

8 May 2026

Department of Transport and Planning
1 Spring Street
East Melbourne VIC 3000

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Dear Sir/Madam

**Application under Clause 53.25 - Great Design Fast Track
Land at 1009-1013 Mt Alexander Road Essendon**

We continue to act for the Essendon Nominees Pty Ltd in relation to the above matter.

We refer to the letter dated 30 April 2026 from Catherine Sherwin, Acting Director, Planning Facilitation at the Department of Transport and Planning that confirm the following:

Under delegation from the Minister for Planning, I advise that a planning permit application for the proposal may be made under Clause 53.25 of the Moonee Valley Planning Scheme on the basis that:

- *The proposed development is consistent with the purpose of Clause 53.25 – Great Design Fast Track.*
- *The proposed development has convenient access to jobs, services, infrastructure and community facilities.*
- *The quality of the design, liveability and sustainability of the proposed development meets the design principles published by the Minister for Planning, as advised by the Office of the Victorian Government Architect (OVGA) on 19/03/2026.*
- *Information demonstrating the likely feasibility of the proposal has been provided to the satisfaction of the Minister for Planning, including written advice from the Chief Executive Officer (or delegate) of Invest Victoria.*

In accordance with the above acceptance of the proposal, please find enclosed an application for the development of the above site for a multi storey mixed use development that is to be assessed under Clause 53.25 of the Moonee Valley Planning Scheme - Great Design Fast Track.

The application requires the following planning approvals under the Moonee Valley Planning Scheme:

- To construct a mixed use building pursuant to Clause 53.25-1 of the of the Particular Provisions;
- To provide more than the maximum number of car parking spaces specified in Clause 52.06-5 of the Particular Provisions; and
- Alter access to a road in a Transport Zone 2, pursuant to Clause 52.29-2 of the Particular Provisions.

The town planning assessment prepared by our office provides an assessment of the proposal against relevant provisions of the Moonee Valley Planning Scheme for the purposes of a pre-application process under the Great Design Fastr Track and should be read in association with:

- Features and Level Survey prepared by Goodison Surveying;



- Architectural Plans and Urban Context Report prepared by Carr Architecture.
- A Landscape Plan prepared by Peachy Green Landscape Architecture.
- A Sustainability Management Plan prepared by Lincoln Pearce.
- A Traffic and Transport Assessment together with a Waste Management Plan prepared by Impact Traffic Engineering Pty Ltd.
- An Acoustic Report prepared by Enfield Acoustics.
- A Wind Assessment prepared by Vipac Engineers and Scientists Pty Ltd.
- A Ventilation Assessment Report prepared by Omnisystems.

On the basis of the assessment within this report, it is submitted that the proposal provides for an acceptable planning outcome when assessed against with the “Great Design Principles” of the “Great Design Fast Track Process” together with the other relevant policies and provisions of the Moonee Valley Planning Scheme.

Referral Comments

We refer to the referral comments received initially from Department of Transport and Moonee Valley City Council (ESD & Transport) as part of the pre- application phase of the project and provide the following responses to these matters.

Department of Transport

The referral comments Provided from, Head, Transport Victoria primarily relate to the management of the road network during construction and the management of the existing bus stop arrangements in front of the site.

These requirements are acceptable to the applicant, and we submit that these matters can all be dealt with by way of a condition on the planning permit.

Moonee Valley City Council (Transport)

In relation to the commentary associated with the car parking provision we advise that we have retained the same parking provision and have and have provided some additional commentary around car ownership rates for 3 & 4-bed dwellings in the Traffic and Transport Assessment prepared by Impact Traffic Engineering Pty Ltd.

The report also addresses the questions raised in relation to the relocation of on-streetcar parking space and notes that 1 x EV space is being provided.

In addition, the following modifications / additions to the architectural plans have been undertaken to address the Council comments (generally shown and notated on Drawing TP-1004):

- Pedestrian sight splay, convex mirror and light at access point added;
- Loading bay chevroned area and dimensions provided;
- Note confirming head heights of Loading Bay and DDA space/shared area (3.5m & 2.5m respectively);
- Identifies the number of car spaces assigned to residential and retail uses is consistent. 78 residential / 2 retail (inclusive of 1x DDA);
- Shows the lengths of each section for the ramp gradients and transitions on the driveway section diagram;
- Includes a notation for minimum drainage grades (1:200 indoor/1:100 outdoor);
- Notes EV charging space (next to DDA); and



- Clarifies that on street bicycle parking is to be further approved by Council.

Sustainability Management Plan/Architectural Plan

The Sustainability Management Plan prepared by Lincoln Pearce has been amended to:

- Replace the STORM section, with Blue Factor including required calculations;
- Added the EV note as required under the Transport section.
- Plans note the rainwater tank size as per SMP documentation.
- Plans have been amended to include the following note to 1000 series plans.

All drawings are to be read in conjunction with the endorsed SMP report (which forms part of the town planning permit submission), and all ESD & WSUD initiatives contained within must be implemented to the satisfaction of the responsible authority”

It is submitted that this is an adequate notation to be provided on the plans, is accepted practice and the additional notations as requested by the Council ESD officer are not required.

OVGA Comments

We refer to OVGA comments included in the OVGA Advice Report dated 19 March 2026. The following responses are provided to these matters.

The building expression relies on a considered palette of external materials. It is critical that the quality and detailing shown is delivered through construction.

We anticipate that this requirement will form part of the final approved documentation in relation to the conditions of the permit, endorsed plans and materials sheet.

Revise the level change to natural ground at the rear of the site to reduce the height of the retaining and boundary walls, to lessen impacts on the adjoining residences. Carr to review and advise if possible

The overall height of the rear wall (from natural ground to ground level to top of wall) is a result of the existing land falling towards the western boundary. We are able to lower the height of the walls enclosing the ground level apartment terraces from 2.2m to 1.8m. Nothing height is also driven internally by dwelling privacy and security. This is demonstrated on Drawings TP-2001, 2003, 2004, 3003, 3004

Clarify how lighting and passive surveillance will provide safe and inviting access to the ground level bicycle store.

External wall lighting is proposed along the northern shared boundary leading to the bicycle store to provide for a safer and more inviting accessway as shown on Drawings TP-2001, 2002. In addition, security cameras will be provided for accessway surveillance while this laneway is visible from the street and from upper level windows and the communal terrace.

Confirm how the privacy of habitable rooms around the courtyard void will be managed in relation to visibility from the lift lobby and the lobby garden courtyard.

At ground level, the view towards G01 habitable windows is addressed from the lobby by way of the landscaping and the hit and miss brick screen proposed in front of the windows of this dwelling.

At the upper levels perimeter landscape to the lift lobby and corridor has been proposed to elevate the experience in this area of the building, while assisting in screening oblique views towards bedroom windows. This balance was supported in our review with the OVGA, appreciating opportunity for outlook beyond the property and views towards the city. However, in response to this matter, fluted



glass has been incorporated to screen obscure views towards windows to the south facing windows to lift lobbies at all levels – Glazing tags revised to reflect change to fluted glazing (GLZ3) and is shown on Drawing TP-2003.

Design the central stair as a 'front of house item' to support everyday use.

This matter has been the subject of various written exchanges and discussion at meetings between the project team and OVGA through the very comprehensive pre-application process. In summary, it is not possible to create the internal fire stair as a front of house item to be used on a day to day basis due to complex fire engineering and building regulation requirements. This is not something that is able to be provided as part of the proposal.

Provide operable windows to communal corridors.

The make-up air system as detailed in the Ventilation Assessment Report prepared by Omnisystems. provides untempered outside air into the apartments and lobby space. This creates a positively pressured lobby/corridor environment, preventing possible transfer of smells between apartment units.

Omnisystems has advised that with this make-up air system in place operable windows can be installed. A naturally ventilated lobby/corridor can be provided with no impact to the apartments' mechanical design, and this has been shown on Drawing TP-2003

Integrate planting to the large terraces on Level 7.

Planters added to north and south corners (4x) of Level 7 apartment terraces. Refer Drawing TP-1011.

Continue to refine layout to provide better outlook for WFH / studies.

The reconfiguration and amendments to the layout of various dwellings has been undertaken through the process at the direction of OVGA. We note that as part of the final iteration of the plans submitted as part of the pre-application process we were advised that the arrangement of the studies within the dwellings was now satisfactory

Council has identified several matters, including inconsistencies between the plans and the Traffic Impact Assessment (TIA), and the need for additional detail on access, gradients, clearances and safety treatments. Updates to the Sustainability Management Plan are also required to align with the current Bluefactor Tool, along with further engagement on matters such as on-street parking and bicycle parking within the road reserve. The plans should be updated to address these matters prior to lodgement.

As noted earlier in this letter these matters have been addressed (refer **Referral Comments**)

Further Information

We refer to RFI items set out in the letter dated 30 April 2026 from Catherine Sherwin, Acting Director, Planning Facilitation at the Department of Transport and Planning. The following responses are provided to these matters to these matters.

Certificates of title, including any encumbrances, covenants, and agreements (within three months).

These are provided as part of the application documentation.

A Metropolitan Planning Levy Certificate.

This is provided as part of the application documentation.



Architectural Plans to be amended to demonstrate compliance with Clause 58, including:

Show compliance with the following standards: Clause 58.03-3 - Solar access to communal outdoor open space objective. Update plans to show that at least 50 per cent or 125 square metres (whichever is the lesser), of the primary communal outdoor open space

Diagrams added in TP-5018.

Clause 58.04-1 – Building setback objectives Address potential overlooking from the upper-level lift and lobby areas into dwellings.

Refer earlier response in relation to OVGA comments.

Clause 58.04-3 – Noise impacts objectives Demonstrate how the communal gym will be acoustically treated, consistent with the Acoustic Report prepared by Enfield Acoustics Pty Ltd dated 15 December 2025.

Acoustic note added to plans regarding noise attenuation. Drawings TP-1000 series

Clause 58.05-1 – Accessibility objective Annotate plans to show 850mm clear opening widths for compliant bathroom and apartment entries, identify the selected Design Option (A or B) for each dwelling and confirm which showers are hobless.

Bathroom Design Options noted on Drawings TP-8000 series

Clause 58.05-2 – Building entry and circulation objectives Provide a clear and consistent approach to materials, door detailing, and lighting, to better define and individualise dwelling entries, in line with OVGA advice.

Amendments to the plans in relation to this item had been undertaken through the process at the direction of OVGA and we submit that the design provides clear and consistent approach to materials, door detailing, and lighting, to define and individualise dwelling entries in accordance with Clause 58.05-2.

Clause 58.05-3 - Private open space objective Update Clause 58 tables (plans TP.800-01-TP.8005), to include balcony dimensions for each dwelling and show the location of air-conditioning units. Carr to address

Dimensions added as requested noting that no AC condenser units will be provided on balconies or terraces as they are all located on the roof. Drawings TP-8000 series

Provide any annotations, dimensions, or plan amendments (as applicable) in response to the OVGA's GDFT Advice report dated 19 March 2026 (attached).

Undertaken as noted in the response to OVGA comments above.

The Sustainable Management Plan prepared by Lincoln Pearce, dated 19 February 2026 updated so that an assessment against the Bluefactor Tool is provided and Council's ESD recommendations are incorporated.

Undertaken as noted in the response to Referral Comments above.

The Town Planning Report prepared by GrayKinnane, dated February 2026, amended to ensure all images of the development align with the renders submitted to DTP on 5 March 2026.

Addressed

A 3D digital model in line with DTP digital online model. Please refer to the submission guide attached to this letter.

Provided as part of the submission documents.



Submission of any other documents required by the Moonee Valley Planning Scheme.

Addressed.

Notate visibility splays on either side of the accessway in accordance with Design Standard 1 of Clause 52.06-9 and the location of convex mirrors and warning lights.

Notes added/revised for assessment and provision as per report extract below along with remaining items as set out in Referral Comments.

7	Have a corner splay or area at least 50 percent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	Due to the adjacent retail store's wall, a corner splay area cannot be physically provided on the north side of the easement. To assist drivers and pedestrians with sightlines, convex mirrors will be installed on either side of the easement/site access. Additionally, a warning light triggered by exiting vehicles could be considered to further enhance safety.	Deemed Satisfactory
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We trust that this information will be of assistance to the Department in the assessment of this application and we look forward to your initial response.

Please contact the undersigned on 0419 518613 (email: andrew@graykinnane.com.au) should the Department have any queries regarding the correspondence.

Yours faithfully,

Andrew Gray
GrayKinnane