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16 July 2026

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Department of Transport
and Planning
17 JULY 2026

Dear Michael

Application To Amend Planning Permit 201529926-18 Response to request for further information

Our ref: Matter 41234

Biosis Pty Ltd (Biosis), on behalf of Martin Ansell (the 'applicant'), has prepared this letter in response to your request for further information (RFI) dated 28 May 2026, made pursuant to section 54 of the *Planning and Environment Act 1987*.

Our response to each item raised in the RFI is provided in Table 1 below. The following supporting documents are submitted with this letter to address the items requested by the Department of Transport and Planning (DTP):

- Attachment 1 – Copy of email notification to DEECA pursuant to Section 48 of the Planning and Environment Act 1987.
- Attachment 2 – Revised Architectural Plans prepared by Interlandi Mantesso Architects
- Attachment 3 – Updated Rehabilitation Plan prepared by Biosis Pty Ltd.

Table 1 Response to RFI dated 14 August 2025

Item No.	Applicant response
1.	A copy of the email notification sent to the Minister for Environment C/- the Department of Energy, Environment and Climate Action (DEECA) is provided as Attachment 1 to this letter. The email was sent to pe.assessment@deeca.vic.gov.au and included the property address, a site plan and a brief summary of the proposal, notifying DEECA of the planning permit application pursuant to Section 48 of the Planning and Environment Act 1987.
2.	The submitted architectural plans have been revised to address all four sub-items raised. Revised architectural plans prepared by Interlandi Mantesso Architects are provided as Attachment 3 to this letter. The following amendments have been made:

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Biosis acknowledges the Aboriginal and Torres Strait Islander peoples as Traditional Custodians of the land on which we live and work. We pay our respects to the Traditional Custodians and Elders past and present and honour their connection to Country and ongoing contribution to society.

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- Drawing Title 'Parcel B – Lower Ground Floor Plan' has been amended to include the building footprint and nominated setbacks for Cabin 4 within Parcel B, consistent with Application No. 201529926-17.
- Drawing Title 'Parcel B – Ground Floor Plan' has been amended to include the external stairs proposed for Cabin 4 within Parcel B, consistent with Application No. 201529926-17.
- Drawing Title 'Parcel B – Roof Plan' has been amended to include the external stairs proposed for Cabin 4 within Parcel B, consistent with Application No. 201529926-17.
- Drawing Title 'Parcel B – South East Elevation' has been amended to include the lower ground level proposed for Cabin 4 within Parcel B, as part of Application No. 201529926-17.

All four amendments noted under Item 2 have been incorporated into the revised architectural plans provided in Attachment 2. These revisions ensure consistency between the Cabin 7A application (201529926-18) and the concurrent Cabin 4 application (201529926-17) across all relevant drawing titles.

- 3.** Biosis acknowledges the requirement to revise the 'Rehabilitation Plan', prepared by Biosis and dated 16 June 2023, and endorsed by the Minister for Planning on 21 November 2023. An updated Rehabilitation Plan is provided as Attachment 3 to this letter.
- The updated Rehabilitation Plan has been revised to reflect the changes resulting from the footprint of the proposed Cabin 7A development within Parcel B. Specifically, Figure A.1.1 has been updated to remove the planting prescription of 3 seedlings per sqm from the area now occupied by the proposed Cabin 7A building footprint, as the construction of the new dwelling within this location would preclude such planting. The revised figure accurately reflects the current and proposed development footprint across Parcel B, and all remaining rehabilitation prescriptions outside the new building footprint are retained.

Preliminary Assessment In response to the two preliminary assessment matters raised by DTP, Biosis, on behalf of the applicant, provides the following responses.

Preliminary Assessment Item 1 – Rehabilitation Plan Update

This matter is addressed under Item 3 of the Further Information response above. The Rehabilitation Plan has been updated and is provided as Attachment 3. Figure A.1.1 has been revised to reflect the new building footprint of Cabin 7A and to remove the planting prescription of 3 seedlings per sqm from the area to be occupied by the proposed development.

Preliminary Assessment Item 2 – Setback Variations and Frontage Setback to Internal Road

DTP has noted that setback variations are being sought to the internal road frontage, the western and northern lease boundaries, and has encouraged the applicant to consider increasing the setback to the internal road (frontage), particularly given that no stonework is proposed.

The applicant has carefully considered DTP's feedback regarding setbacks, and in particular the suggestion to increase the setback to the internal road frontage. The applicant's position is that the proposed setbacks represent the most appropriate design response for Cabin 7A, having regard to the following considerations:

Siting Response to Topography and Constraints

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Cabin 7A is located in the south-western section of Parcel B, within a portion of the sub-lease area that is constrained by the natural topography, the proximity of the internal access road to the north, and the positioning of the existing Cabin 7 to the south. The site has a steep natural slope that rises to the north-west, and the proposed building has been carefully positioned to respond to this topography. The siting of Cabin 7A adopts the same design logic applied across Parcel B, where cabins are positioned to follow the slope and minimise earthworks, rather than being setback in a manner that would require additional excavation or retaining.

Consistency with the Approved Development Pattern

The internal loop road within White Horse Village is a private, low-speed circulation space rather than a public road. The established development pattern across Parcel B already features reduced internal road setbacks for a number of cabins, reflecting the compact village structure and the steep terrain. Cabin 7A adopts a consistent siting approach to the other approved cabins within the precinct. Importantly, the cabin remains wholly within the approved development area for Parcel B as endorsed under Planning Permit 201529926-16, and the proposed setbacks are consistent with what has been contemplated and anticipated under the original White Horse Village masterplan approvals.

Setback to Western and Northern Boundaries

The reduced setbacks to the western and northern boundaries reflect Cabin 7A's compact footprint and its careful siting to follow the site's natural topography while maintaining appropriate separation from the existing Cabin 7 to the south. The proposed setbacks to these boundaries do not result in any unreasonable amenity impacts, consideration and directly adjoining dwellings to the west or north of the site. The western boundary interfaces with the internal access road, and the northern boundary interfaces with the internal access road. Separation between Cabin 7A and Cabin 7 to the south exceeds the minimum 6 metre inter-building setback prescribed under DDO1-A1.

Absence of Stonework

DTP has noted the absence of stonework as a relevant consideration in the context of the proposed setback to the internal road. The applicant acknowledges this observation and notes that the materials and finishes proposed for Cabin 7A are consistent with the design intent and previously approved material palettes for White Horse Village. As outlined in the planning report submitted with the original application, the use of natural stone is not considered complementary to the elevated, contemporary design typology of White Horse Village cabins. The approved architectural language across the precinct prioritises lightweight construction, profiled metal cladding, and muted alpine tones. These materials are applied consistently across Cabin 7A and are considered to deliver a visually recessive and contextually appropriate outcome, even at a reduced setback to the internal road.

The applicant's position is that the proposed setbacks, considered in the context of the site constraints, the approved development pattern of White Horse Village, and the design response adopted for Cabin 7A, represent the most appropriate and contextually sensitive outcome for this location. The reduced setback to the internal road does not compromise the design objectives of DDO1-A1, the intended character of White Horse Village, or the safe and efficient use of the internal road network.

The applicant notes that DTP has indicated these are preliminary issues only and that additional matters may arise following full assessment. The applicant remains committed to working constructively with DTP to resolve any outstanding matters through the assessment process.

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I trust the above information is considered satisfactory and addresses your request for information.

Please contact me if you have any enquiries.

Yours sincerely,



Luciano Solomon
Environmental Planner

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