys 	No variation recommended
SI-2			Based on typical conditions of: – Fringe 8 storeys – Lot depth of approx. 20m – Limited extent of interface which triggers the sensitive interface control in relation to the remainder of the parcel (which will have a greater amenity impact). In this case the sensitive interface control will have little to no ability to affect the outcome.	N/A	Recommend removing sensitive interface control for 18 St Johns Avenue Springvale
SI-3			Based on typical conditions of: – Fringe 8 storeys – Lot depth of approx. 45m – Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 8 storeys 	No variation recommended

Part A1 | Springvale Station Train and Tram Zone

Technical Assessment - Sensitive Interfaces

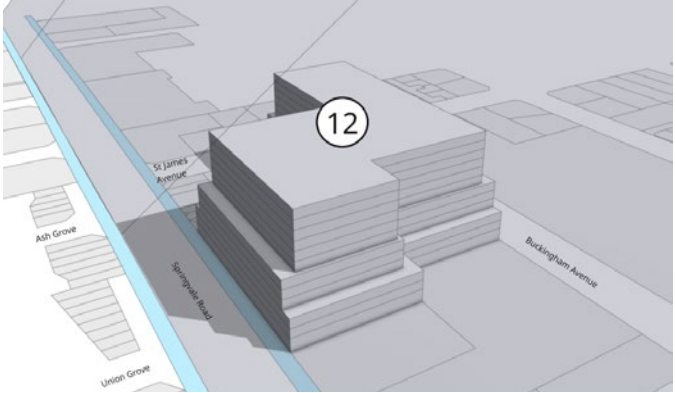
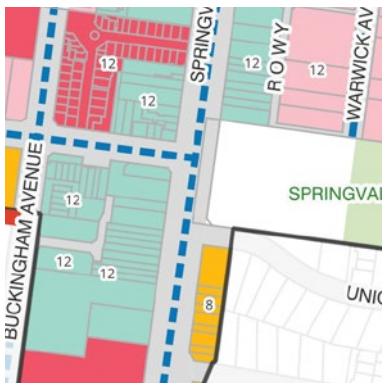
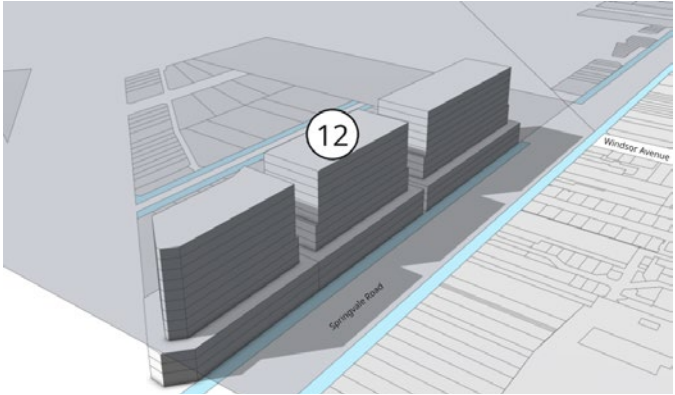
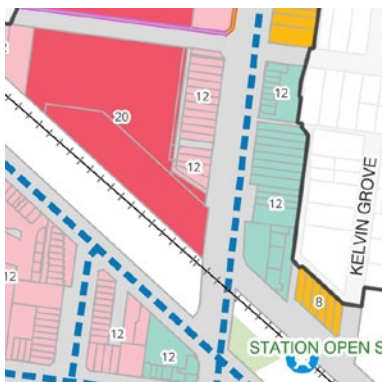
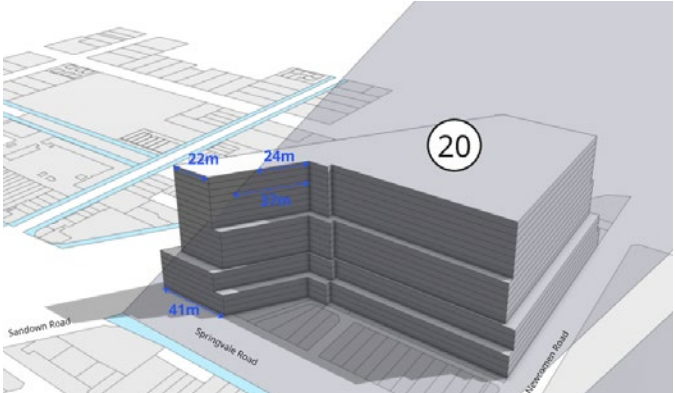
Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
SI-4			Based on typical conditions of: – Fringe 8 storeys – Lot depth of approx. 45m – Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 8 storeys 	No variation recommended
SI-5			Based on typical conditions of: – Fringe 8 storeys – Lot depth of approx. 31m – Limited extent of interface which triggers the sensitive interface control in relation to the remainder of the parcel (which will have a greater amenity impact). In this case the sensitive interface control will have little to no ability to affect the outcome.	N/A	Recommend removing sensitive interface control for 1A/387-389 Springvale Road Springvale

Part A1 | Springvale Station Train and Tram Zone
Technical Assessment - Key Streets

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-1.1 Springvale Road, Springvale		Key pedestrian street 	Based on the following conditions: - North-south street 30m wide - FRIN 8 storeys on eastern and western sides Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox)  Key pedestrian street solar protection plane: 2pm 22 September (Spring Equinox) 	No variation recommended.
KS-1.2 Springvale Road, Springvale		Key pedestrian street 	Based on the typical conditions of: - North-south street 30m wide - LIMS 8 storeys on western side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 2pm 22 September (Spring Equinox) 	No variation recommended.

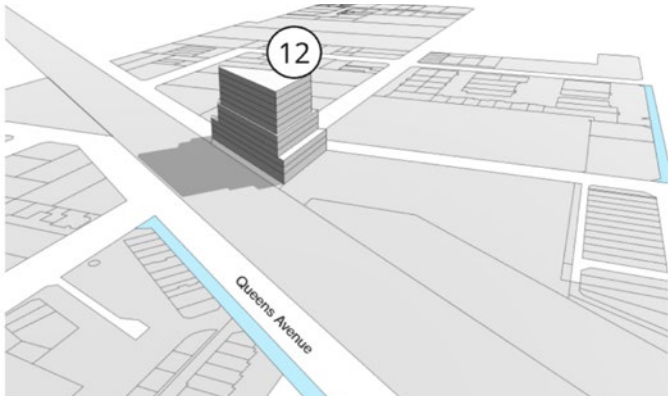
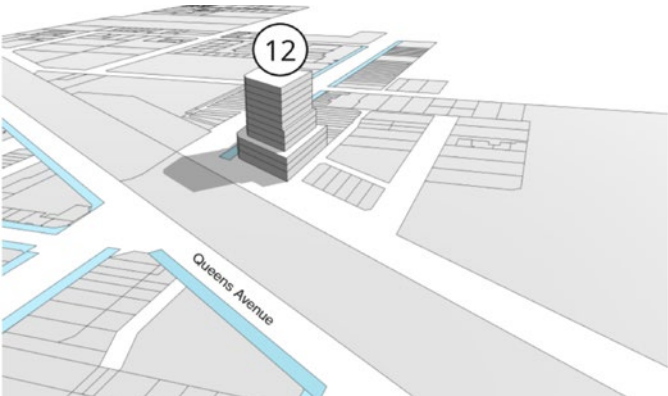
Part A1 | Springvale Station Train and Tram Zone

Technical Assessment - Key Streets

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-1.3 Springvale Road, Springvale		Key pedestrian street 	Based on the following conditions: - North-south street 30m wide - LOPS 12 storeys on western side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.
KS-1.4 Springvale Road, Springvale		Key pedestrian street 	Based on the following conditions: - North-south street 30m wide - NCOR 12 storeys on eastern and western sides Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.
KS-1.5 Springvale Road, Springvale		Key pedestrian street 	Based on the following conditions: - North-south street 30m wide - LOPS 20 storeys on western side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 2pm 22 September (Spring Equinox) 	No variation recommended.

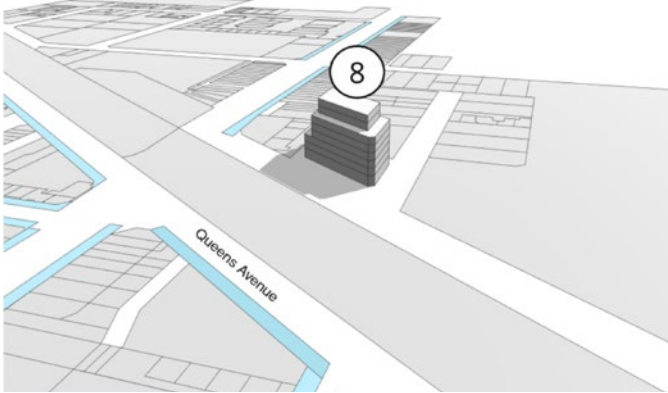
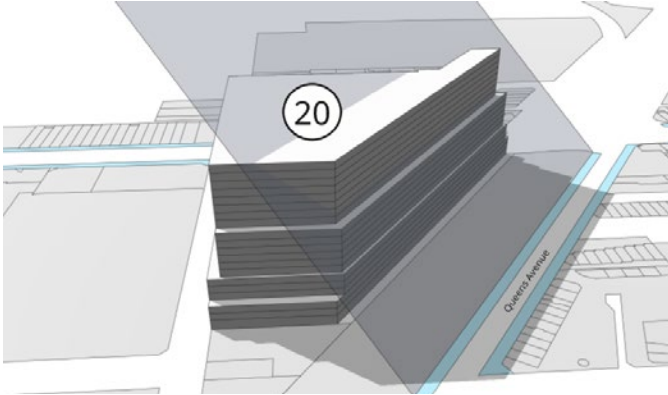
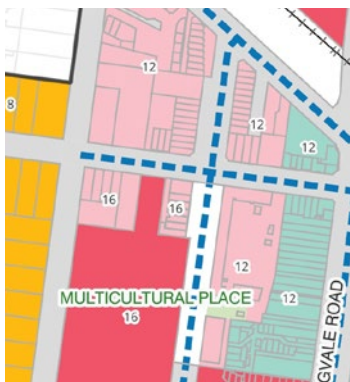
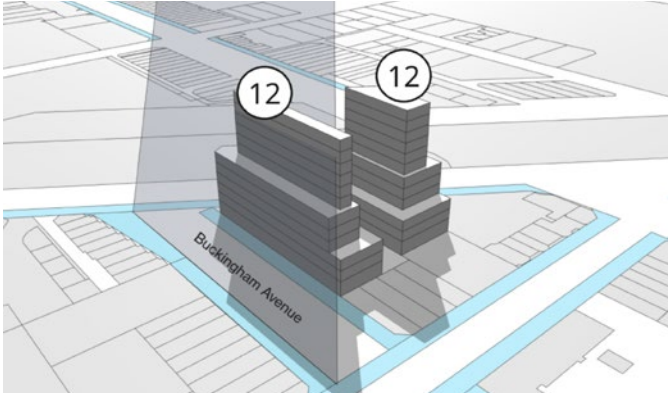
Part A1 | Springvale Station Train and Tram Zone

Technical Assessment - Key Streets

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-2.1 Queens Avenue, Springvale		Key pedestrian street 	Based on the following conditions: - Northwest-southeast street 20m wide - LIMS 12 storeys on northeastern side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.
KS-2.2 Queens Avenue, Springvale		Key pedestrian street 	Based on the following conditions: - Northwest-southeast street 20m wide - NCOR 12 storeys on northeastern side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.

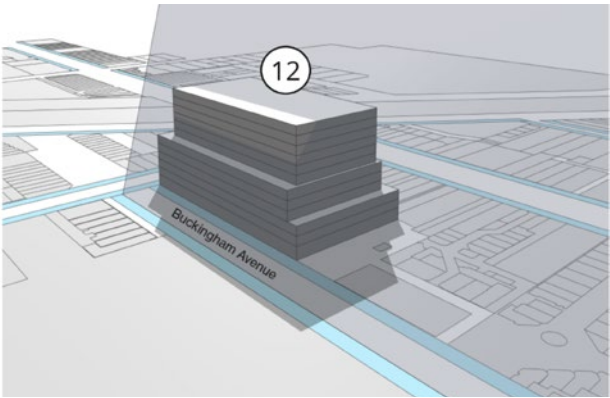
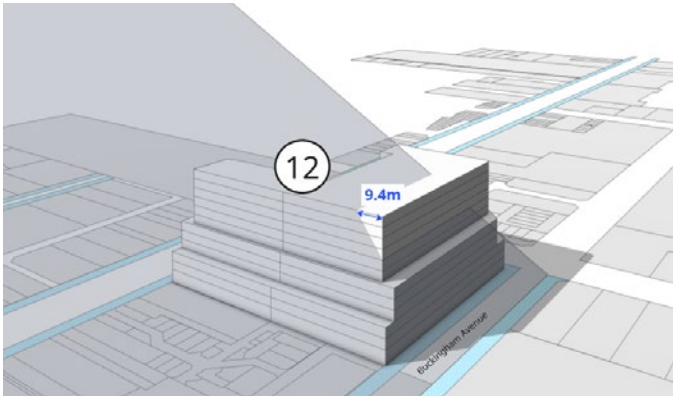
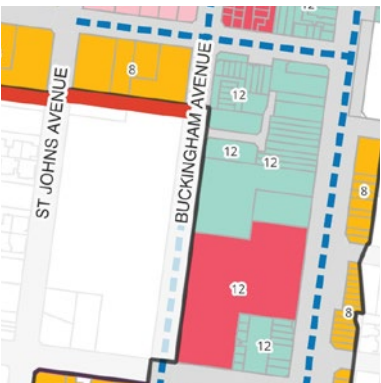
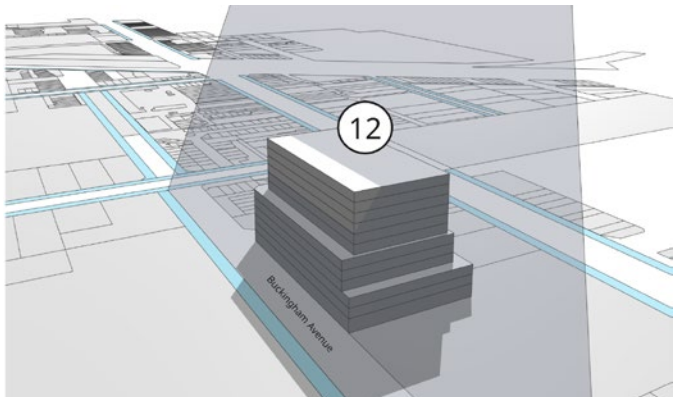
Part A1 | Springvale Station Train and Tram Zone

Technical Assessment - Key Streets

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-2.3 Queens Avenue, Springvale		Key pedestrian street 	Based on the following conditions: - Northwest-southeast street 20m wide - FRIN 8 storeys on northeastern side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.
KS-2.4 Queens Avenue, Springvale		Key pedestrian street 	Based on the following conditions: - Northwest-southeast street 20m wide - Rail corridor interface - LOPS 20 storeys on northeastern side Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.
KS-3.1 Buckingham Avenue, Springvale (North of Balmoral Ave)		Key pedestrian street 	Based on the following conditions: - North-south street 20m wide - LIMS 12 storeys on eastern and western sides Proposed typologies and heights will not meet the sun access standard. Due to parcel constraints the proposed GBFC heights are unlikely to be reached.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	Reduce maximum building height from 12 storeys to 8 storeys.

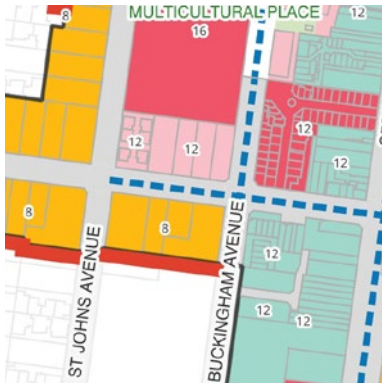
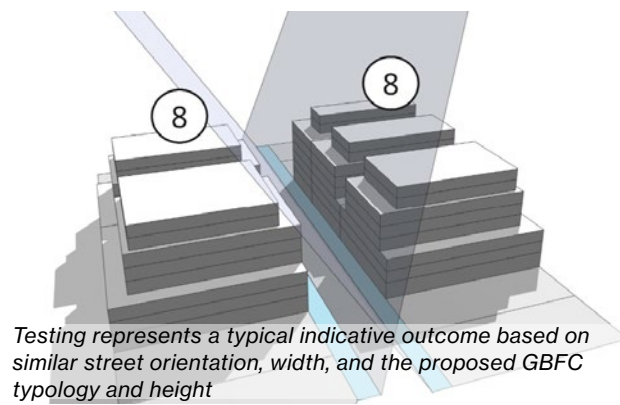
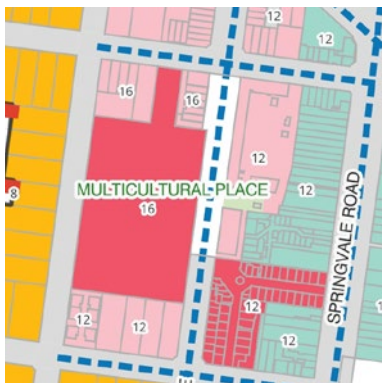
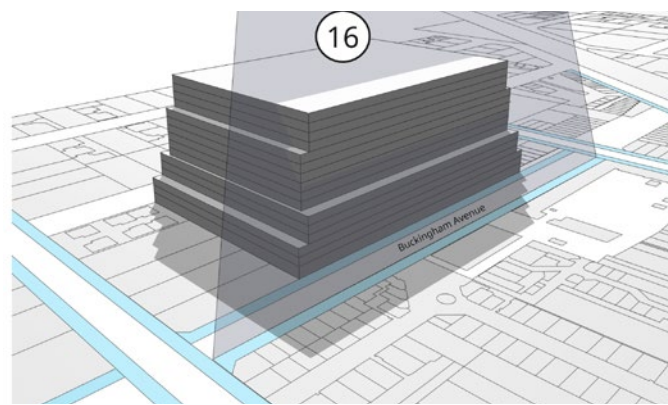
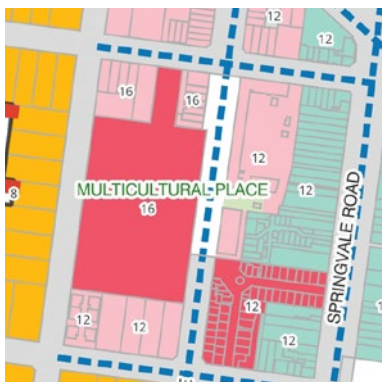
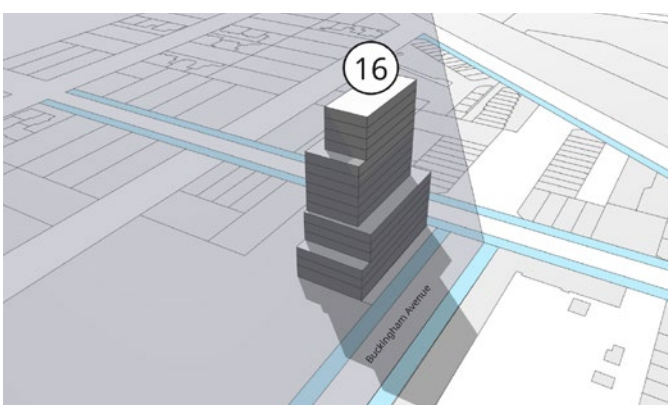
Part A1 | Springvale Station Train and Tram Zone

Technical Assessment - Key Streets

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-3.1 Buckingham Avenue, Springvale (South of Balmoral Ave)		Key pedestrian street 	Based on the following conditions: - North-south street 20m wide - LIMS 12 storeys on eastern and western sides Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.
KS-3.2 Buckingham Avenue, Springvale		Key pedestrian street 	Based on typical conditions of: - North-south street 20m wide - LOPS 12 storeys on eastern side Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.
KS-3.3 Buckingham Avenue, Springvale		Key pedestrian street 	Based on typical conditions of: - North-south street 20m wide - NCOR 12 storeys on eastern side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.

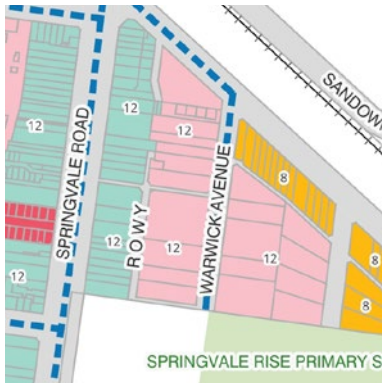
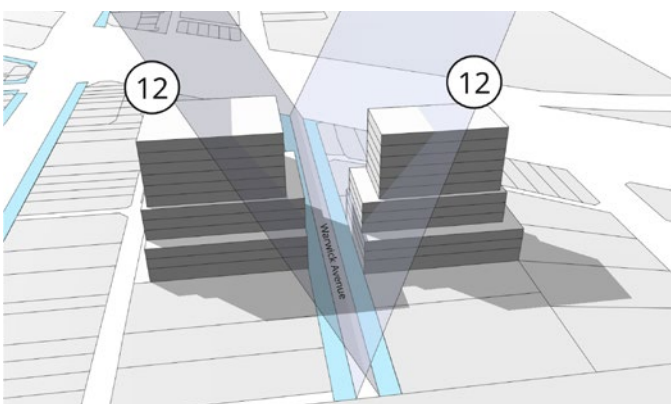
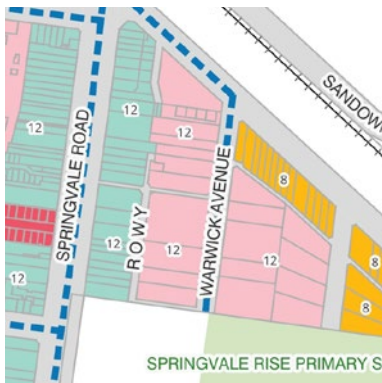
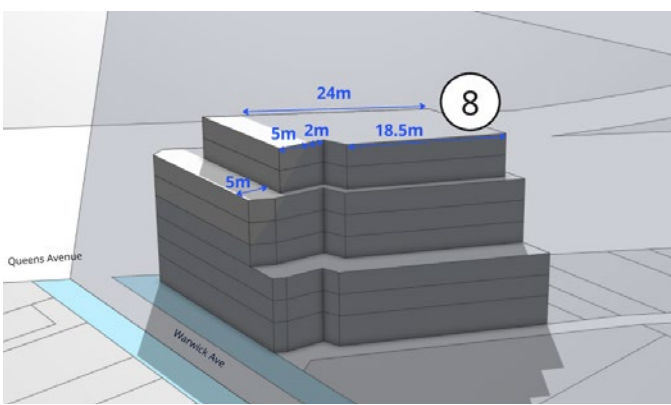
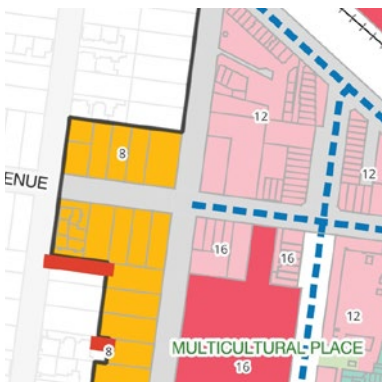
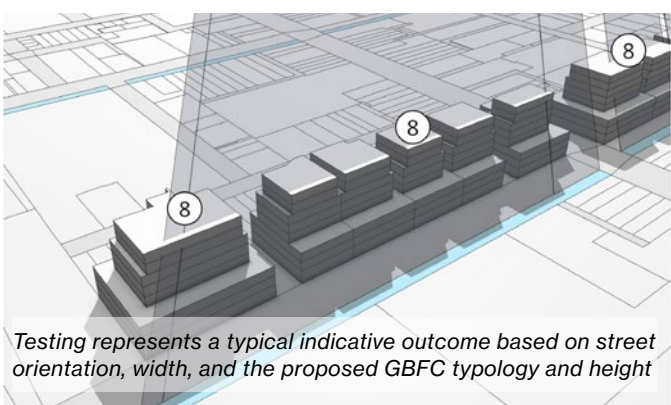
Part A1 | Springvale Station Train and Tram Zone

Technical Assessment - Key Streets

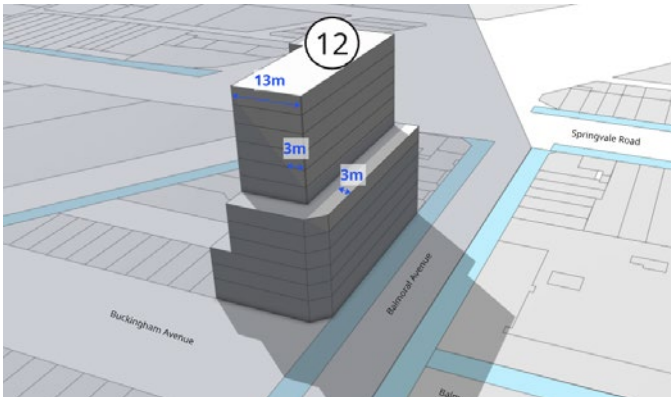
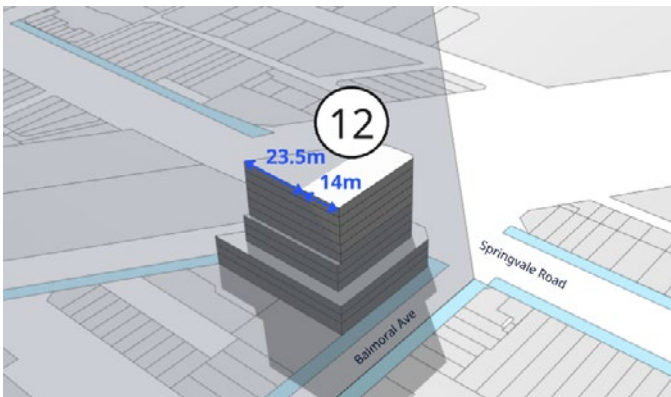
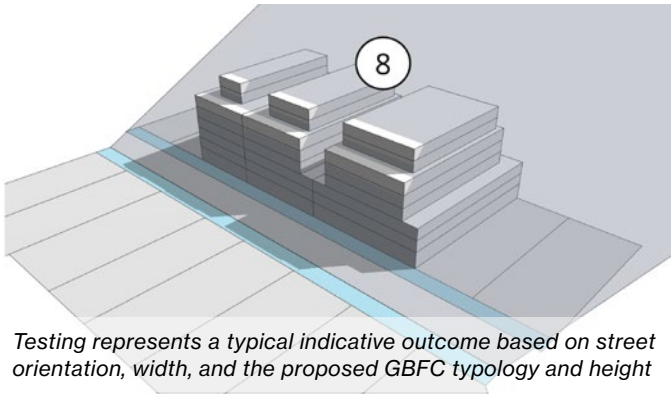
Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-3.4 Buckingham Avenue, Springvale		Key pedestrian street 	Based on typical conditions of: - North-south street 20m wide - FRIN 8 storeys on western side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am & 2pm 22 September (Spring Equinox)  Testing represents a typical indicative outcome based on similar street orientation, width, and the proposed GBFC typology and height	No variation recommended.
KS-3.5 Buckingham Avenue, Springvale		Key pedestrian street 	Based on the following conditions: - North-south street 20m wide - LOPS 16 storeys on western side Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 2pm 22 September (Spring Equinox) 	No variation recommended.
KS-3.6 Buckingham Avenue, Springvale		Key pedestrian street 	Based on the following conditions: - North-south street 20m wide - LIMS 16 storeys on western side Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 2pm 22 September (Spring Equinox) 	Reduce maximum building height from 16 storeys to 12 storeys

Part A1 | Springvale Station Train and Tram Zone

Technical Assessment - Key Streets

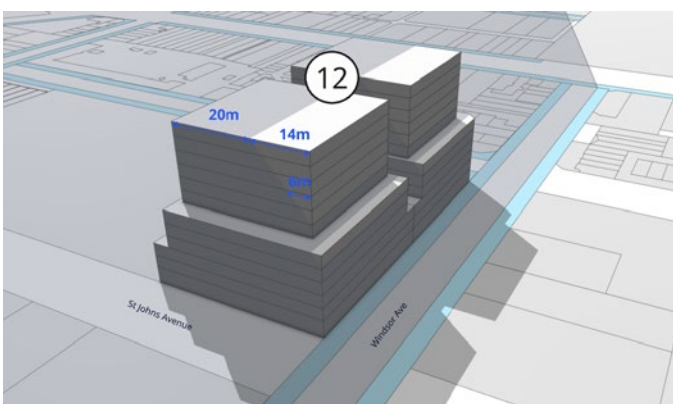
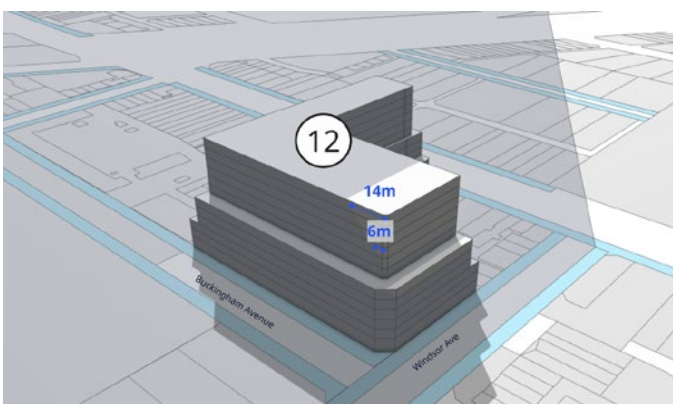
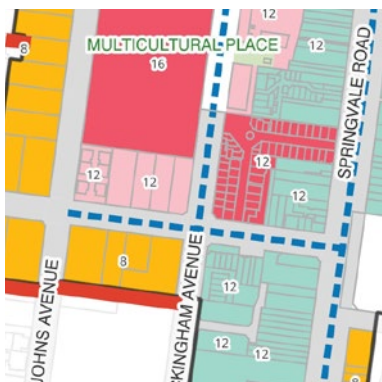
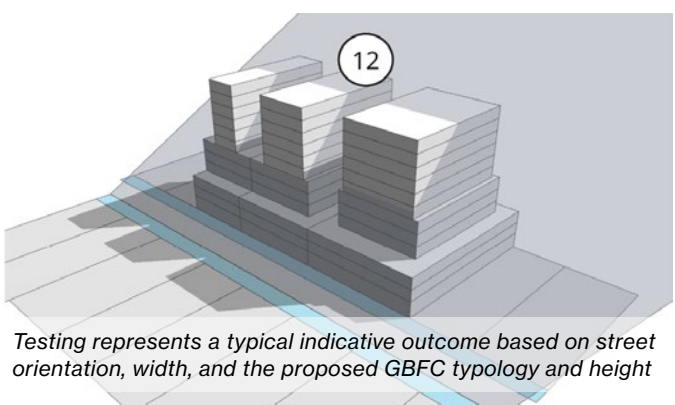
Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-4.1 Warwick Avenue, Springvale		Key pedestrian street 	Based on typical conditions of: - North-south street 15m wide - LIMS 12 storeys on eastern and western sides Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 10am & 2pm 22 September (Spring Equinox) 	No variation recommended.
KS-4.2 Warwick Avenue, Springvale		Key pedestrian street 	Based on the following conditions: - North-south street 15m wide - FRIN 8 storeys on eastern side Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.
KS-5.1 Balmoral Avenue, Springvale		Key pedestrian street 	Based on typical conditions of: - East-west street 20m wide - FRIN 8 storeys on northern side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox)  Testing represents a typical indicative outcome based on street orientation, width, and the proposed GBFC typology and height	No variation recommended.

Technical Assessment - Key Streets

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-5.2 Balmoral Avenue, Springvale		Key pedestrian street	Based on typical conditions of: - East-west street 20m wide - LIMS 12 storeys on northern side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	Reduce maximum building height from 12 storeys to 8 storeys.
KS-5.3 Balmoral Avenue, Springvale		Key pedestrian street	Based on typical conditions of: - East-west street 20m wide - NCOR 12 storeys on northern side Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.
KS-6.1 Windsor Avenue, Springvale		Key pedestrian street	Based on typical conditions of: - East-west street 18m wide - FRIN 8 storeys on northern side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox)  <i>Testing represents a typical indicative outcome based on street orientation, width, and the proposed GBFC typology and height</i>	No variation recommended.

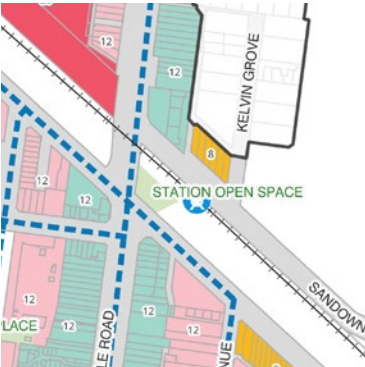
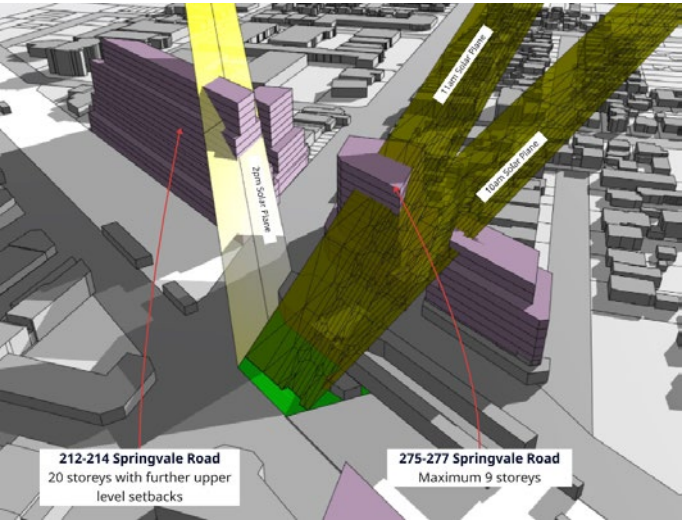
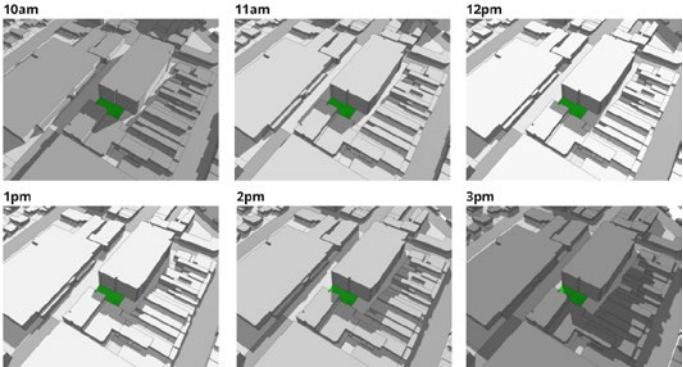
Part A1 | Springvale Station Train and Tram Zone

Technical Assessment - Key Streets

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-6.2 Windsor Avenue, Springvale		Key pedestrian street 	Based on the following conditions: – East-west street – 18m wide – LIMS 12 storeys on northern side Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.
KS-6.3 Windsor Avenue, Springvale		Key pedestrian street 	Based on the following conditions: – East-west street – 18m wide – LOPS 12 storeys on northern side Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.
KS-6.4 Windsor Avenue, Springvale		Key pedestrian street 	Based on typical conditions of: – East-west street – 18m wide – NCOR 12 storeys on northern side Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox)  Testing represents a typical indicative outcome based on street orientation, width, and the proposed GBFC typology and height	No variation recommended.

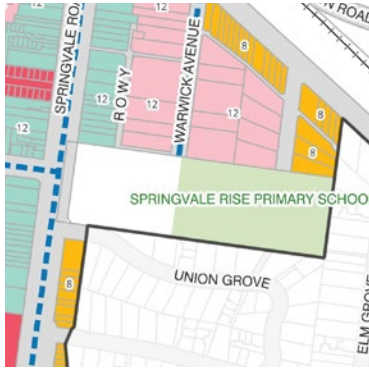
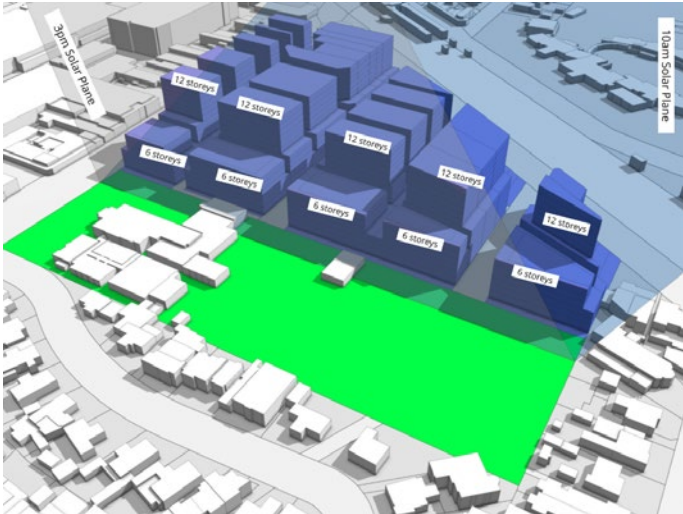
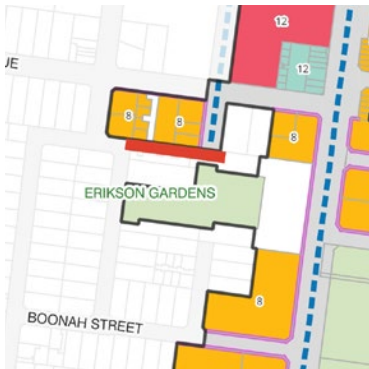
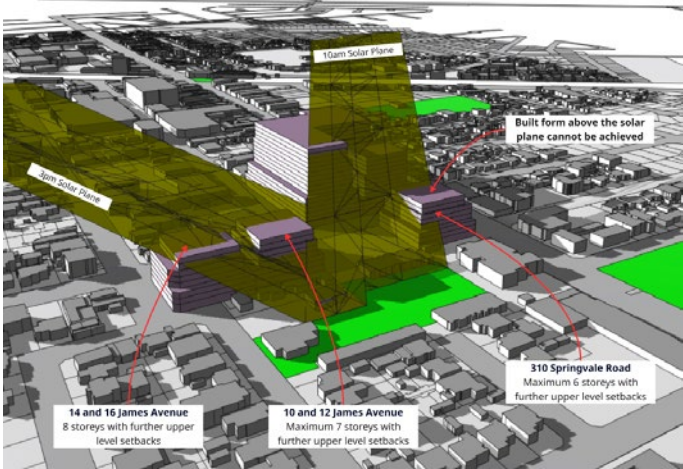
Part A1 | Springvale Station Train and Tram Zone

Technical Assessment - Open Spaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
OS-1 Springvale Station Open Space		High protection on the winter solstice 	Retaining high protection on the winter solstice 212-214 Springvale Road: Maximum development potential can be achieved with further upper level setbacks. 275-277 Springvale Road: Maximum 9 storeys. Note: Given that the podiums of the buildings don't cast any shadow on the open space, changing to moderate protection would have no impact on the outcome.	High protection on the winter solstice, 21 June (10am to 2pm) - maximum development potential 	No variation recommended.
OS-2 Multicultural Place		Moderate protection on the winters solstice 	Existing context overshadowing on the winter solstice - The open space is fully overshadowed by the existing context. - The solar control is redundant in this context.	Existing context overshadowing on the winter solstice, 21 June (10am to 3pm) 	Remove the sun access control from Multicultural Place.

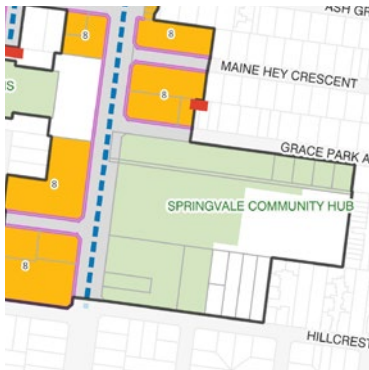
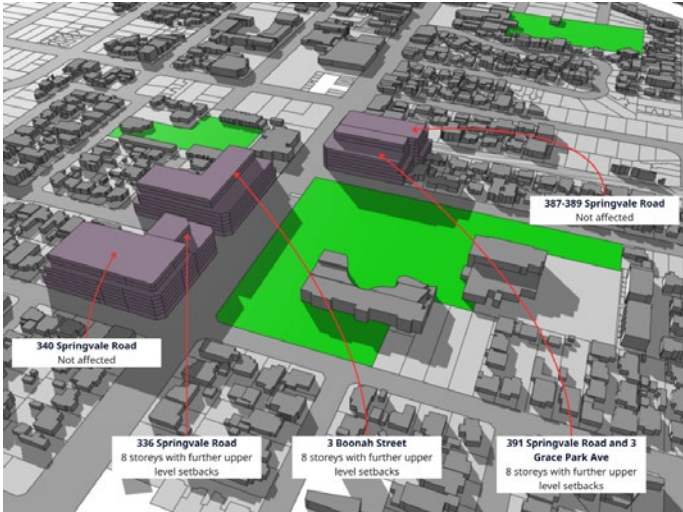
Part A1 | Springvale Station Train and Tram Zone

Technical Assessment - Open Spaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
OS-3 Springvale Rise Primary School		High protection on the winter solstice 	Changing to moderate protection on the spring equinox - Maximum 6 storeys along the school interface. - Heights increase to 12 storeys towards the rail line.	Moderate protection on the spring equinox, 22 September (10am/3pm) - maximum development potential based on street wall shadow 	Change the sun access protection level from high protection on the winter solstice to moderate protection on the spring equinox.
OS-4 Erikson Gardens		High protection on the winter solstice 	Retaining high protection on the winter solstice 14 and 16 James Avenue: Maximum development potential can be achieved with further upper level setbacks. 10 and 12 James Avenue: Maximum 7 storeys with further upper level setbacks. 310 Springvale Road: Maximum 6 storeys with further upper level setbacks.	High protection on the winter solstice, 21 June (10am/3pm) - maximum development potential 	No variation recommended.

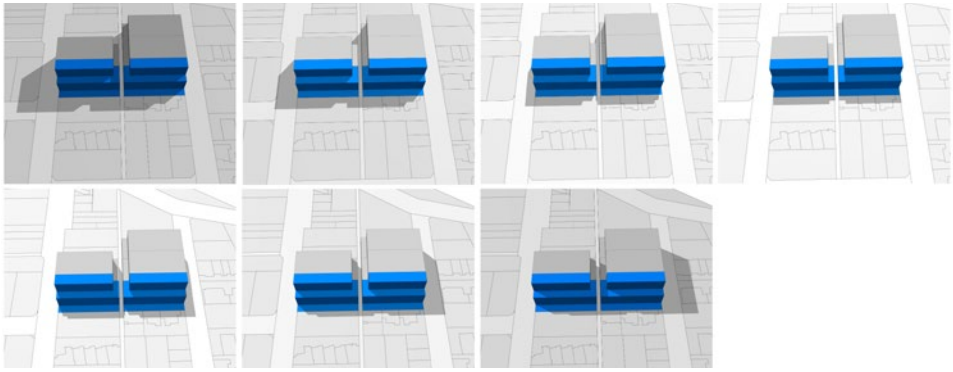
Part A1 | Springvale Station Train and Tram Zone

Technical Assessment - Open Spaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
OS-5 Springvale Community Hub Playground		High protection on the winter solstice 	Changing to moderate protection on winter solstice – All properties: Maximum development potential can be achieved with further upper level setbacks.	Moderate protection on the winter solstice, 21 June (3pm) - maximum development potential based on street wall shadow 	Change the sun access protection level from high to moderate protection on the winter solstice.

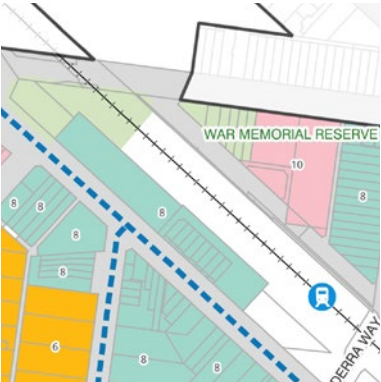
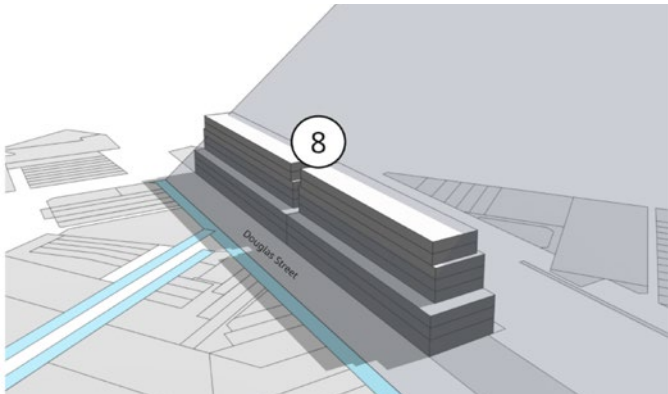
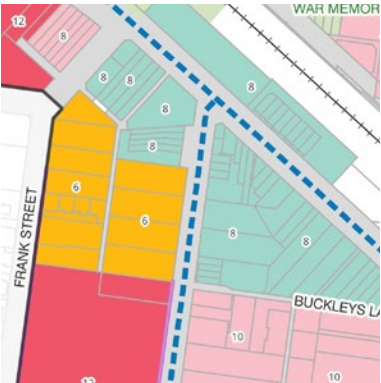
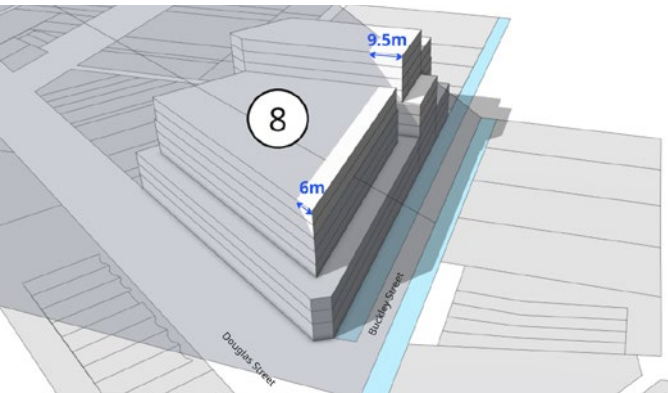
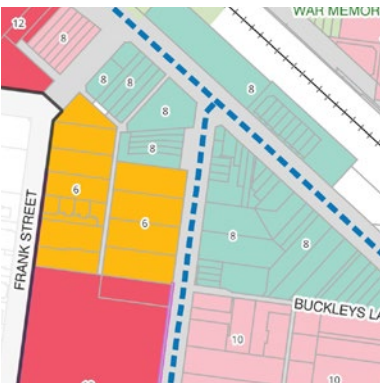
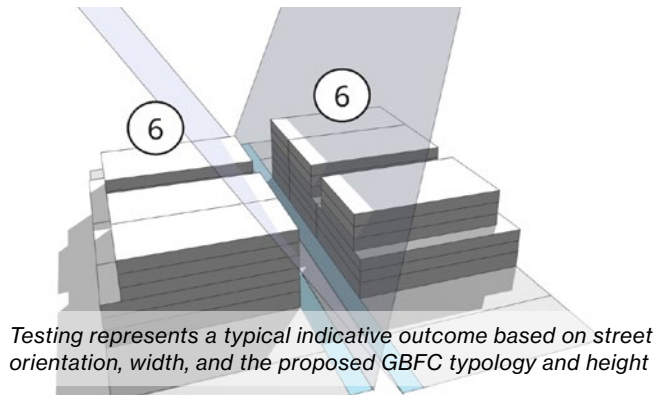
Part A2 | Noble Park Station Train and Tram Zone

Technical Assessment - Sensitive Interfaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
SI-6			Based on typical conditions of: – Fringe 6 storeys – Lot depth of approx. 20-40m (consolidated) – Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 6 storeys 	No variation recommended

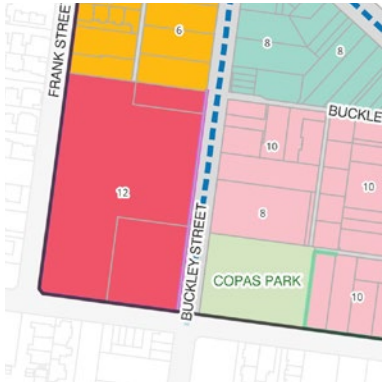
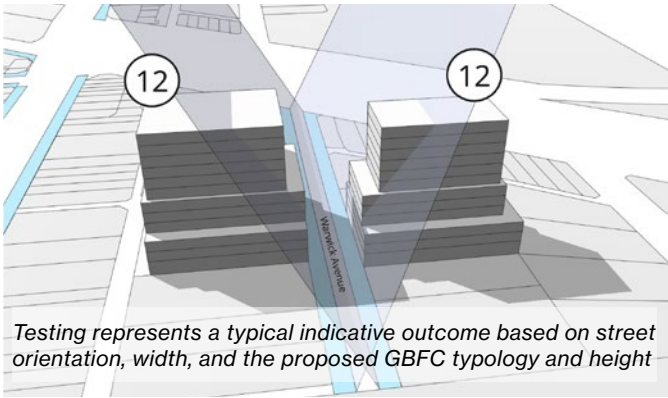
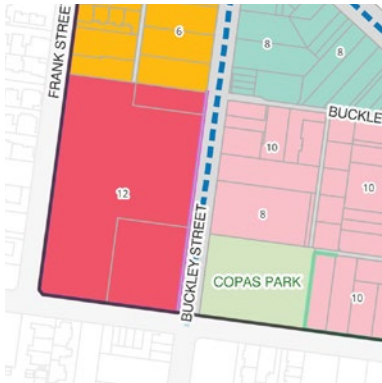
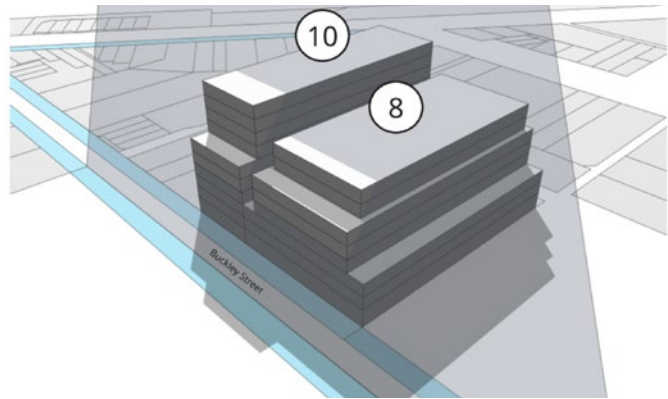
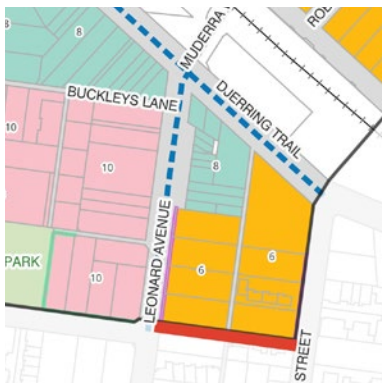
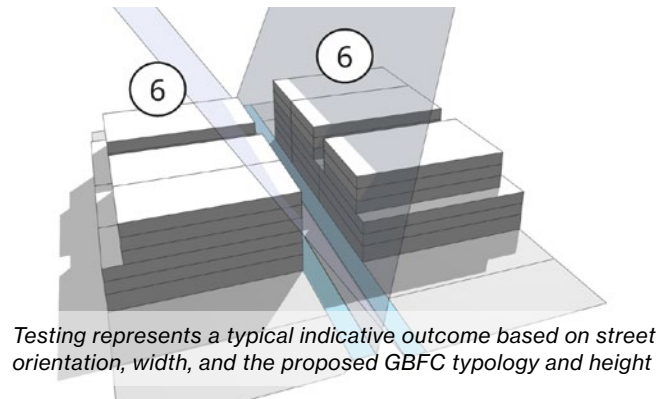
Part A2 | Noble Park Station Train and Tram Zone

Technical Assessment - Key Streets

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-7 Douglas Street, Noble Park		Key pedestrian street 	Based on typical conditions of: - Northwestern-southeastern street 15m wide - NCOR 8 storeys on northeastern side Proposed typologies and heights will not meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	Reduce maximum building height from 8 storeys to 6 storeys.
KS-8.1 Buckley Street, Noble Park		Key pedestrian street 	Based on the following conditions: - North-south street 15m wide - NCOR 8 storeys on eastern and western sides Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.
KS-8.2 Buckley Street, Noble Park		Key pedestrian street 	Based on typical conditions of: - North-south street 15m wide - FRIN 6 storeys on western side Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox)  Testing represents a typical indicative outcome based on street orientation, width, and the proposed GBFC typology and height	No variation recommended.

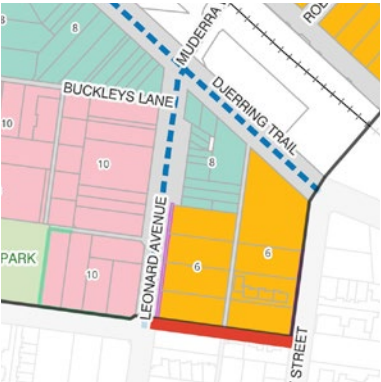
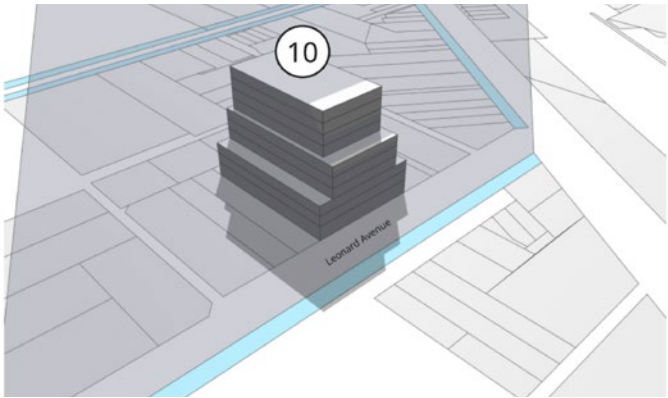
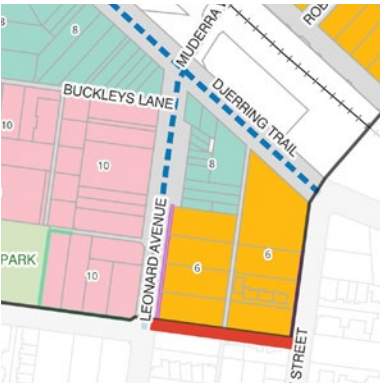
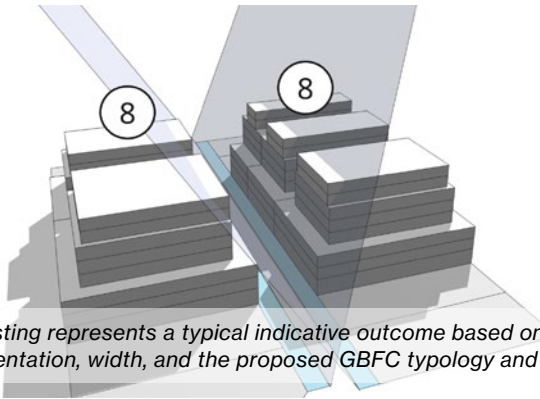
Part A2 | Noble Park Station Train and Tram Zone

Technical Assessment - Key Streets

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-8.3 Buckley Street, Noble Park		Key pedestrian street 	Based on typical conditions of: - North-south street 15m wide - LOPS 12 storeys on western side Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 10am & 2pm 22 September (Spring Equinox)  <i>Testing represents a typical indicative outcome based on street orientation, width, and the proposed GBFC typology and height</i>	No variation recommended.
KS-8.4 Buckley Street, Noble Park		Key pedestrian street 	Based on typical conditions of: - North-south street 15m wide - LIMS 8-10 storeys on eastern side Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox)  <i>Testing represents a typical indicative outcome based on street orientation, width, and the proposed GBFC typology and height</i>	No variation recommended.
KS-9.1 Leonard Avenue, Noble Park		Key pedestrian street 	Based on typical conditions of: - North-south street 15m wide - FRIN 6 storeys on eastern side Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 10am & 2pm 22 September (Spring Equinox)  <i>Testing represents a typical indicative outcome based on street orientation, width, and the proposed GBFC typology and height</i>	No variation recommended.

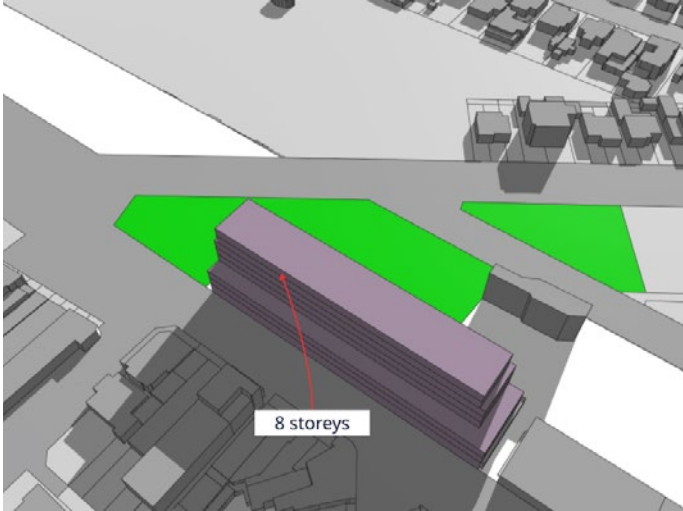
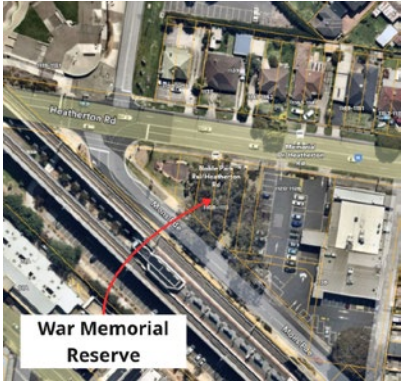
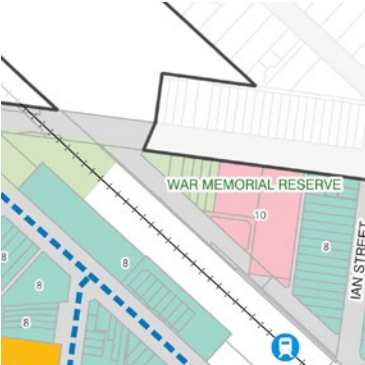
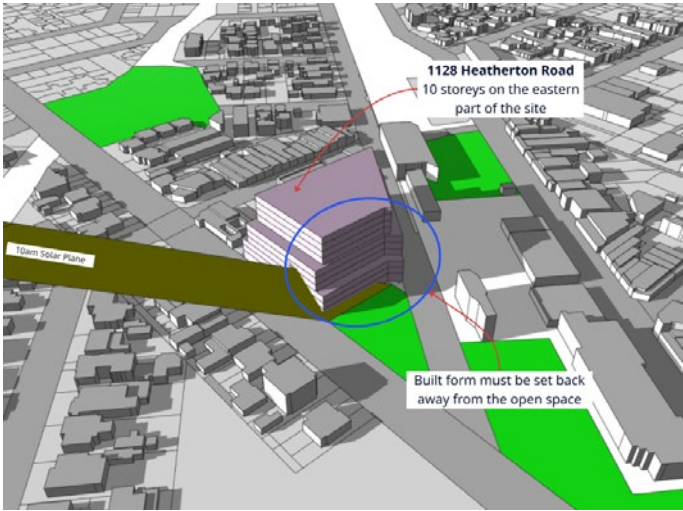
Part A2 | Noble Park Station Train and Tram Zone

Technical Assessment - Key Streets

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-9.2 Leonard Avenue, Noble Park		Key pedestrian street 	Based on typical conditions of: - North-south street 15m wide - LIMS 10 storeys on western side Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 2pm 22 September (Spring Equinox) 	No variation recommended.
KS-9.3 Leonard Avenue, Noble Park		Key pedestrian street 	Based on typical conditions of: - North-south street 15m wide - NCOR 8 storeys on eastern and western sides Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 10am & 2pm 22 September (Spring Equinox)  Testing represents a typical indicative outcome based on street orientation, width, and the proposed GBFC typology and height	No variation recommended.

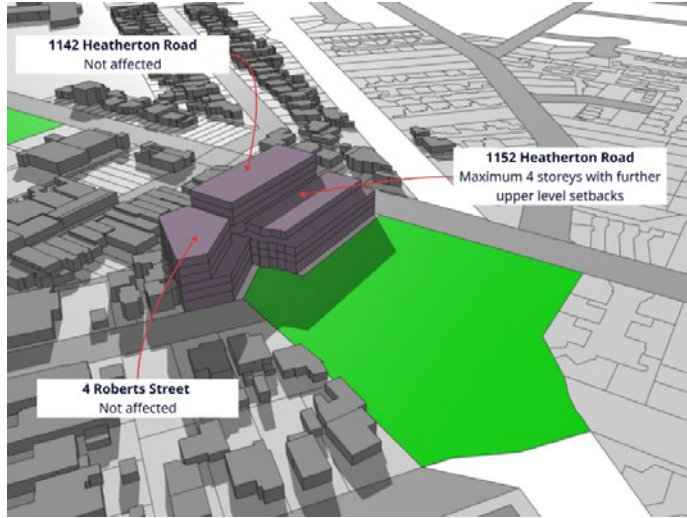
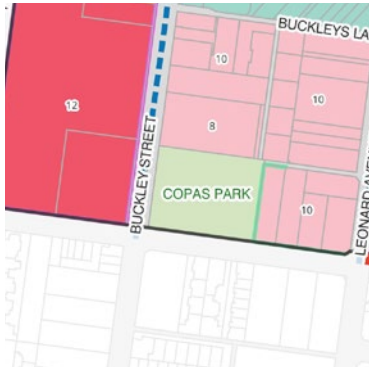
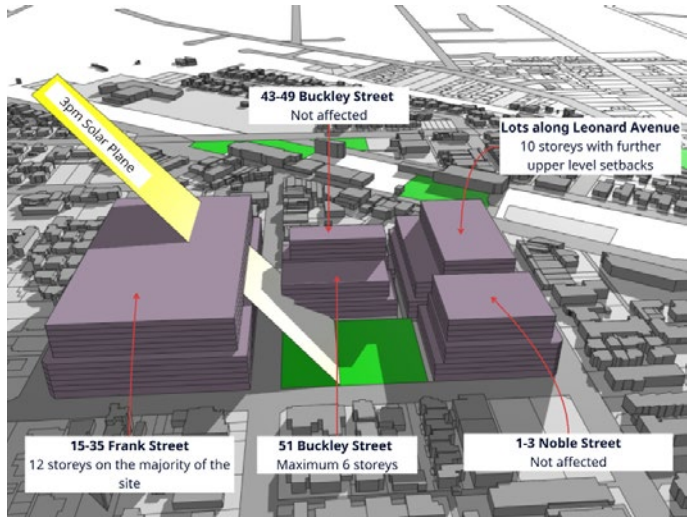
Part A2 | Noble Park Station Train and Tram Zone

Technical Assessment - Open Spaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
OS-6 Aubrey Moss Memorial Garden		High protection on the winter solstice 	Retaining high protection on the winter solstice Maximum development potential can be achieved with no impact to the open space.	High protection on the winter solstice, 21 June (10am) - maximum development potential 	No variation recommended.
OS-7 War Memorial Reserve		High protection on the winter solstice 	Retaining high protection on the winter solstice - The maximum development potential can be achieved on the eastern portion of 1128 Heatherton Road. - Built form must be set back from the open space to meet solar access requirements. - Given the large size of the property, this outcome is considered acceptable.	High protection on the winter solstice, 21 June (10am) - maximum development potential 	No variation recommended.

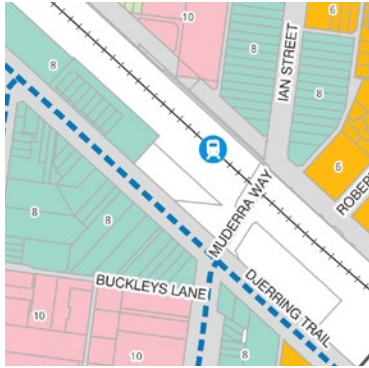
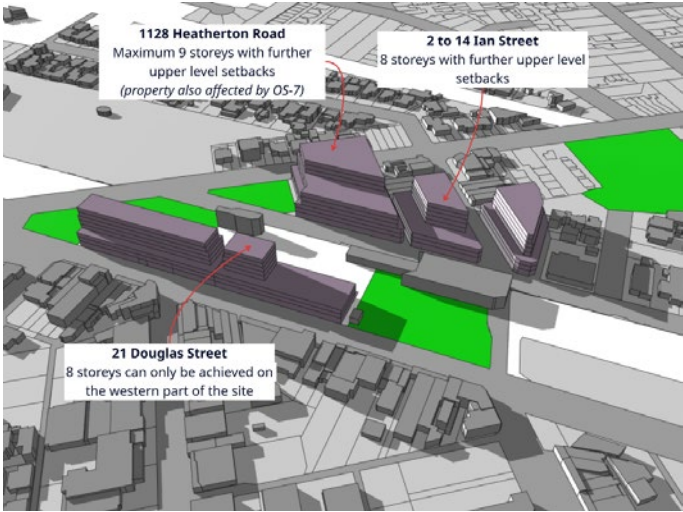
Part A2 | Noble Park Station Train and Tram Zone

Technical Assessment - Open Spaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
OS-8 Mills Reserve			High protection on the winter solstice Changing to moderate protection on the winter solstice 1152 Heatherton: 4 storeys with further upper level setbacks. - Maximum development potential can be achieved on all other properties.	Moderate protection on the winter solstice, 21 June (3pm) - maximum development potential based on street wall shadow 	Change the sun access protection level from high to moderate protection on the winter solstice.
OS-9 Copas Park			High protection on the winter solstice Changing to moderate protection on the winter solstice 15-35 Frank Street: Maximum development potential can be achieved on the majority of the site. 51 Buckley Street: Maximum 6 storeys. - Properties along Leonard Avenue: Maximum development potential can be achieved with further upper level setbacks.	Moderate protection on the winter solstice, 21 June (3pm) - maximum development potential based on street wall shadow 	Change the sun access protection level from high to moderate protection on the winter solstice.

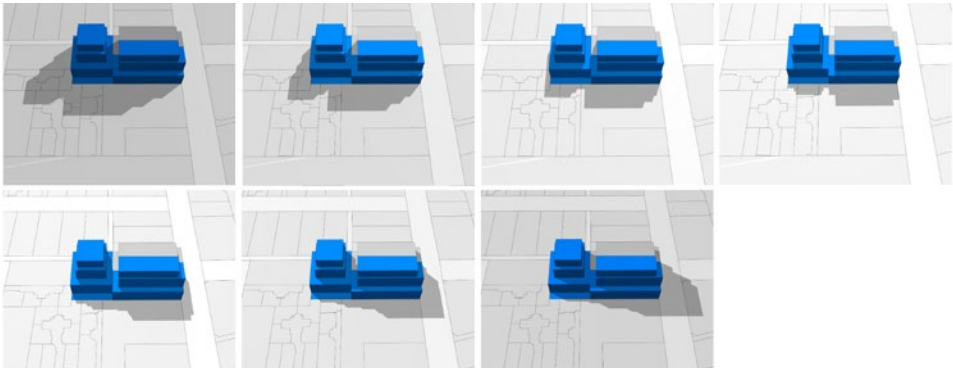
Part A2 | Noble Park Station Train and Tram Zone

Technical Assessment - Open Spaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
OS-10 Noble Park Station Civic Area		Moderate protection on the winter solstice 	Retaining moderate protection on the winter solstice 1128 Heatherton Road - Maximum 9 stories with further upper level setbacks. This property is also affected by OS-7. 2 to 14 Ian Street - Maximum development potential can be achieved with further upper level setbacks. 21 Douglas Street - 8 storeys can only be achieved on a small portion of the site on the western interface.	Moderate protection on the winter solstice, 21 June (3pm) - maximum development potential based on street wall shadow 	Remove the sun access protection control from Noble Park Station Civic Area.

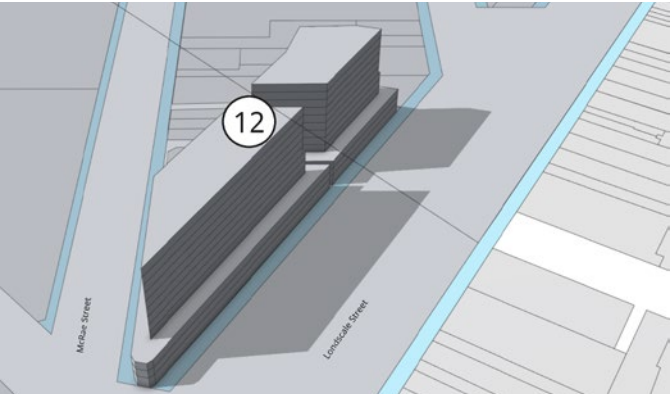
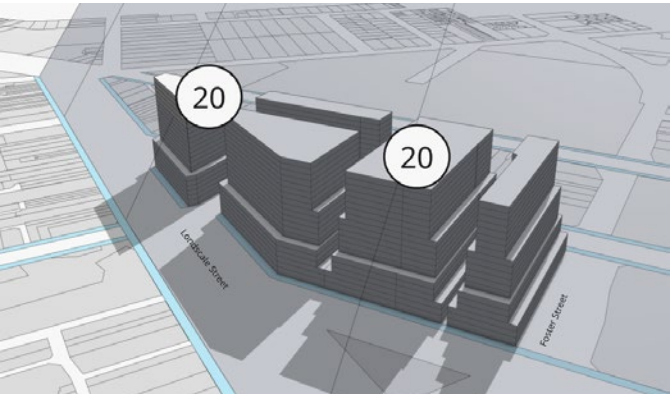
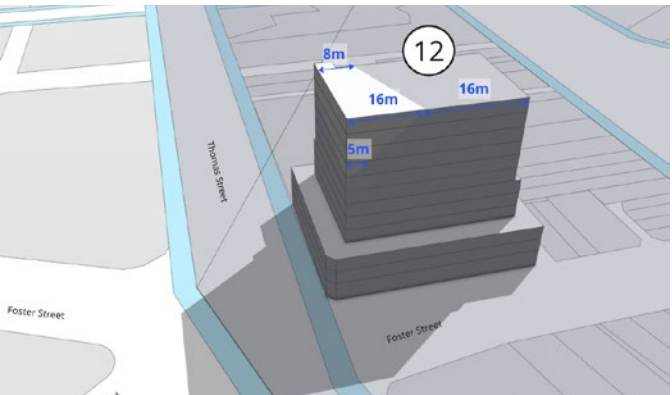
Part A3 | Dandenong Station Train and Tram Zone

Technical Assessment - Sensitive Interfaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
SI-7			Based on typical conditions of: – Fringe 6 storeys – Lot depth of approx. 37m – Proposed GBFC will likely be able to achieve the sensitive interface controls and provide a balanced approach of amenity protection.	9am-3pm (22 September, Spring Equinox) with sensitive interface controls at 6 storeys 	No variation recommended

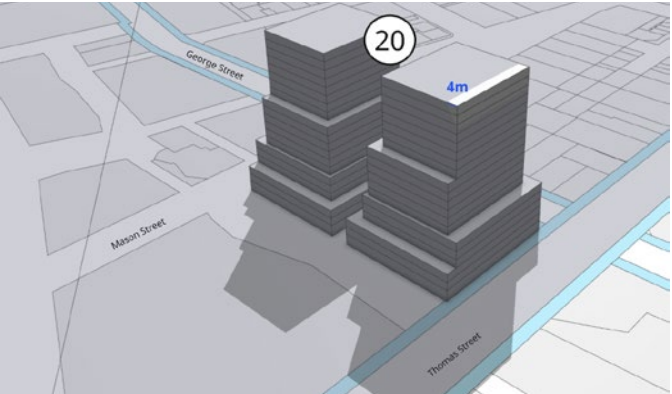
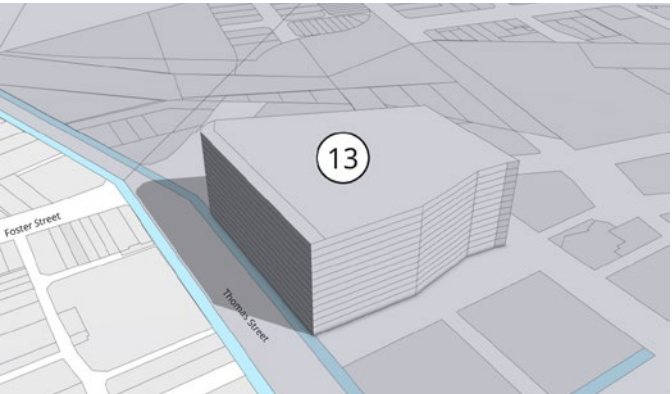
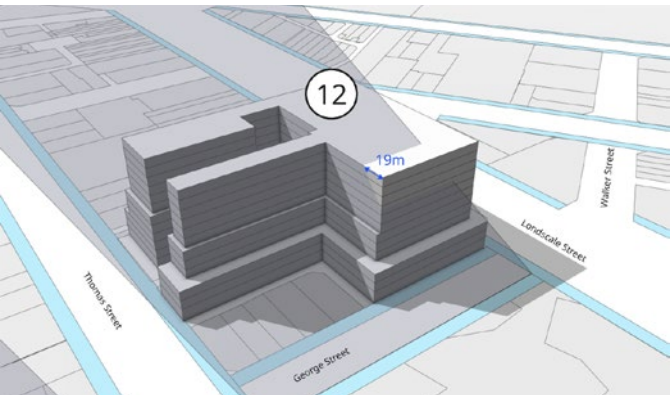
Part A3 | Dandenong Station Train and Tram Zone

Technical Assessment - Key Streets

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-10.1 Lonsdale Street, Dandenong		Key pedestrian street 	Based on the following conditions: - Northwestern-southeastern street 50m wide - NCOR 12 storeys on eastern and western sides Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.
KS-10.2 Lonsdale Street, Dandenong		Key pedestrian street 	Based on the following conditions: - Northwestern-southeastern street 50m wide - LIMS 20 storeys on eastern side Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.
KS-11.1 Thomas Street, Dandenong		Key pedestrian street 	Based on the following conditions: - Northwestern-southeastern street 30m wide - NCOR 12 storeys on eastern side Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.

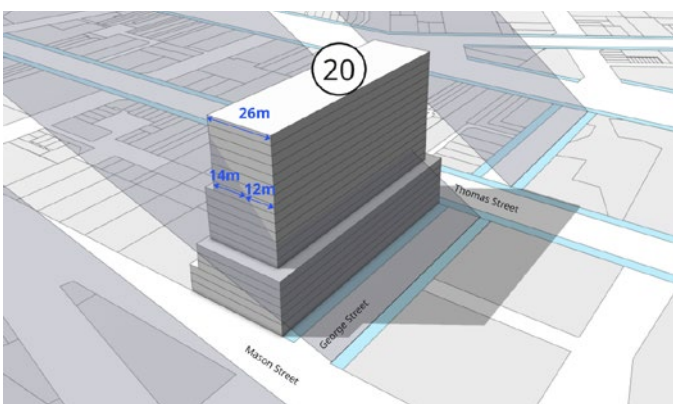
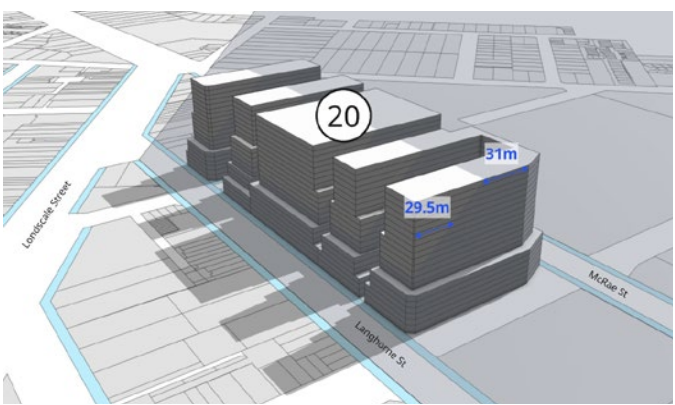
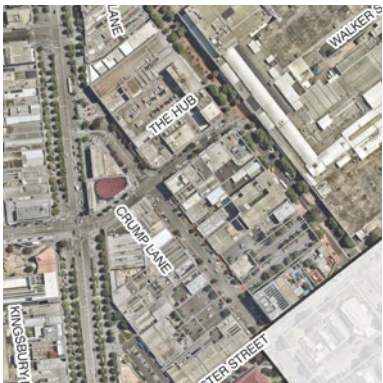
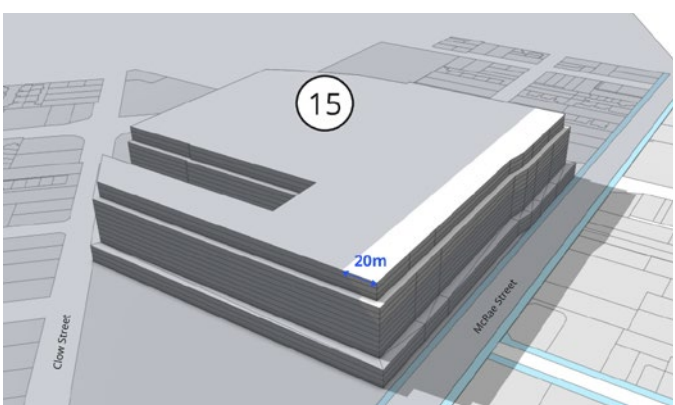
Part A3 | Dandenong Station Train and Tram Zone

Technical Assessment - Key Streets

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-11.2 Thomas Street, Dandenong		Key pedestrian street 	Based on the following conditions: - Northwestern-southeastern street 30m wide - LIMS 20 storeys on eastern and western sides Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 2pm 22 September (Spring Equinox) 	No variation recommended.
KS-11.3 Thomas Street, Dandenong		Key pedestrian street 	Based on the following conditions: - Northwestern-southeastern street 30m wide 13 storeys - 66 AHD maximum height in DPO controls (44m massing maximum height considering topography in the lowest point sits at RL22) - Western side Proposed typologies and heights will meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 2pm 22 September (Spring Equinox) 	No variation recommended.
KS-12.1 George Street / Walker Street, Dandenong		Key pedestrian street 	Based on the following conditions: - East-west street 24m wide - NCOR 12 storeys on northern side Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.

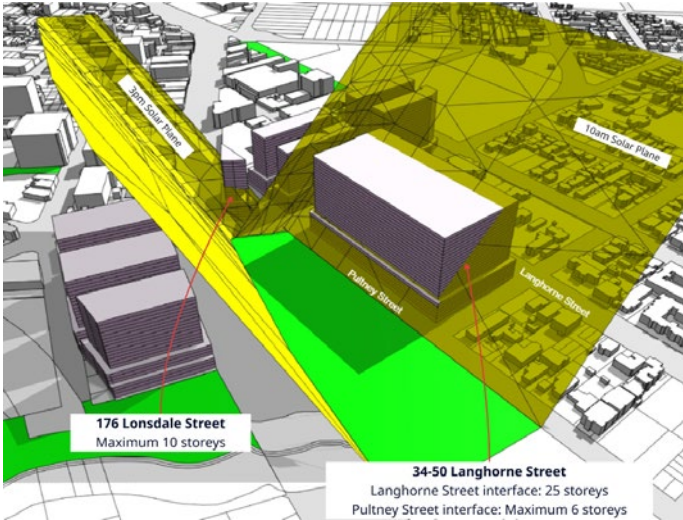
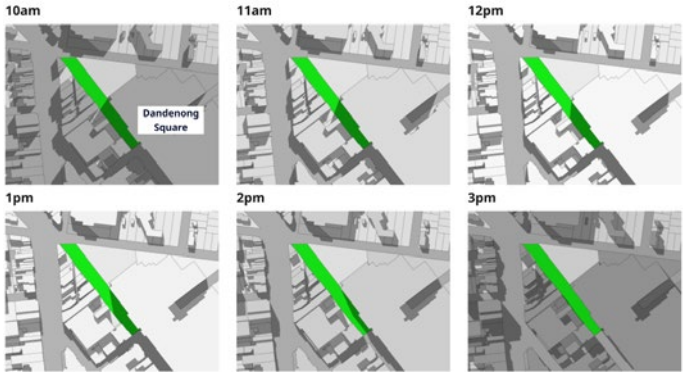
Part A3 | Dandenong Station Train and Tram Zone

Technical Assessment - Key Streets

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
KS-12.2 George Street / Walker Street, Dandenong		Key pedestrian street 	Based on the following conditions: - East-west street 24m wide - LIMS 20 storeys on northern side Proposed typologies and heights will not meet the sun access standard for key streets.	Key pedestrian street solar protection plane: 2pm 22 September (Spring Equinox) 	No variation recommended.
KS-13.1 Langhorne Street, Dandenong		Key pedestrian street 	Based on the following conditions: - Northwestern-southeastern street 30m wide - LIMS 20 storeys on northeastern side Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.
KS-14.1 McCray Street, Dandenong		Key pedestrian street 	Based on the following conditions: - Northwestern-southeastern street 30m wide 15 storeys - DDO 34-78m massing maximum height - Northeastern side Proposed typologies and heights will meet the sun access standard for key streets with greater upper level setbacks.	Key pedestrian street solar protection plane: 10am 22 September (Spring Equinox) 	No variation recommended.

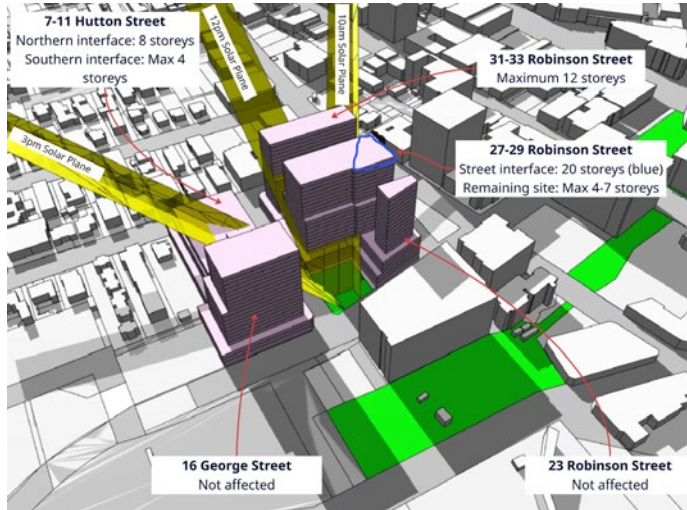
Part A3 | Dandenong Station Train and Tram Zone

Technical Assessment - Open Spaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
OS-11 Dandenong Park		 High protection on the winter solstice	Changing to high protection on the spring equinox 176 Lonsdale Street: Maximum 10 storeys. 34-50 Langhorne Street: Maximum development potential can be achieved. - However, at the Pultney Street interface the maximum achievable height is 6 storeys.	High protection on the spring equinox, 22 September (10am/3pm) - maximum development potential  176 Lonsdale Street Maximum 10 storeys 34-50 Langhorne Street Langhorne Street interface: 25 storeys Pultney Street interface: Maximum 6 storeys	Change the sun access protection level from high protection on the winter solstice to high protection on the spring equinox.
OS-12 McCrae Street		 Moderate protection on the winter solstice	Existing context overshadowing on the winter solstice - Approximately half of the open space is overshadowed at 10am by Dandenong Square shopping mall. - At 1pm, one-third of the open space is overshadowed by the existing context. Note - The site is currently abutted by a DPO and Council-owned sites that permit building heights of 21 storeys or more.	Existing context overshadowing on the winter solstice, 21 June (10am to 3pm)  10am 11am 12pm 1pm 2pm 3pm Dandenong Square	Remove the sun access control from McCrae Street.

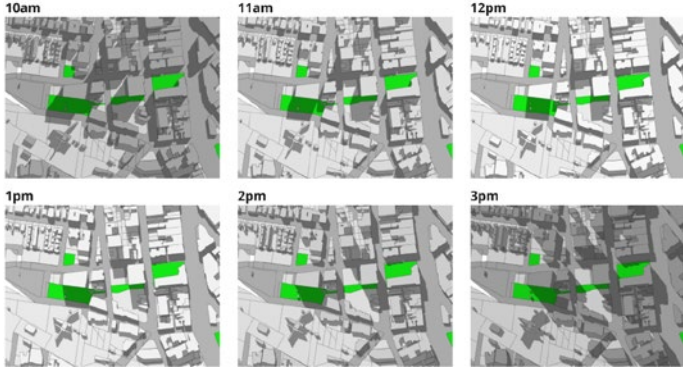
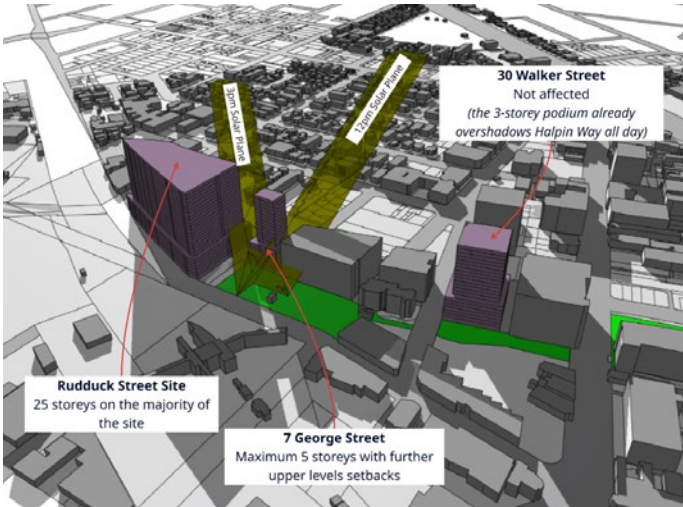
Part A3 | Dandenong Station Train and Tram Zone

Technical Assessment - Open Spaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
OS-13 George Street Multi-Use Court		Moderate protection on the winter solstice 	Retaining moderate protection on the winter solstice 16 George Street: Not affected. 7-11 Hutton Street: Maximum development potential can be realised along the northern interface. However, heights on the southern half of the site are limited to a maximum of 4 storeys. 31-33 Robinson Street: Maximum 12 storeys. 27-29 Robinson Street: Maximum development potential can be realised along the Robinson Street interface. However, heights on the remaining parts of the site are limited to a maximum of 4-7 storeys. 23 Robinson Street: Not affected. Note - The site is leased to Council by Development Victoria (DV) and is identified for future redevelopment.	Moderate protection on the winter solstice, 21 June (10am/3pm) - maximum development potential based on street wall shadow 	Remove the sun access control from George Street Multi-Use Court.

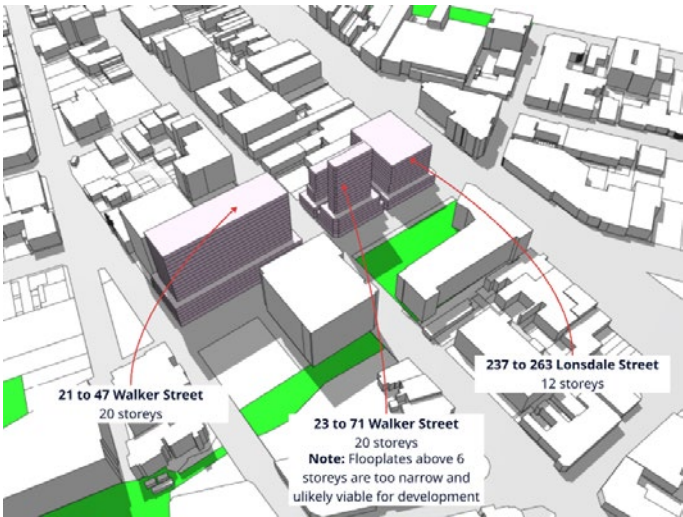
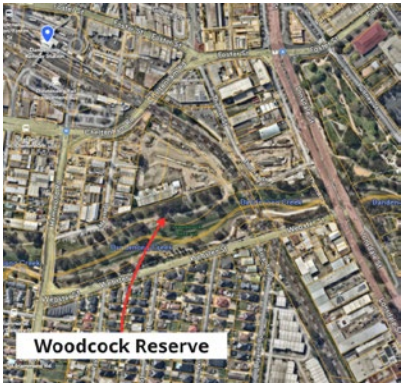
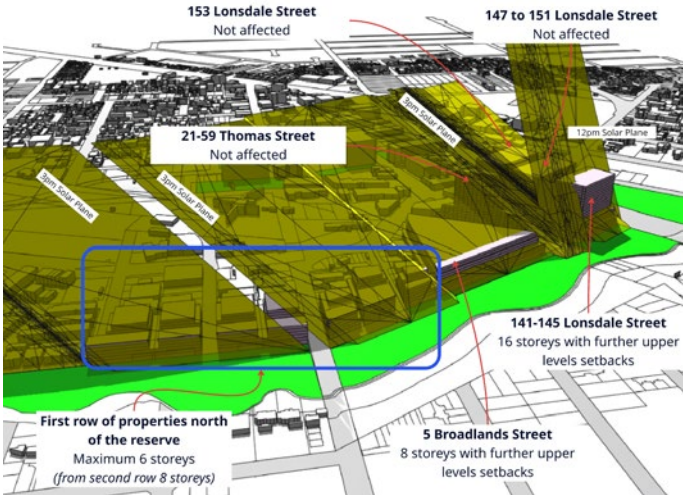
Part A3 | Dandenong Station Train and Tram Zone

Technical Assessment - Open Spaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
OS-14 Halpin Way		Moderate protection on the winter solstice 	Existing context overshadowing on the winter solstice – The open space is significantly overshadowed by the existing context on the winter solstice. Retaining moderate protection on the winter solstice – 7 George Street: Maximum 5 storeys with further upper level setbacks. – 30 Walker Street: Not affected, as the 3-storey podium fully overshadows Halpin Way throughout the day. – Rudduck Street Site: Maximum development potential can be achieved on the majority of the site.	Existing context overshadowing on the winter solstice, 21 June (10am to 3pm)  Moderate protection on the winter solstice, 21 June (12pm/3pm) - maximum development potential based on street wall shadow 	Remove the sun access control from Halpin Way.

Part A3 | Dandenong Station Train and Tram Zone

Technical Assessment - Open Spaces

Ref.	Existing context	Global standards	Assessment	Testing	Recommendation
OS-15 Harmony Square			Changing to moderate protection on the spring equinox Maximum development potential can be realised on all properties.	Moderate protection on the spring equinox, 22 September (12pm) - maximum development potential based on street wall shadow 	Change the sun access protection level from moderate protection on the winter solstice to moderate protection on the spring equinox.
OS-16 Woodcock Reserve			Changing to moderate protection on the spring equinox - First row of properties north of the reserve (blue box): Maximum 6 storeys. From the second row, the maximum development potential can be achieved. 5 Broadlands Street: Maximum development potential can be achieved with further upper level setbacks. 21-59 Thomas Street: Not affected. 153 Lonsdale Street: Not affected. 147 to 151 Lonsdale Street: Not affected. 141-145 Lonsdale Street: Maximum 16 storeys with further upper level setbacks.	Moderate protection on the spring equinox, 22 September (12pm/3pm) - maximum development potential based on street wall shadow 	Change the sun access protection level from moderate protection on the winter solstice to moderate protection on the spring equinox.

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