

| Submission Number | Site Address | Precinct as advised by Submitter | Precinct base Topic or by general issues | Topic                    | Sub Topic              | Submission summary   |
|-------------------|--------------|----------------------------------|--|--------------------------|------------------------|--|
| 1.1               | n/a          | Montague                         | Montague                                 | Transport                | Congestion             | Submits that road management needs to be a priority.   |
| 2.1               | n/a          | General                          | General                                  | Transport                | Delivery mechanism     | Submits that funding needs to be found and allocated prior to density/public transport infrastructure be in place.   |
| 2.2               | n/a          | General                          | General                                  | Transport                | Congestion             | Submits that cars are necessity.   |
| 3.1               | n/a          | Lorimer                          | General                                  | Transport                | Yarra River Crossing   | Submits that transport modelling and assumptions should be redone, taking into consideration costs and impacts to find a solution with the least infrastructure changes.   |
| 3.2               | n/a          | Lorimer                          | General                                  | Built Form               | Floor Area Ratio (FAR) | Submits that FAUs based on public benefit contributions do not provide certainty that building design and height controls will be applied equally or at all. Submits that it is unclear whether the community will have a say in what constitutes a public benefit or whether these decisions will be made by the Minister. Submission seeks clarification on how a coherent, integrated aesthetic will be achieved. |
| 3.3               | n/a          | Lorimer                          | General                                  | Planning Controls        | Building separation    | Submits that building separation for below 20 stories be amended to say 10, or, the controls made consistent with those above 20 stories.  |
| 3.4               | n/a          | Lorimer                          | General                                  | Planning Controls        | Wind                   | Submits that design codes are required to minimise the wind tunnel affect.   |
| 4.1               | n/a          | General                          | General                                  | Transport                | Yarra River Crossing   | Submits that the proposed tram bridge will have crucial negative effects on Yarra's Edge residents and does not provide long term resolutions to transport issues.   |
| 5.1               | n/a          | Lorimer                          | Lorimer                                  | Transport                | Yarra River Crossing   | Submits that tram bridge drawings should depict accurate dimensions.   |
| 5.2               | n/a          | Lorimer                          | Lorimer                                  | Transport                | Yarra River Crossing   | Submits that proposed bridges across the Yarra River be removed. Submits that residents of the area have purchased land under the promise that no bridges were to be built.  |
| 6.1               | n/a          | General                          | General                                  | Community Infrastructure | Hub model              | Submits that multi-purpose aquatic facility in the Fishermans Bend should be considered.   |
| 7.1               | n/a          | Lorimer                          | Lorimer                                  | Transport                | Yarra River Crossing   | Submits that there is a lack of environmental consideration around the proposed tram bridge, and that there was a lack of consultation with marina operators.  |
| 7.2               | n/a          | Lorimer                          | Lorimer                                  | Transport                | Congestion             | Submits that road management needs to be a priority. Submits that more consultation with drivers in the area be conducted to inform public transport design and strategies.  |

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| 7.3  | n/a | Lorimer    | Lorimer    | Policy Intent  | Population projection               | Submits that demographic projections are incorrect and that the city should be moved into the outer suburbs.  |
| 7.4  | n/a | Lorimer    | Lorimer    | Transport      | Heavy Rail                          | Submits that public transport delivery must be a priority.  |
| 8.1  | n/a | General    | General    | Transport      | Congestion                          | Submits that existing connections are at capacity.  |
| 8.2  | n/a | General    | General    | Transport      | Yarra River Crossing                | Submits that the tram bridge would devalue property.  |
| 8.3  | n/a | General    | General    | Transport      | Proposed Tram alignment             | Submits that park between the ANZ buildings should be preserved.  |
| 8.4  | n/a | General    | General    | Transport      | Proposed Tram alignment             | Submits that can consider alternatives to trams.  |
| 9.1  | n/a | Montague   | Montague   | Transport      | Cycling                             | Submits that there are concerns on safety and local traffic for proposed cycle paths.   |
| 9.2  | n/a | Montague   | Montague   | Transport      | Delivery mechanism                  | Submits that existing infrastructure could provide the same benefit to that proposed.   |
| 9.3  | n/a | Montague   | Montague   | Environment    | Flooding                            | Submits that there are concerns about existing traffic congestion.  |
| 10.1 | n/a | General    | General    | Open Space     | Active open space                   | Submits that a wide range of public open space experience and different forms of recreation, as well as organised sport, needs to be recognised and supported by the Framework. |
| 10.2 | n/a | Employment | Employment | Transport      | Tram Depot                          | Submits that the framework should show the footprint of the Wharf Road Triangle.  |
| 10.3 | n/a | Employment | Employment | Open Space     | Existing open spaces and facilities | Submits that space in Westgate Park below the freeway will not provide high quality open space is repurposed.   |
| 10.4 | n/a | Employment | Employment | Sustainability | Water management                    | Submits that the integrated sustainable transport network is important.   |
| 10.5 | n/a | Employment | Employment | Sustainability | Biodiversity                        | Submits that the number of land acquisitions be reconsidered.   |
| 10.6 | n/a | Employment | Employment | Open Space     | Existing open spaces and facilities | Submits that the Go Kart track should be recognised as public open space.   |
| 11.1 | n/a | General    | General    | Transport      | Active Transport                    | Submits that existing walking and cyclist paths be linked to those proposed in the framework.   |
| 12.1 | n/a | General    | General    | Utilities      | Communications Technology           | Submits that more considerations should be given to communication infrastructure.   |
| 12.2 | n/a | General    | General    | Utilities      | Utilities                           | Submits that a conduit be built and leased for utilities purposes.  |
| 13.1 | n/a | Lorimer    | General    | Transport      | Yarra River Crossing                | Submits that the Collins-Hartley alignment was the best possible option.  |
| 13.2 | n/a | Lorimer    | General    | Transport      | Yarra River Crossing                | Submits that the tram bridge will impact the viability to the Yarra's Edge marina.  |
| 13.3 | n/a | Lorimer    | General    | Transport      | Yarra River Crossing                | Submits that an opening bridge be considered as an alternative to the tram bridge.  |
| 13.4 | n/a | Lorimer    | General    | Transport      | Heavy Rail                          | Submits that public transport delivery must be a priority.  |
| 13.5 | n/a | Lorimer    | General    | Transport      | Proposed Tram alignment             | Submits that the tram bridge provide sufficient stops.  |

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| 14.1 | n/a | Lorimer | General  | Transport         | Yarra River Crossing    | Submits that the tram bridge detracts from the aesthetics of the Yarra for those who reside in Yarra's Edge.  |
| 14.2 | n/a | Lorimer | General  | Transport         | Yarra River Crossing    | Submits that the tram bridge has capability to allow for movement for different modes of transport.   |
| 14.3 | n/a | Lorimer | General  | Transport         | Yarra River Crossing    | Submits that a transport expert be consulted for alternative solutions.   |
| 14.4 | n/a | Lorimer | General  | Transport         | Heavy Rail              | Submits that there does not appear to be other credible movement options.   |
| 14.5 | n/a | Lorimer | General  | Transport         | Road Network            | Submits that the Yarra Crossing should be a tunnel rather than a bridge.<br>Submits that there should be an alternative tram route.   |
| 14.6 | n/a | Lorimer | General  | Transport         | Delivery mechanism      | Submits that proposals for public transport should be funded by federal and state government.   |
| 15.1 | n/a | n/a     | General  | Transport         | Public Transport        | Submits that efficient public transport system is crucial   |
| 15.2 | n/a | n/a     | Montague | Built Form        | Heritage                | Submits that Montague Precinct heritage be maintained to create a sense of community.   |
| 15.3 | n/a | n/a     | General  | Transport         | Yarra River Crossing    | Submits that future rail links across the Yarra to be a tunnel.   |
| 16.1 | n/a | n/a     | General  | Transport         | Yarra River Crossing    | Submission strongly opposes tram bridge.  |
| 16.2 | n/a | n/a     | Lorimer  | Transport         | Yarra River Crossing    | Submission opposes tram bridge.   |
| 16.3 | n/a | n/a     | Lorimer  | Transport         | Proposed Tram alignment | Submits that there are concerns about the tram alignment in proximity to children's playground.   |
| 16.4 | n/a | n/a     | General  | Built Form        | Density                 | Submissions raises concerns over potential overdevelopment, recommending a reduced population target of 60,000.   |
| 16.5 | n/a | n/a     | General  | Planning Controls | Resident Amenity        | Submits that planning controls are required for Noise attenuation and amenity improvement in proposed high-rise towers along the Westgate Freeway.  |
| 17.1 | n/a | n/a     | Montague | Built Form        | Floor Area Ratio (FAR)  | Submits that a 6:1 FAR would be more appropriate than 3:1 for their site. Submits that the site could support higher density and requires a higher FAR to incentivise development. Submits that the site's location between two core activity areas justifies a higher FAR and that a discretionary height limit of 8 storeys is inconsistent with an FAR of 3:1. Submits that small size of site means a higher FAR will not adversely impact Montague's population density. |
| 17.2 | n/a | n/a     | Montague | Open Space        | Proposed open space     | Submits that the park identified for 87 Gladstone St is compromised and would be an ineffective use of public money.  |
| 18.1 | n/a | n/a     | General  | Transport         | Yarra River Crossing    | Submits that an underground tunnel be constructed rather than the tram bridge.  |
| 18.2 | n/a | n/a     | General  | Transport         | Yarra River Crossing    | Submission opposes tram bridge.   |
| 18.3 | n/a | n/a     | General  | Transport         | Water Transport         | Submits that improved water transport is important.   |
| 18.4 | n/a | n/a     | General  | Transport         | Bus                     | Submits that bus services should be expanded.   |

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| 18.5 | n/a | n/a | General    | Transport                     | Freight Connection                  | Submits that traffic management be redesigned.   |
| 19.1 | n/a | n/a | Employment | Employment Precinct           | Connectivity                        | Submission supports concept to create better connections to employment precinct.   |
| 19.2 | n/a | n/a | Employment | Transport                     | Road Network                        | Submits that there is a discrepancy between public and private space.  |
| 19.3 | n/a | n/a | Employment | Transport                     | Bridge                              | Submits that there is no need for the proposed pedestrian/cyclist bridge.  |
| 20.1 | n/a | n/a | General    | Community Infrastructure      | Hub model                           | Submits that co-location of services within integrated hubs are supported.   |
| 20.2 | n/a | n/a | General    | Community Infrastructure      | Delivery mechanism                  | Submits the delivery of community hubs through Floor Area Uplift is supported.   |
| 20.3 | n/a | n/a | General    | Community Infrastructure      | Investigation Area                  | Submits that the identified investigation areas within the draft Framework should be broadened to provide more flexibility.                              |
| 20.4 | n/a | n/a | General    | Community Infrastructure      | Governance                          | Submits that further detail is needed on the governance model for the multi-purpose facilities and how they will be managed including operation budgets. |
| 20.5 | n/a | n/a | General    | Community Infrastructure      | Location                            | Submits that more clarity is required to ensure the proposed community hubs will be located in the right location.                                       |
| 20.6 | n/a | n/a | General    | Communications and Engagement | Continuing engagement               | Submits that concern for community groups to be a part of design and development of key spaces   |
| 20.7 | n/a | n/a | General    | Community Infrastructure      | Delivery mechanism                  | Submits that further information on the staging, timing and funding of community infrastructure is needed.   |
| 21.1 | n/a | n/a | General    | Open Space                    | Provision                           | Supports open space concepts and 200m catchments.  |
| 21.2 | n/a | n/a | General    | Open Space                    | Existing open spaces and facilities | Supports using existing open space for a wider variety of uses.  |
| 21.3 | n/a | n/a | General    | Open Space                    | Provision                           | Supports the concept of co-locating open space with community infrastructure.  |
| 21.4 | n/a | n/a | General    | Open Space                    | Provision                           | Submits that proposed open space is insufficient   |
| 21.5 | n/a | n/a | General    | Open Space                    | Provision                           | Submits that there is an opportunity to enhance access to the Port Land and increase open space distribution in the Employment Precinct.                 |
| 21.6 | n/a | n/a | General    | Open Space                    | Delivery mechanism                  | Submits that further information required on proposed funding of delivery and maintenance of open spaces.  |
| 21.7 | n/a | n/a | General    | Sustainability                | Climate Adept                       | Submits that more detail is needed on how open spaces will address climate change impacts.   |
| 21.8 | n/a | n/a | General    | Open Space                    | Connectivity                        | Suggests that connections between open spaces in and outside of Fishermans Bend are better shown.  |
| 21.9 | n/a | n/a | General    | Communications and Engagement | Continuing engagement               | Submits that concern for community groups to be a part of design and development of key spaces   |
| 22.1 | n/a | n/a | General    | Heritage                      | Place and Identity                  | Supports approach to heritage outlined in Framework  |
| 22.2 | n/a | n/a | General    | Policy Intent                 | Placemaking                         | Submissions supports 5 individual precincts rather than one.   |
| 22.3 | n/a | n/a | General    | Transport                     | Connectivity                        | Submission in support of creating place which is easy to walk around.  |

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| 22.4 | n/a | n/a | General    | Community Infrastructure      | Hub model                   | Submits that co-location of services within integrated hubs are supported.   |
| 22.5 | n/a | n/a | General    | Policy Intent                 | Naming                      | Submits that the name could cause a split between Port Melbourne residents and residents of Fishermans Bend.                                     |
| 22.6 | n/a | n/a | General    | Built Form                    | Core and non-core area      | Submits that town centres should be introduced for Fishermans Bend.  |
| 22.7 | n/a | n/a | General    | Policy Intent                 | Diversity                   | Submits that the framework should more explicitly urge for community diversity.  |
| 22.8 | n/a | n/a | General    | Communications and Engagement | Continuing engagement       | Submits that there is a need to engage with traditional landowners.  |
| 22.9 | n/a | n/a | General    | Heritage                      | Protection Recommended      | Queries if heritage overlays are strong enough.  |
| 23.1 | n/a | n/a | General    | Sustainability                | Green Star Communities      | Supports focus on sustainability.  |
| 23.2 | n/a | n/a | General    | Sustainability                | Green Star building ratings | Submits that the proposed minimum Green Star Design & As-Built ratings should be higher than 4 Star.   |
| 23.3 | n/a | n/a | General    | Sustainability                | Green Star Communities      | Submits that additional focus on community inclusion is needed.  |
| 23.4 | n/a | n/a | General    | Affordable housing            | Delivery mechanism          | Submits that mandated affordable housing is required.  |
| 23.5 | n/a | n/a | General    | Funding and Finance           | Funding and Finance Plan    | Submits that further information required on funding, governance and implementation.   |
| 23.6 | n/a | n/a | General    | Waste Management              | Recycling                   | Submits that waste management and a recycling resource centre should be considered.  |
| 24.1 | n/a | n/a | General    | Transport                     | Connectivity                | Submission in support of a 5-10 minute walk between public transport connections.  |
| 24.2 | n/a | n/a | General    | Transport                     | Connectivity                | Submits that enhanced walking and cycling infrastructure are supported.  |
| 24.3 | n/a | n/a | General    | Transport                     | Timing                      | Submits that there little certainty on timing of transport infrastructure delivery.  |
| 24.4 | n/a | n/a | General    | Transport                     | Public Transport            | Submits that transport modelling been based on census data.  |
| 24.5 | n/a | n/a | General    | Transport                     | Public Transport            | Submits that there is a need for better public transport connections.  |
| 24.6 | n/a | n/a | Lorimer    | Transport                     | Congestion                  | Submits that lack of focus on traffic congestion.  |
| 24.7 | n/a | n/a | Employment | Transport                     | Tram Depot                  | Submits that there is concern for the location of the new tram depot in the employment precinct.   |
| 24.8 | n/a | n/a | General    | Transport                     | Car Parking                 | Submits that car parking rates and spaces be reconsidered.   |
| 25.1 | n/a | n/a | General    | Community Infrastructure      | Hub model                   | Submits that co-location of services within integrated hubs are supported.   |
| 25.2 | n/a | n/a | General    | Community Infrastructure      | Ageing in place             | Submits that developing age friendly facilities and services together with aged car living arrangements should be considered in Fishermans Bend. |

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| 25.3 | n/a | n/a | General    | Community Infrastructure | Governance                          | Submits that further detail is needed on the governance model for the multi-purpose facilities with   |
| 25.4 | n/a | n/a | General    | Community Infrastructure | Multi-purpose                       | submits that more clarity is required to ensure the creating of multi-use facilities won't compromise the viability, safety and functionality of the spaces.  |
| 26.1 | n/a | n/a | General    | Built Form               | Density                             | Submissions voices support for the range of built form and density controls established in the draft Framework including the distribution of density towards public transport hubs, mix of building typologies sought and protection of overshadowing for parks and open space. |
| 26.2 | n/a | n/a | Lorimer    | Built form               | Height Controls                     | Submits that 24 storey height limit on Lorimer Street is too high, creating loss of views and wind tunnels.   |
| 26.3 | n/a | n/a | General    | Built Form               | Height Controls                     | Submits that height limit of 12 storeys be applied.   |
| 26.4 | n/a | n/a | General    | Built Form               | Diversity                           | Submits that further consideration needs to be given for larger sized rooms within apartments to enable 2 bedroom dwellings to accommodate affordable family living.  |
| 26.5 | n/a | n/a | General    | Affordable housing       | Delivery mechanism                  | Submits that more detail is required on how affordable housing will be delivered.   |
| 27.1 | n/a | n/a | General    | Open Space               | Provision                           | Supports open space approach and canopy cover targets.  |
| 27.2 | n/a | n/a | General    | Open Space               | Existing open spaces and facilities | Supports increasing use of existing sports fields.  |
| 27.3 | n/a | n/a | Employment | Open Space               | Existing open spaces and facilities | Submits that there are opportunities to enhance open space via incorporation of the go-kart track and opening up Yarra river front land for public access.  |
| 27.4 | n/a | n/a | General    | Open Space               | Design                              | Submits that more details are required on proposed open space design and functionality.   |
| 28.1 | n/a | n/a | General    | Sustainability           | Green Star Communities              | Supports focus on sustainability and use of Green Star Communities.   |
| 28.2 | n/a | n/a | General    | Sustainability           | Green Star building ratings         | Submits that the proposed minimum Green Star Design & As-Built ratings should be higher than 4 Star.  |
| 28.3 | n/a | n/a | General    | Sustainability           | Biodiversity                        | Submits that planting strategies and maintenance programmes should be developed.  |
| 28.4 | n/a | n/a | General    | utilities                | Utilities                           | Submits that further information required for on-site power generation.   |
| 28.5 | n/a | n/a | General    | Sustainability           | Building Materials                  | Submits that controls should encourage the use of sustainable building materials.   |
| 28.6 | n/a | n/a | General    | Transport                | Car Parking                         | Submits that electric vehicle should be implemented with street scape developments.   |
| 29.1 | n/a | n/a | General    | Transport                | Public Transport                    | Submits that the public transport network plan is well planned.   |
| 29.2 | n/a | n/a | General    | Transport                | Connectivity                        | Submits that alternative bike paths are supported.  |

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| 29.3 | n/a                  | n/a     | General | Transport                | Timing                      | Submits that if transport infrastructure is not delivered there could be subsequent issues.                                      |
| 29.4 | n/a                  | n/a     | General | Transport                | Public Transport            | Submits that consideration should be given to upgrading the bus link to St Kilda.  |
| 29.5 | n/a                  | n/a     | General | Transport                | Car Parking                 | Submits that electric vehicle necessities be implemented with street scape developments.   |
| 29.6 | n/a                  | n/a     | Lorimer | Transport                | Congestion                  | Submits that existing connections are at capacity.   |
| 29.7 | n/a                  | n/a     | General | Transport                | Water Transport             | Submits that the framework can further push the use of the Yarra River for transport.  |
| 29.8 | n/a                  | n/a     | General | Transport                | Heavy Rail                  | Submits that there may be a need for two rail lines.   |
| 29.9 | n/a                  | n/a     | General | Transport                | Active Transport            | Submits that cycle paths designed are wide enough and distinguished from vehicular traffic.                                      |
| 30.1 | n/a                  | Lorimer | General | Transport                | Yarra River Crossing        | Submission opposes tram bridge.  |
| 31.1 | n/a                  | Lorimer | General | Affordable housing       | Provision                   | Submits that low cost housing should be provided for marina community.   |
| 32.1 | n/a                  | General | General | Transport                | Public Transport            | Submits that network of trams should be designed to enable trams to run their own way.   |
| 32.2 | n/a                  | General | General | Transport                | Proposed Tram Alignment     | Submits that consideration should be given to link to Williamstown via a tunnel.   |
| 32.3 | n/a                  | General | General | Community Infrastructure | Education and Community Hub | Submits that schools should be in proximity to public transport.   |
| 32.4 | n/a                  | General | General | Transport                | Freight Connection          | Submits that rail connection to Webb Dock is urgent.   |
| 32.5 | n/a                  | General | General | Transport                | Heavy Rail                  | Submits that the rail should be in legislation.  |
| 32.6 | n/a                  | General | General | Transport                | Bus                         | Submits that the early planning for buses should be considered.  |
| 33.1 | n/a                  | Lorimer | General | Transport                | Yarra River Crossing        | Submits that's that the tram bridge will have negative impacts on land value and congestion.                                     |
| 34.1 | n/a                  | General | General | Transport                | Yarra River Crossing        | Submits that the transport plan is supported.  |
| 34.2 | n/a                  | General | General | Transport                | Timing                      | Submits that the tram be implemented within 5 years.   |
| 35.1 | n/a                  | General | General | Policy Intent            | Vision                      | Submits that the framework is excellent.   |
| 35.2 | n/a                  | General | General | Transport                | Timing                      | Submits that the tram be implemented within 5 years to reduce risks of not delivering the vision.                                |
| 35.3 | n/a                  | General | General | Funding and Finance      | Funding and Finance Plan    | Submits that there is no funding finance plan.   |
| 35.4 | n/a                  | General | General | Governance               | Governance model            | Submits that there is a need to develop a governance model.  |
| 35.5 | n/a                  | General | General | Governance               | Responsible Authority       | Submits that CoPP and CoM have same RA when determining planning applications.   |
| 36.1 | 13-33 Hartley Street | Lorimer | Lorimer | Economic Viability       | GC50                        | Submits that there is a vast collection of infrastructure, both social and public good, to be collected by a single development. |
| 36.2 | 13-33 Hartley Street | Lorimer | General | Permit Applications      | Responsible Authority       | Submits that the framework should establish guidance on how permit applications and related manners are adhered too.             |

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| 37.1  | 95-97 Lorimer Street | Lorimer | General    | Open Space          | Delivery mechanism          | Submits that a clear process for land acquisition for future open space should be included.   |
| 38.1  | n/a                  | Lorimer | General    | Transport           | Yarra River Crossing        | Submission opposes tram bridge.   |
| 38.2  | n/a                  | Lorimer | General    | Transport           | Proposed Tram alignment     | Submission supports the increase in existing bus services.  |
| 38.3  | n/a                  | Lorimer | General    | Transport           | Water Transport             | Submits that there be an establishment of a 'Punt'.   |
| 39.1  | n/a                  | General | General    | Sustainability      | Green Star Building Ratings | Submits that the proposed minimum Green Star Design & As-Built ratings should be higher than 4 Star.  |
| 40.1  | n/a                  | General | General    | Policy Intent       | Delivery                    | Submits that it is crucial to ensure the framework is a vital document, and that infrastructure delivery is at the core of its success.                       |
| 40.10 | n/a                  | General | General    | Planning Controls   | Mandatory Controls          | Submits that more details is required on the interface between existing industrial occupiers and new developments.  |
| 40.11 | n/a                  | General | General    | Employment Precinct | Land Tax                    | Submits that consideration needs to be given to the increasing land tax costs.  |
| 40.12 | n/a                  | General | Employment | Catalyst project    | GMH                         | Submits that GMH site should be a place to foster interactions between start-ups and emerging/creative businesses as a catalyst to transform the precinct.    |
| 40.2  | n/a                  | General | General    | Funding and Finance | Timing                      | Submits that more certainty around timelines and the likelihood of projects is required to give potential investors confidence in the provision of amenities. |
| 40.3  | n/a                  | General | General    | Transport           | Connectivity                | Submits that strong connections be made with surrounding suburbs.   |
| 40.4  | n/a                  | General | General    | Employment Precinct | Economic viability          | Submits that there could be greater certainty for developers as the demand for city fringe office space is increased.   |
| 40.5  | n/a                  | General | General    | Transport           | Connectivity                | Submits that consideration be given to transport linkages.  |
| 40.6  | n/a                  | General | General    | Transport           | Public Transport            | Submits that the success of the project is reliant on the provision of public transport.  |
| 40.7  | n/a                  | General | General    | Transport           | Timing                      | Submits that the tram be implemented within 5 years.  |
| 40.8  | n/a                  | General | General    | Transport           | Timing                      | Submits that transport measures be implemented to provide developers within certainty.  |
| 40.9  | n/a                  | General | General    | Transport           | Heavy Rail                  | Submits that it should be made clear that the rail alignments are indicative only at this stage.  |
| 41.1  | n/a                  | Lorimer | General    | Transport           | Yarra River Crossing        | Submission opposes tram bridge.   |
| 42.1  | n/a                  | Lorimer | General    | Transport           | Yarra River Crossing        | Submission opposes tram bridge.   |
| 43.1  | n/a                  | Lorimer | General    | Transport           | Yarra River Crossing        | Submission opposes tram bridge.   |
| 43.2  | n/a                  | Lorimer | General    | Transport           | Heavy Rail                  | Submits that heavy underground rail connection should be prioritized over Yarra River crossing.   |
| 44.1  | n/a                  | Lorimer | General    | Transport           | Yarra River Crossing        | Submission opposes tram bridge.   |
| 45.1  | n/a                  | General | General    | Funding and Finance | Funding and Finance Plan    | Submits that there is a need to develop a funding and finance plan.   |



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| 45.2 | n/a                         | General  | General  | Governance               | Governance model            | Submits that there is a need to develop a governance model.   |
| 45.3 | n/a                         | General  | General  | Transport                | Timing                      | Submits that transport should be delivered early and direct links to the CBD is needed.   |
| 45.4 | n/a                         | General  | General  | Environment              | Flooding                    | Submits that flooding should be further addressed   |
| 45.5 | n/a                         | General  | General  | Transport                | Freight Connection          | Submits that there is a need for an amenities plan associated with freight movements.   |
| 45.6 | n/a                         | General  | General  | Built Form               | Floor Area Ratio (FAR)      | Submission supports FARs and FAUs but submits that FAUs may not be sufficient to incentivise developers to provide high quality public benefits such as affordable housing. |
| 45.7 | n/a                         | General  | General  | Built form               | Setbacks                    | Submits that there is concerns on the level of discretion provided by setting both 'must' and 'should' in planning controls.  |
| 45.8 | n/a                         | General  | General  | Policy Intent            | Vision                      | Submission commends the vision, framework and planning that has been done.  |
| 46.1 | n/a                         | Lorimer  | General  | Transport                | Yarra River Crossing        | Submits that the tram bridge is supported, despite 3 key issues relating to the residents and marina owners.  |
| 46.2 | n/a                         | Lorimer  | General  | Transport                | Yarra River Crossing        | Submits that tram bridge does not consider all stakeholders affected.   |
| 46.3 | n/a                         | Lorimer  | General  | Transport                | Proposed Tram Alignment     | Submits that there are alternatives to the Yarra River crossing.  |
| 47.1 | n/a                         | Lorimer  | General  | Transport                | Yarra River Crossing        | Submission opposes tram bridge.   |
| 48.1 | n/a                         | Lorimer  | General  | Transport                | Yarra River Crossing        | Submission opposes tram bridge.   |
| 49.1 | n/a                         | Lorimer  | General  | Transport                | Yarra River Crossing        | Submission opposes tram bridge.   |
| 50.1 | n/a                         | Lorimer  | General  | Transport                | Yarra River Crossing        | Submission opposes tram bridge.   |
| 51.1 | n/a                         | Lorimer  | General  | Transport                | Yarra River Crossing        | Submission opposes tram bridge.   |
| 52.1 | n/a                         | Lorimer  | General  | Transport                | Yarra River Crossing        | Submission opposes tram bridge.   |
| 53.1 | n/a                         | General  | General  | Community Infrastructure | Ageing in Place             | Submits that developing an age-friendly urban environment should be the foundation of Fishermans Bend.  |
| 54.1 | n/a                         | General  | General  | Sustainability           | Green Star Building Ratings | Submits that 5.5 Star NABERS Office Commitment Agreements should be required.   |
| 55.1 | n/a                         | Lorimer  | General  | Transport                | Yarra River Crossing        | Submission opposes tram bridge.   |
| 56.1 | n/a                         | General  | General  | Transport                | Yarra River Crossing        | Submission opposes tram bridge.   |
| 57.1 | n/a                         | Montague | Montague | Heritage                 | Protection Recommended      | Submits that there is insufficient justification for 144 Ferrars St to be subject to heritage protection.   |
| 57.2 | n/a                         | Montague | General  | Planning Controls        | Mandatory Controls          | Submits that planning controls in Amendment GC81 should not be mandatory.   |
| 57.3 | n/a                         | Montague | General  | Permit Applications      | Transitional Provisions     | Submits that existing permits and current applications be considered under the transitional provisions.   |
| 58.1 | Lot 9 339 Williamstown Road | Wirraway | General  | Economic Viability       | Development viability       | Submits that the framework needs to be read in association with other documents for banks, developers, purchasers and investors.  |

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| 58.1  | Lot 9 339<br>Williamstown Road | Wirraway | General  | Built form               | Floor Area Ratio (FAR)         | Submission recommends a minimum of 10% site area be allocated to non-residential use and that commercial space be excluded from FAR calculations.  |
| 58.11 | Lot 9 339<br>Williamstown Road | Wirraway | General  | Built form               | Floor Area Ratio (FAR)         | Submission urges higher minimum FARs to incentivise buildings beyond 4 storeys.  |
| 58.12 | Lot 9 339<br>Williamstown Road | Wirraway | General  | Planning Controls        | Setbacks                       | Submits that setbacks should be more flexible and adjustable.  |
| 58.13 | Lot 9 339<br>Williamstown Road | Wirraway | General  | Planning Controls        | Design and Development Overlay | Submits that Schedule 30 to Clause 43.02 Design and Development Overlay is not supported.  |
| 58.14 | Lot 9 339<br>Williamstown Road | Wirraway | General  | Transport                | Car Parking                    | Submits that the parking overlay be reconsidered.  |
| 58.2  | Lot 9 339<br>Williamstown Road | Wirraway | Wirraway | Planning Controls        | Design and Development Overlay | Submits that the introduction of Design and Development Overlay is not supported.  |
| 58.3  | Lot 9 339<br>Williamstown Road | Wirraway | Wirraway | Community Infrastructure | Investigation Area             | Submits that more clarity is required to understand how state government will acquire the site 339 Williamstown Road located within the investigation area for secondary school.               |
| 58.4  | Lot 9 339<br>Williamstown Road | Wirraway | General  | Built Form               | Floor Area Uplift              | Submits that, in its current form, the FAU is both naïve and vague and requires further consideration before it is a workable document and as such should be removed from GC81 until resolved. |
| 58.5  | Lot 9 339<br>Williamstown Road | Wirraway | General  | Transport                | Crossovers                     | Submits that the use of no crossovers permitted is unworkable.   |
| 58.6  | Lot 9 339<br>Williamstown Road | Wirraway | General  | Planning Controls        | Environmental Audit Overlays   | Submits that Environmental Audit Overlays requires more clarity to provide certainty.  |
| 58.7  | Lot 9 339<br>Williamstown Road | Wirraway | General  | Funding and Finance      | Funding and Finance Plan       | Submits that the precinct requires a high level stimulus too support it.   |
| 58.8  | Lot 9 339<br>Williamstown Road | Wirraway | General  | Affordable Housing       | Provision                      | Submits that the provision of social housing within the development in Fisherman's Bend is not supported.  |
| 58.9  | Lot 9 339<br>Williamstown Road | Wirraway | General  | Built form               | Floor Area Ratio (FAR)         | Submits that a sliding scale FAR model which diminishes over time would incentivise actual construction.   |
| 59.1  | n/a                            | Lorimer  | General  | Transport                | Yarra River Crossing           | Submission opposes tram bridge.  |

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| 59.2  | n/a                   | Lorimer    | General    | Transport                | Freight Connection      | Submits that there are concerns of the Yarra River being impaired by a bridge.  |
| 60.1  | n/a                   | Lorimer    | General    | Transport                | Yarra River Crossing    | Submission opposes tram bridge.   |
| 61.1  | n/a                   | General    | General    | Transport                | Active Transport        | Submission is in support for an active and healthy community.<br>Submits that an off-road cycling circuit be established in liaison with Westgate Park.   |
| 61.2  | n/a                   | General    | General    | Transport                | Cycling                 | Submission in support of an off road cycling circuit.   |
| 61.3  | n/a                   | General    | General    | Community Infrastructure | Cycle facilities        | Submits that a circuit co-located with other multi-functional activity spaces should be considered. Submits the circuit would increase utilisation of land under the Westgate Freeway for more healthy and active uses. |
| 62.1  | 87 Cook Street        | Employment | Employment | Employment Precinct      | Connectivity            | Submission supports concept to create better connections to employment precinct.  |
| 62.2  | 87 Cook Street        | Employment | Employment | Transport                | Road Network            | Submits that there is a discrepancy between public and private space.   |
| 62.3  | 87 Cook Street        | Employment | Employment | Transport                | Bridge                  | Submits that there is no need for the proposed pedestrian/cyclist bridge.   |
| 63.1  | 6-78 Buckhurst Street | Montague   | General    | Policy Intent            | Policy Intent           | Submission does not support the framework and planning controls.  |
| 63.10 | 6-78 Buckhurst Street | Montague   | Montague   | Transport                | Laneways                | Submission does not support proposed location of laneway.   |
| 63.11 | 6-78 Buckhurst Street | Montague   | General    | Transport                | Crossovers              | Submits that the strict prohibition of new crossing be removed.   |
| 63.12 | 6-78 Buckhurst Street | Montague   | Montague   | Heritage                 | Protection recommended  | Submits that as 6 Buckhurst St has a demolition permit it should not be subject to heritage protection.   |
| 63.13 | 6-78 Buckhurst Street | Montague   | General    | Permit Applications      | Transitional Provisions | Submits that transitional provisions are implemented.   |
| 63.2  | 6-78 Buckhurst Street | Montague   | Montague   | Built Form               | Density                 | Submits that placing limitations on development in locations such as Montague does not serve the community well.  |
| 63.3  | 6-78 Buckhurst Street | Montague   | Montague   | Built Form               | Floor Area Ratio (FAR)  | Submits that FAR of 6.1:1 is too low for their site, and that large landholdings are penalised by low FARs. Submits that the approach does not reflect various site constraints that exist throughout the precinct.     |
| 63.4  | 6-78 Buckhurst Street | Montague   | Montague   | Built Form               | Floor Area Ratio (FAR)  | Submits that, while their site will be able to provide a mix of uses, the draft controls assume that all of Fishermans Bend is suitable for commercial development, which they contend has no strategic basis.          |
| 63.5  | 6-78 Buckhurst Street | Montague   | General    | Transport                | Timing                  | Submits that there is a lack of government commitment to delivering public transport proposals.   |
| 63.6  | 6-78 Buckhurst Street | Montague   | Montague   | Transport                | Connectivity            | Submits that transport infrastructure does not benefit Montague.  |

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| 63.7  | 6-78 Buckhurst Street | Montague | Montague   | Built Form               | Height Controls             | Submits that approval for the site was granted days before the plan was released for comment, and states the area can accommodate buildings of 30 storeys.  |
| 63.8  | 6-78 Buckhurst Street | Montague | Montague   | Planning Controls        | Setbacks                    | Submits that setbacks should be flexible and a performance based approach should be considered.   |
| 63.9  | 6-78 Buckhurst Street | Montague | Montague   | Planning Controls        | Building separation         | Submits that building separation should not be mandatory.   |
| 64.1  | n/a                   | General  | General    | Policy Intent            | Vision                      | Submits that the document is sound.   |
| 64.10 | n/a                   | General  | General    | Transport                | Freight Connection          | Submits that port traffic issues must be solved.  |
| 64.11 | n/a                   | General  | General    | Transport                | Freight Connection          | Submits that there is a need to address localised truck traffic.  |
| 64.12 | n/a                   | General  | General    | Sustainability           | Green Star Building Ratings | Submits that the proposed minimum Green Star Design & As-Built ratings should be higher than 4 Star.  |
| 64.13 | n/a                   | General  | General    | Affordable Housing       | Provision                   | Submits that mandated affordable housing is required. The adoption of a mandatory 20% Community housing requirement of which 6% for Social Housing is recommended.  |
| 64.14 | n/a                   | General  | General    | Heritage                 | Protection recommended      | Submits that an enhanced approach to heritage protection is needed to reflect Fishermans Bends past uses.   |
| 64.15 | n/a                   | General  | General    | Community Infrastructure | Produce Market              | Submits that the inclusion of an open produce market, particularly a waterside seafood market in Fishermans Bend is supported.  |
| 64.16 | n/a                   | General  | General    | Funding and Finance      | Timing                      | Submits that detail information on the staging of Fishermans Bend project is required to ensure that vital infrastructure is delivered early to the precinct to enhance development and to avoid expensive retrofitting . |
| 64.17 | n/a                   | General  | General    | Funding and Finance      | Funding and Finance Plan    | Submits that a financing development plan is required, including a determinable timeframe.  |
| 64.18 | n/a                   | General  | General    | Governance               | Governance model            | Submits that there is a need to develop a governance model.<br>Submits that an independent authority could be developed to be accountable to the development of Fisherman's Bend.   |
| 64.19 | n/a                   | General  | Employment | Employment Precinct      | Employment Precinct         | Submits that a plan should be developed for the Employment Precinct in integration with the other precincts.  |
| 64.2  | n/a                   | General  | General    | Built Form               | Floor Area Ratio (FAR)      | Submission supports FARs and FAUs.  |
| 64.3  | n/a                   | General  | General    | Policy Intent            | Vision                      | Submits that creating different precincts with different identities will bring benefits to the development of the area.   |
| 64.4  | n/a                   | General  | General    | Transport                | Yarra River Crossing        | Submits that the tram bridge is strongly supported.   |
| 64.5  | n/a                   | General  | General    | Transport                | Active Transport            | Submits that underground trains are delivered early to enable pedestrian and cyclist movement.  |

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| 64.6 | n/a                    | General   | General  | Sustainability      | Green Star Communities         | Supports focus on sustainability and the sewer mine.  |
| 64.7 | n/a                    | General   | General  | Open Space          | Provision                      | Supports open space targets, and submits that these should be delivered in next 5 years.  |
| 64.8 | n/a                    | General   | General  | Employment Precinct | Economic viability             | Submits that measures to ensure implementation are promoted and supported.  |
| 64.9 | n/a                    | General   | General  | Transport           | Congestion                     | Submits that more work needs to be undertaken around the integration of the precinct with the surrounding areas.  |
| 65.1 | n/a                    | Sandridge | General  | Policy Intent       | Timing                         | Submits that more clarity is required to understand when the developments will occur".  |
| 65.2 | n/a                    | Sandridge | Wirraway | Heritage            | Protection recommended         | Submits that existing buildings with character on Williamstown Road should be protected.  |
| 65.3 | n/a                    | Sandridge | Wirraway | Sustainability      | Biodiversity                   | Submits that existing plane trees should be retained.   |
| 65.4 | n/a                    | Sandridge | Wirraway | Transport           | Congestion                     | Submits that increase in traffic flow could be at risk to young children without adult supervision.   |
| 65.5 | n/a                    | Sandridge | Wirraway | Transport           | Congestion                     | Submits that traffic flow could effect the quality of living.   |
| 66.1 | 400 Plummer Street     | Wirraway  | Wirraway | Planning Controls   | Design and Development Overlay | Submits that the introduction of Design and Development Overlay is not supported.   |
| 66.2 | 400 Plummer Street     | Wirraway  | General  | Governance          | Responsible Authority          | Submits that a dedicated RA should be developed to ensure consistent future for the precinct.   |
| 66.3 | 400 Plummer Street     | Wirraway  | General  | Funding and Finance | Development Contributions Plan | Submits that the lack of a DPC and DPCO in the planning scheme needs to be implemented.   |
| 66.4 | 400 Plummer Street     | Wirraway  | General  | Planning Controls   | Mandatory Controls             | Submits that more flexible approach for planning controls is recommended.   |
| 67.1 | 36-44 Gladstone Street | Montague  | Montague | Built Form          | Floor Area Ratio (FAR)         | Submits that FAR for their site is too low and that it does not align with the built form and character sought for Montague. Submits that, though narrow, their sight is capable of being developed into a midrise, 8 storey building.  |
| 67.2 | 36-44 Gladstone Street | Montague  | Montague | Built Form          | Floor Area Uplift              | Submits that FAU should be revisited and that the Amendment lacks detail around the amount of FAU permissible and transparency in the cost associated with calculating FAU. Submits that this means land owners cannot cost out developments at the point of purchase or DD phase without undertaking discussions with the Valuer General prior to purchase. Submission recommends a similar transparent process such as that of Clause 22.03 - Floor area uplift and delivery of public benefits of the Melbourne Planning Scheme. |
| 67.3 | 36-44 Gladstone Street | Montague  | Montague | Built Form          | Height Controls                | Submits that 'building heights' be expressed in discretionary terms.  |

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| 67.4  | 36-44 Gladstone Street | Montague | Montague | Planning Controls        | Setbacks                 | Submits that setbacks requirements should be flexible.   |
| 67.5  | 36-44 Gladstone Street | Montague | Montague | Planning Controls        | Drafting                 | Submits that there is drafting error in DDO30 given the absence of the defined term 'street wall setback'.   |
| 67.6  | 36-44 Gladstone Street | Montague | General  | Transport                | Car Parking              | Submits that the parking overlay be reconsidered.  |
| 67.7  | 36-44 Gladstone Street | Montague | Montague | Permit Applications      | Transitional Provisions  | Submits that interim controls have forced landowner to enter into a longer term leasing negotiation.   |
| 68.1  | 112 Salmon Street      | Wirraway | General  | Funding and Finance      | Funding and Finance Plan | Submits that the lack of a funding model leads to uncertainty regarding design around the transport network.   |
| 68.2  | 112 Salmon Street      | Wirraway | Wirraway | Built Form               | Density                  | Submits that the proposed FAR in Wirraway would represent a poor planning outcome.   |
| 68.3  | 112 Salmon Street      | Wirraway | Wirraway | Built Form               | Height Controls          | Submits that the proposed height limits in Wirraway will not realise the urban consolidation potential of the precinct.                                    |
| 68.4  | 112 Salmon Street      | Wirraway | General  | Transport                | Car Parking              | Submits that the parking overlay be reconsidered.  |
| 68.5  | 112 Salmon Street      | Wirraway | General  | Permit Applications      | Transitional Provisions  | Submits that proposed planning controls exclude transitional provisions.   |
| 68.6  | 112 Salmon Street      | Wirraway | Wirraway | Open Space               | Proposed open space      | Submits that 112 Salmon Street should not be designated as public open space.  |
| 68.7  | 112 Salmon Street      | Wirraway | General  | Panel Process            | Timing                   | Submits that there is insufficient time to prepare for the Panel Hearing proceeding considering the vast area and significant ramifications of landowners. |
| 69.1  | n/a                    | Lorimer  | General  | Transport                | Yarra River Crossing     | Submission opposes tram bridge.  |
| 70.1  | n/a                    | General  | General  | Built Form               | Height Controls          | Submits opposition to unlimited floor height and buildings limited to 10 - 20 storeys.   |
| 70.2  | n/a                    | General  | General  | Community Infrastructure | Emergency Services       | Submits that further information is required on the plan for emergency services for Fishermans Bend.   |
| 70.3  | n/a                    | General  | General  | Transport                | Congestion               | Submits that traffic control should be engineered immediately.   |
| 70.4  | n/a                    | General  | General  | Planning Controls        | Pollution                | Submits that more clarity is required on how future community in Fisherman's Bend will be protected from noise and pollution West Gate Freeway?            |
| 71.1  | 99-111 Lorimer Street  | Lorimer  | General  | Policy Intent            | Population projection    | Submits that the resident population projections are inadequate.   |
| 71.10 | 99-111 Lorimer Street  | Lorimer  | Lorimer  | Built Form               | Overshadowing            | Submits that park does not need to be protected from overshadowing.  |
| 71.11 | 99-111 Lorimer Street  | Lorimer  | General  | Built Form               | Overshadowing            | Submits that open space protected from overshadowing to the south of developments is flawed.   |

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| 71.12 | 99-111 Lorimer Street | Lorimer    | General    | Transport           | Car Parking                    | Submits that alternate travel methods are encouraged.  |
| 71.12 | 99-111 Lorimer Street | Lorimer    | General    | Transport           | Car Parking                    | Submits that alternate travel methods are encouraged.  |
| 71.12 | 99-111 Lorimer Street | Lorimer    | General    | Transport           | Car Parking                    | Submits that alternate travel methods are encouraged.  |
| 71.13 | 99-111 Lorimer Street | Lorimer    | General    | Permit Applications | Transitory Provisions          | Submits that the planning scheme amendment does not provide transitional provisions.   |
| 71.2  | 99-111 Lorimer Street | Lorimer    | General    | Transport           | Timing                         | Submits that there is a lack of government commitment to delivering public transport proposals.  |
| 71.3  | 99-111 Lorimer Street | Lorimer    | Lorimer    | Built Form          | Height Controls                | Submits opposition to reduction from 40 storey building height to 18 storey discretionary provision and suggests area south of Lorimer Street and east of Rogers Street be included in 'unlimited height area'.  |
| 71.4  | 99-111 Lorimer Street | Lorimer    | Lorimer    | Built Form          | Floor Area Ratio (FAR)         | Submits that FAR of 5.4:1 for their site is too low, that population forecasts are too low and that heights controls and FARs are confusing and misleading.  |
| 71.5  | 99-111 Lorimer Street | Lorimer    | General    | Built Form          | Floor Area Uplift              | Submission highlights commentary in the Panel Report associated with Amendment C270 to the Melbourne Planning Scheme, particularly that the floor area uplift scheme failed to clearly apply the principles of equity, consistency, accountability and transparency to the securing of benefits; the strategic justification for the scope of public benefits is absent; and that there are too many opportunities for inconsistent outcomes in the negotiation of agreements for public benefits. |
| 71.6  | 99-111 Lorimer Street | Lorimer    | General    | Planning Controls   | Design and Development Overlay | Submits that Design and Development Overlay should not be mandatory.   |
| 71.7  | 99-111 Lorimer Street | Lorimer    | General    | Planning Controls   | Drafting                       | Submits that there are drafting errors in the proposed planning controls.  |
| 72.1  | n/a                   | General    | General    | Transport           | Delivery mechanism             | Submits that a toll be implemented for drivers in the precinct to pay for transport improvements.  |
| 73.1  | 191-197 Salmon Street | Employment | General    | Policy Intent       | Vision                         | Submits that the framework is a vital document for the ongoing growth of Melbourne.  |
| 73.2  | 191-197 Salmon Street | Employment | Employment | Employment Precinct | Planning controls              | Submits that planning controls are clear to enhance confidence in land owners and developers.  |
| 73.3  | 191-197 Salmon Street | Employment | Employment | Transport           | Public Transport               | Submits that future tram route it located appropriately.   |
| 73.4  | 191-197 Salmon Street | Employment | General    | Transport           | Public Transport               | Submits that trackless trams be implemented as an alternative public transport mode.   |

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| 73.5 | 191-197 Salmon Street | Employment | General    | Transport                     | Timing                | Submits that clearer timeframes are implemented for the delivery of public transport infrastructure.                             |
| 73.6 | 191-197 Salmon Street | Employment | Employment | Transport                     | Delivery mechanism    | Submits that transport aligns with the employment precinct.  |
| 73.7 | 191-197 Salmon Street | Employment | Employment | Communications and Engagement | Continuing engagement | Submission supports the inclusion of various stakeholders and parties to be a part of the process.                               |
| 74.1 | n/a                   | General    | General    | Sustainability                | Targets               | Submits that safe cycling infrastructure is required to support transport and mobility targets.                                  |
| 75.1 | n/a                   | General    | General    | Policy Intent                 | Vision                | Submits that the overarching concept is good.  |
| 75.2 | n/a                   | General    | General    | Sustainability                | Building Materials    | Submits that cross laminated timber construction should be utilised.   |
| 75.3 | n/a                   | General    | Wirraway   | Transport                     | Freight Connection    | Submits that Webb Dock bound trucks be removed from the precinct.  |
| 75.4 | n/a                   | General    | General    | Transport                     | Timing                | Submits that light rail and extra bus routes are a priority.   |
| 75.5 | n/a                   | General    | Wirraway   | Policy Intent                 | Vision                | Submits that the Garden City model should be adopted in the Wirraway precinct.   |
| 75.6 | n/a                   | General    | General    | Governance                    | Governance model      | Submits that an independent authority could be developed to be accountable to the development of Fisherman's Bend.               |
| 76.1 | n/a                   | Wirraway   | General    | Transport                     | Laneways              | Submits that there is already significant access to JL Murphy Reserve and compulsory acquisition is unnecessary.                 |
| 77.1 | n/a                   | Lorimer    | General    | Policy Intent                 | Vision                | Submits that there are positive improvements to the framework.   |
| 77.2 | n/a                   | Lorimer    | Lorimer    | Transport                     | Freight Connection    | Submits that Lorimer Street will not work as a principle freight route.  |
| 77.3 | n/a                   | Lorimer    | General    | Transport                     | Timing                | Submits that public transport must be delivered quickly.   |
| 77.4 | n/a                   | Lorimer    | Lorimer    | Transport                     | Crossovers            | Submits that cross overs should remain to allow for access.  |
| 77.5 | n/a                   | Lorimer    | General    | Transport                     | Yarra River Crossing  | Submission opposes tram bridge.  |
| 78.1 | n/a                   | General    | General    | Policy Intent                 | Vision                | Submits that the framework is a comprehensive document.  |
| 78.2 | n/a                   | General    | General    | Built Form                    | Land uses             | Submits that supermarkets, food providers and basic services be in optimal locations that match with transport network.          |
| 78.3 | n/a                   | General    | General    | Open Space                    | Design                | Submits that open space and all infrastructure should be benchmarked using the Infrastructure Sustainability Rating Tool (ISCA). |
| 78.4 | n/a                   | General    | General    | Sustainability                | Biodiversity          | Submits that biodiversity strategies are amended to further support indigenous species.  |
| 78.5 | n/a                   | General    | General    | Sustainability                | Biodiversity          | Submits that biodiversity strategies are amended to further support indigenous species.  |
| 78.6 | n/a                   | General    | General    | Sustainability                | Biodiversity          | Submits that biodiversity should be further encouraged in private open space and green infrastructure                            |
| 78.7 | n/a                   | General    | General    | Sustainability                | Biodiversity          | Submits that further work is needed to ensure objectives and strategies support tree health target.                              |
| 79.1 | 870 Lorimer Street    | Lorimer    | Lorimer    | Built Form                    | Height Controls       | Submits concern that 850-858 Lorimer Street allows 24 storey development and has avoided 10 storey height limit.                 |



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| 79.2 | 870 Lorimer Street                       | Lorimer   | Lorimer  | Built Form          | Floor Area Ratio (FAR) | Submits that FARs in Lorimer are too low and will result in underutilisation of the precinct. Submits that Lorimer's proximity to CBD and proposed infrastructure upgrades mean a highest and best use strategy would allow for higher FARs, resulting in higher density development closer to the CBD. |
| 79.3 | 870 Lorimer Street                       | Lorimer   | Lorimer  | Transport           | Road Network           | Submits that proposed road is unnecessary.  |
| 80.1 | 291 Williamstown Road & 1-9 Smith Street | Wirraway  | General  | Policy Intent       | Vision                 | Submits that there is a strict and rigorous planning approach that may not be the most appropriate for the area considering its size and ownership complexity.  |
| 80.2 | 291 Williamstown Road & 1-9 Smith Street | Wirraway  | Wirraway | Built Form          | Height Controls        | Submits that mandatory building height on Williamstown Road of four storeys is incomprehensible for inner city land in a metropolitan urban renewal area.   |
| 80.3 | 291 Williamstown Road & 1-9 Smith Street | Wirraway  | Wirraway | Transport           | Car Parking            | Submits that the parking overlay be reconsidered.   |
| 80.4 | 291 Williamstown Road & 1-9 Smith Street | Wirraway  | Wirraway | Open Space          | Delivery mechanism     | Submits that a clear process for land acquisition for future open space should be included.   |
| 80.5 | 291 Williamstown Road & 1-9 Smith Street | Wirraway  | Wirraway | Permit Applications | Responsible Authority  | Submits that the minister for planning remain the RA and councils should no longer be referred applications/have limited referral powers.   |
| 81.1 | n/a                                      | Lorimer   | General  | Transport           | Yarra River Crossing   | Submission opposes tram bridge.   |
| 82.1 | n/a                                      | Sandridge | General  | Planning Controls   | Setbacks               | Submits that there should be mandatory setbacks from footpaths.   |
| 82.2 | n/a                                      | Sandridge | General  | Built Form          | Overshadowing          | Submits that the mandatory open space as well as overshadowing constraints should be considered for Fishermans Bend.  |
| 83.1 | n/a                                      | Montague  | General  | Policy Intent       | Vision                 | Submits that public transport and open space initiatives are good.  |
| 83.2 | n/a                                      | Montague  | General  | Built Form          | Floor Area Ratio (FAR) | Submits that sites are too small to warrant FAR of 3:1 in non-core and 6:1 in core areas.   |
| 83.3 | n/a                                      | Montague  | Montague | Built Form          | Setbacks               | Submits that mandatory controls and setbacks aren't feasible in Montague. Submits that there must be discretionary setbacks for sites 1500sqm or less.  |

|       |                       |           |           |                          |                                |  |
|-------|-----------------------|-----------|-----------|--------------------------|--------------------------------|--|
| 83.4  | n/a                   | Montague  | Montague  | Built Form               | Floor Area Uplift              | Submits that FAUs do not work in Montague due to the small size of blocks.   |
| 83.5  | n/a                   | Montague  | Montague  | Policy Intent            | Vision                         | Submits that Montague should not be included in Fishermans Bend.   |
| 83.6  | n/a                   | Montague  | General   | Environment              | Contamination                  | Submits that contamination should be addressed at a precinct level.  |
| 83.7  | n/a                   | Montague  | General   | Environment              | Flooding                       | Submits that higher floor levels to address flooding are not useable for cafes and retail.   |
| 84.1  | 501 Williamstown Road | Sandridge | Sandridge | Built Form               | Floor Area Ratio (FAR)         | Submits that proposed FAR of 3.3:1 for their site is too low, and that the size, orientation and proximity to proposed open space means that the proposed FAR will hinder the opportunity for appropriate and quality built form.                              |
| 84.2  | 501 Williamstown Road | Sandridge | Sandridge | Built Form               | Height Controls                | Submits that there is a mismatch between FAR and building height controls.   |
| 84.3  | 501 Williamstown Road | Sandridge | Sandridge | Community Infrastructure | Investigation Area             | submits that more clarity is required to understand what it means to be located within an identified investigation area.   |
| 85.1  | n/a                   | Lorimer   | General   | Transport                | Yarra River Crossing           | Submission opposes tram bridge.  |
| 85.2  | n/a                   | Lorimer   | General   | Transport                | Congestion                     | Submits that congestion could be worsened.   |
| 86.1  | n/a                   | Lorimer   | General   | Transport                | Yarra River Crossing           | Submission opposes tram bridge.  |
| 87.1  | 187-197 Normanby Road | Montague  | General   | Policy Intent            | Population projection          | Submits that population and employment projections are inadequate.   |
| 87.10 | 187-197 Normanby Road | Montague  | Montague  | Transport                | Crossovers                     | Submits that provision of no cross overs along Normanby Road is unreasonable.  |
| 87.11 | 187-197 Normanby Road | Montague  | Montague  | Planning Controls        | Design and Development Overlay | Submits that the introduction of Design and Development Overlay is not supported.  |
| 87.12 | 187-197 Normanby Road | Montague  | General   | Planning Controls        | Drafting                       | Submits that there are drafting errors in the proposed planning controls.<br>Submits that more clarity is required in regards mandatory and discretionary provisions.<br>Submits that planning controls are complex and requires more flexibility and clarity. |
| 87.2  | 187-197 Normanby Road | Montague  | General   | Transport                | Timing                         | Submits that government commitment is required to support public transport proposals.  |
| 87.3  | 187-197 Normanby Road | Montague  | General   | Permit Applications      | Transitional Provisions        | Submits that existing permits and current applications be considered under the transitional provisions.  |
| 87.4  | 187-197 Normanby Road | Montague  | Montague  | Built Form               | Height Controls                | Submits that reduction of building height from 40 storey to 20 storey is unreasonable and should recognise existing permits.   |
| 87.5  | 187-197 Normanby Road | Montague  | Montague  | Built Form               | Height Controls                | Submits height controls and FARs are confusing and misleading.   |

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| 87.6 | 187-197 Normanby Road   | Montague | General  | Planning Controls        | Mandatory Controls  | Submits that the proposed planning controls should not be mandatory which will restrict innovation.   |
| 87.7 | 187-197 Normanby Road   | Montague | Montague | Transport                | Laneways            | Submits that an indicative laneway on site is the superior link.  |
| 87.8 | 187-197 Normanby Road   | Montague | Montague | Open Space               | Proposed open space | Questions the ability to deliver proposed linear open space along the R109 corridor.  |
| 87.9 | 187-197 Normanby Road   | Montague | General  | Transport                | Car Parking         | Submits that the parking overlay be reconsidered.   |
| 88.1 | n/a   | General  | General  | Policy Intent            | Vision              | Submission supports the work and effort behind the document.  |
| 88.2 | n/a   | General  | General  | Affordable Housing       | Delivery mechanism  | Submits that Homes for Homes scheme should be embedded within Fisherman's Bend.   |
| 89.1 | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne | Lorimer  | Lorimer  | Planning Controls        | Existing Use        | Submits that Barro Group intends to continue operating from (Pronto) concrete batching plant in Fisherman's Bend.   |
| 89.2 | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne | Lorimer  | Lorimer  | Planning Controls        | Existing Use        | Submits that the proposed planning controls doesn't provide enough clarity how those industries/ warehouses that wish to remain in the Fisherman's Bend should be protected.          |
| 89.3 | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne | Lorimer  | Lorimer  | Planning Controls        | Drafting            | Submits that there are drafting errors in the proposed planning controls. Submits that more clarity is required in regards mandatory and discretionary provisions.                    |
| 89.4 | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne | Lorimer  | Lorimer  | Open Space               | Proposed open space | Submits that the proposed location of public open space and the enjoyment of its use will be significantly impacted by the ongoing long term use of the Barro Concrete Batching Plant |
| 89.5 | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne | Lorimer  | Lorimer  | Built Form               | Overshadowing       | Submits that public open space requirements are overly onerous.   |
| 89.6 | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne | Lorimer  | Lorimer  | Community Infrastructure | Investigation Area  | submits that more clarity is required to understand what it means to be located within Lorimer Art and cultural Hub investigation area.   |
| 89.7 | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne | Lorimer  | Lorimer  | Built Form               | Height Controls     | Submits that height controls and FAR in Lorimer Precinct are misaligned and undermine housing targets for precinct.   |

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| 89.8 | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne | Lorimer  | Lorimer | Infrastructure      | Delivery mechanism      | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.   |
| 90.1 | 2-28 Montague Street  | Montague | General | Policy Intent       | Population projection   | Submits that the population and employment projections be justified and further analysed.  |
| 90.2 | 2-28 Montague Street  | Montague | General | Transport           | Timing                  | Submits that there is no certainty to deliver light rail connections.  |
| 90.3 | 2-28 Montague Street  | Montague | General | Planning Controls   | Mandatory Controls      | Submits that the proposed planning controls and Design and Development Overlay should not be mandatory and allows for architectural expression and site responsive design.                                       |
| 90.4 | 2-28 Montague Street  | Montague | General | Built Form          | Floor Area Ratio (FAR)  | Submits that the proposed FAR is low, meaning that developments will need to use FAU mechanism in order to make effective use of sites.  |
| 90.5 | 2-28 Montague Street  | Montague | General | Built Form          | Floor Area Uplift       | Submits that the ability to achieve FAU is limited to very specific terms and does not clearly establish a nexus or need method with limited transparency to the securing of the benefit and its implementation. |
| 90.6 | 2-28 Montague Street  | Montague | General | Employment Precinct | Economic viability      | Submits that additional targeted commercial land use be realistically achieved.  |
| 90.7 | 2-28 Montague Street  | Montague | General | Transport           | Car Parking             | Submits that the parking overlay be reconsidered.  |
| 90.8 | 2-28 Montague Street  | Montague | General | Permit Applications | Transitional Provisions | Submits that lack of transitional provisions will have impact on existing applications.  |
| 91.1 | 30-38 Thistlethwaite Street                                   | Montague | General | Policy Intent       | Population projection   | Submits that the population and employment projections be justified and further analysed.  |
| 91.2 | 30-38 Thistlethwaite Street                                   | Montague | General | Transport           | Timing                  | Submits that there is no certainty to deliver light rail connections.  |
| 91.3 | 30-38 Thistlethwaite Street                                   | Montague | General | Planning Controls   | Mandatory Controls      | Submits that the proposed planning controls should not be mandatory which will restrict innovation and architectural expression.   |
| 91.4 | 30-38 Thistlethwaite Street                                   | Montague | General | Built Form          | Floor Area Ratio (FAR)  | Submits that the proposed FAR is low, meaning that developments will need to use FAU mechanism in order to make effective use of sites.  |
| 91.5 | 30-38 Thistlethwaite Street                                   | Montague | General | Built Form          | Floor Area Uplift       | Submits that the ability to achieve FAU is limited to very specific terms and does not clearly establish a nexus or need method with limited transparency to the securing of the benefit and its implementation. |

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| 91.6 | 30-38 Thistlethwaite Street             | Montague | Montague | Open Space          | Proposed open space            | Submits that the location of open space M11, and it alignment with the 2014 Strategic Framework Plan, is not clear.  |
| 91.7 | 30-38 Thistlethwaite Street             | Montague | General  | Employment Precinct | Economic viability             | Submits that additional targeted commercial land use be realistically achieved.  |
| 91.8 | 30-38 Thistlethwaite Street             | Montague | General  | Transport           | Car Parking                    | Submits that the parking overlay be reconsidered.  |
| 91.9 | 30-38 Thistlethwaite Street             | Montague | General  | Infrastructure      | Delivery mechanism             | Submits that acquisition mechanisms are required and should be made clear.   |
| 92.1 | n/a                                     | General  | General  | Waste Management    | Recycling                      | Submits that they are in support for the sustainability goals and stakeholder feedback would be strongly drive those targets and goals.  |
| 92.2 | n/a                                     | General  | General  | Sustainability      | Waste management               | Submits that waste management clauses are strengthened within the MSS.   |
| 92.3 | n/a                                     | General  | General  | Sustainability      | Waste management               | Submits that the Fishermans Bend Waste and Resource Recovery Strategy is added as a Reference Document within the planning schemes.  |
| 92.4 | n/a                                     | General  | General  | Planning Controls   | Drafting                       | Submits that sustainability goals should be added in local policy objectives.  |
| 92.5 | n/a                                     | General  | General  | Waste Management    | Waste management               | Submits that the creation of a low waste community should adopt principles in order to become a leading practice in waste and resource recovery management.                      |
| 92.6 | n/a                                     | General  | General  | Waste Management    | Waste management               | Submission in high support of smart policy and encourages use of technology to solve recycling and waste management issues.  |
| 92.7 | n/a                                     | General  | General  | Sustainability      | Green Star communities         | Submits that Fishermans Bend should seek a 6 Star Green Star Communities rating.   |
| 92.8 | n/a                                     | General  | General  | Sustainability      | Green Star Building ratings    | Submits that the proposed minimum Green Star Design & As-Built ratings should be higher than 4 Star.   |
| 92.9 | n/a                                     | General  | General  | Planning Controls   | Design and Development Overlay | Submits that design objectives should be added to Design and Development Overlay to achieve a climate adept, water sensitive, biodiversity, low carbon, and low waste community. |
| 93.1 | 171-183 Ferrars Street, South Melbourne | Montague | Montague | Built Form          | Height controls                | Submits that shift from 18 storey to 8 storey heights is unjustified and will not enable population targets to be met.   |
| 93.2 | 171-183 Ferrars Street, South Melbourne | Montague | Montague | Transport           | Delivery mechanism             | Submits that there is a lack of government commitment to delivering public transport proposals.  |

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| 93.3  | 171-183 Ferrars Street, South Melbourne | Montague | Montague | Planning Controls   | Transitional Provisions | Submits that transitional provision that protect existing permits and application should be introduced.  |
| 94.1  | 91-5 Montague Street                    | Montague | General  | Panel Process       | Timing                  | Submits that there is insufficient time to adequately prepare and respond to to draft planning scheme documents.   |
| 94.10 | 91-5 Montague Street                    | Montague | General  | Permit Applications | Transitional Provisions | Submits that lack of transitional provisions will have impact on existing applications.  |
| 94.2  | 91-5 Montague Street                    | Montague | General  | Policy Intent       | Population projection   | Submits that the population and employment projections be justified and further analysed.  |
| 94.3  | 91-5 Montague Street                    | Montague | General  | Transport           | Timing                  | Submits that there is no certainty to deliver light rail connections.  |
| 94.4  | 91-5 Montague Street                    | Montague | General  | Planning Controls   | Mandatory Controls      | Submits that the proposed planning controls and Design and Development Overlay should not be mandatory and allows for architectural expression and site responsive design.                                       |
| 94.5  | 91-5 Montague Street                    | Montague | General  | Built Form          | Floor Area Ratio (FAR)  | Submits that the proposed FAR is low, meaning that developments will need to use FAU mechanism in order to make effective use of sites.  |
| 94.6  | 91-5 Montague Street                    | Montague | General  | Built Form          | Floor Area Uplift       | Submits that the ability to achieve FAU is limited to very specific terms and does not clearly establish a nexus or need method with limited transparency to the securing of the benefit and its implementation. |
| 94.7  | 91-5 Montague Street                    | Montague | General  | Employment Precinct | Economic viability      | Submits that additional targeted commercial land use be realistically achieved.  |
| 94.8  | 91-5 Montague Street                    | Montague | General  | Infrastructure      | Delivery mechanism      | Submits that acquisition mechanisms are required and should be made clear.   |
| 94.9  | 91-5 Montague Street                    | Montague | General  | Transport           | Car Parking             | Submits that the parking overlay be reconsidered.  |
| 95.1  | 203-205 Normanby Road                   | Montague | General  | Panel Process       | Timing                  | Submits that there is insufficient time to adequately prepare and respond to to draft planning scheme documents.   |
| 95.2  | 203-205 Normanby Road                   | Montague | General  | Policy Intent       | Population projection   | Submits that the population and employment projections be justified and further analysed.  |
| 95.3  | 203-205 Normanby Road                   | Montague | General  | Transport           | Timing                  | Submits that there is no certainty to deliver light rail connections.  |
| 95.4  | 203-205 Normanby Road                   | Montague | General  | Planning Controls   | Mandatory Controls      | Submits that the proposed planning controls and Design and Development Overlay should not be mandatory and allows for architectural expression and site responsive design.                                       |
| 95.5  | 203-205 Normanby Road                   | Montague | General  | Built Form          | Floor Area Ratio (FAR)  | Submits that the proposed FAR is low, meaning that developments will need to use FAU mechanism in order to make effective use of sites.  |

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| 95.6  | 203-205 Normanby Road                   | Montague | General  | Built Form               | Floor Area Uplift              | Submits that the ability to achieve FAU is limited to very specific terms and does not clearly establish a nexus or need method with limited transparency to the securing of the benefit and its implementation. |
| 95.7  | 203-205 Normanby Road                   | Montague | General  | Transport                | Car Parking                    | Submits that the parking overlay be reconsidered.  |
| 95.8  | 203-205 Normanby Road                   | Montague | General  | Infrastructure           | Delivery mechanism             | Submits that acquisition mechanisms are required and should be made clear.   |
| 95.9  | 203-205 Normanby Road                   | Montague | General  | Permit Applications      | Transitional Provisions        | Submits that lack of transitional provisions will have impact on existing applications.  |
| 96.1  | 248-254, 256-265, 264-270 Normanby Road | Montague | General  | Policy Intent            | Population projection          | Submits that the population and employment projections be justified and further analysed.  |
| 96.10 | 248-254, 256-265, 264-270 Normanby Road | Montague | Montague | Community Infrastructure | Investigation Area             | submits that more clarity is required to understand what it means to be located within Montague Sport and Recreation investigation area.   |
| 96.2  | 248-254, 256-265, 264-270 Normanby Road | Montague | General  | Transport                | Timing                         | Submits that there is no certainty to deliver light rail connections.  |
| 96.2  | 248-254, 256-265, 264-270 Normanby Road | Montague | General  | Transport                | Timing                         | Submits that there is no certainty to deliver light rail connections.  |
| 96.3  | 248-254, 256-265, 264-270 Normanby Road | Montague | General  | Planning Controls        | Mandatory Controls             | Submits that the proposed planning controls and Design and Development Overlay should not be mandatory and allows for architectural expression and site responsive design.                                       |
| 96.4  | 248-254, 256-265, 264-270 Normanby Road | Montague | General  | Built Form               | Floor Area Ratio (FAR)         | Submits that the proposed FAR is low, meaning that developments will need to use FAU mechanism in order to make effective use of sites.  |
| 96.5  | 248-254, 256-265, 264-270 Normanby Road | Montague | General  | Built Form               | Floor Area Uplift              | Submits that the ability to achieve FAU is limited to very specific terms and does not clearly establish a nexus or need method with limited transparency to the securing of the benefit and its implementation. |
| 96.7  | 248-254, 256-265, 264-270 Normanby Road | Montague | General  | Infrastructure           | Delivery mechanism             | Submits that acquisition mechanisms are required and should be made clear.   |
| 96.8  | 248-254, 256-265, 264-270 Normanby Road | Montague | General  | Permit Applications      | Transitional Provisions        | Submits that lack of transitional provisions will have impact on existing applications.  |
| 96.9  | 248-254, 256-265, 264-270 Normanby Road | Montague | Montague | Planning Controls        | Design and Development Overlay | Submit that Design and Development Overlay in combined with the various other land use and built form provisions is prescriptive.  |
| 97.1  | n/a                                     | General  | General  | Transport                | Yarra River Crossing           | Submission opposes tram bridge.  |

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| 97.2  | n/a                       | General    | General    | Transport           | Congestion                     | Submits that there is concern on the traffic congestion on Lorimer Street by introducing new signalised intersection to enable tram to cross the street.  |
| 97.3  | n/a                       | General    | General    | Transport           | Proposed Tram alignment        | Submits that there may be a need to change vehicles or increase the schedule on the line to Port Melbourne.   |
| 97.4  | n/a                       | General    | General    | Transport           | Yarra River Crossing           | Submits that there good crossing points for pedestrians and cyclists.   |
| 98.1  | n/a                       | General    | General    | Transport           | Yarra River Crossing           | Submission opposes tram bridge.   |
| 99.1  | n/a                       | Lorimer    | General    | Transport           | Yarra River Crossing           | Submission opposes tram bridge.   |
| 100.1 | 339-343 Williamstown rd., | Wirraway   | Wirraway   | Planning Controls   | Design and Development Overlay | Submits that the proposed Design and Development Overlay for the site 339-343 Williamstown road is not achievable and not being supported by the Owners Corporation.<br>Submits that more clarity is required why Design Development Overlay has been proposed. |
| 101.1 | n/a                       | General    | General    | Transport           | Yarra River Crossing           | Submits that there is general support for the tram bridge however there are some key issues which need to be addressed.   |
| 102.1 | Unit 5, 200 Turner Street | Lorimer    | General    | Policy Intent       | Vision                         | Submits that the strategic planning principles are supported.   |
| 102.2 | Unit 5, 200 Turner Street | Lorimer    | Lorimer    | Open Space          | Proposed open space            | Opposes the proposed open space adjacent to Unit 5 200 Turner Street.   |
| 102.3 | Unit 5, 200 Turner Street | Lorimer    | Lorimer    | Built Form          | Density                        | Submits that higher built form should be encouraged on large sites such as theirs.  |
| 102.4 | Unit 5, 200 Turner Street | Lorimer    | Lorimer    | Built Form          | Height Controls                | Submits that they support unlimited height control for their site.  |
| 102.5 | Unit 5, 200 Turner Street | Lorimer    | Lorimer    | Transport           | Road Network                   | Submits that proposed road should be re-aligned.  |
| 103.1 | n/a                       | General    | General    | Policy Intent       | Goals                          | Submits that the strategic planning principles are supported.   |
| 103.2 | n/a                       | General    | Employment | Employment Precinct | Policy intent                  | Submits that the various aspects of core elements of successful innovation precincts should be considered as outlined in the submission.  |
| 103.3 | n/a                       | General    | General    | Transport           | Public Transport               | Submits that medium and long term infrastructure be implemented by 2025.  |
| 103.4 | n/a                       | Employment | Employment | Transport           | Delivery mechanism             | Submits that tram route delivery be a priority.   |
| 103.5 | n/a                       | Employment | Employment | Transport           | Heavy Rail                     | Submits that further investigation should be conducted as to where rail stations are located.   |
| 103.6 | n/a                       | General    | General    | Environment         | Contamination                  | Supports explicit references to management of contaminated land.  |
| 103.7 | n/a                       | General    | General    | Governance          | Governance model               | Submits that governance will require close collaboration of governments and relevant partners.  |
| 103.8 | n/a                       | Employment | Employment | Employment Precinct | Employment Precinct            | Submits that the University is on board with the development of the Employment precinct.  |



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| 104.1  | 168-188 Turner Street | Lorimer    | Lorimer    | Policy Intent       | Population projection          | Submits that the population and employment projections be justified and further analysed.  |
| 104.10 | 168-188 Turner Street | Lorimer    | General    | Permit Applications | Transitional Provisions        | Submits that transitional provisions are required to protect current permits and applications.   |
| 104.2  | 168-188 Turner Street | Lorimer    | Lorimer    | Transport           | Delivery mechanism             | Submits that there is no government commitment to public transport proposals.  |
| 104.3  | 168-188 Turner Street | Lorimer    | Lorimer    | Built Form          | Height Controls                | Submits that they support unlimited height control for their site.   |
| 104.4  | 168-188 Turner Street | Lorimer    | Lorimer    | Built Form          | Floor Area Ratio (FAR)         | Submits that the FAR for site is too low and is based on a low population projection. Submits that overlapping FAR and height controls are confusing and misleading. |
| 104.5  | 168-188 Turner Street | Lorimer    | Lorimer    | Built Form          | Floor Area Uplift              | Submits that FAU scheme is problematic for similar reasons to those in the panel report associated with Amendment C270.  |
| 104.6  | 168-188 Turner Street | Lorimer    | Lorimer    | Planning Controls   | Design and Development Overlay | Submits that Design and Development Overlay should not be mandatory.   |
| 104.7  | 168-188 Turner Street | Lorimer    | Lorimer    | Planning Controls   | Mandatory Controls             | Submits that the proposed planning controls should not be mandatory which will restrict innovation.  |
| 104.8  | 168-188 Turner Street | Lorimer    | Lorimer    | Transport           | Road Network                   | Submits that a service corridor would serve the site better than the proposed road.  |
| 104.9  | 168-188 Turner Street | Lorimer    | General    | Transport           | car parking                    | Submits that the parking overlay be reconsidered.  |
| 105.1  | n/a                   | Lorimer    | General    | Transport           | Yarra River Crossing           | Submission opposes tram bridge.  |
| 106.1  | n/a                   | General    | General    | Policy Intent       | Vision                         | Submits that the framework is a sound document.  |
| 107.1  | n/a                   | Lorimer    | General    | Transport           | Yarra River Crossing           | Submission opposes tram bridge.  |
| 108.1  | n/a                   | General    | General    | Transport           | Delivery mechanism             | Submits that integrated land use should be supported with stronger commitments.  |
| 108.2  | n/a                   | Employment | Employment | Transport           | Road Network                   | Submits that there should be greater detail on the street network of the employment precinct.  |
| 108.3  | n/a                   | General    | General    | Sustainability      | Green Star Building Ratings    | Submits that further details are required on the commitment to achieve Green Star Communities.   |
| 108.4  | n/a                   | General    | General    | Transport           | Freight Connection             | Submits that freight lines are not considered in Wirraway and Employment precinct.   |
| 108.5  | n/a                   | General    | General    | Policy Intent       | Goals                          | Submits that the sustainability goals could be strengthened.   |

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| 108.6 | n/a                                | General | General   | Built Form          | Floor Area Ratio (FAR)  | Submission seeks clarity over who pays the open space delivery if land is provided on an owners site. Submission acknowledges that site coverage of 100% would not be permitted if compliance with Better Apartments Standards is considered, allowing for deep soil zones. Submits that Clause 1.11.3 should state that additional affordable housing units should have the same number of bedrooms as the additional eight private dwellings. Submits that clause 1.11.4 seems contradictory and should be rephrased. |
| 108.7 | n/a                                | General | General   | Employment Precinct | Economic viability      | Submits that early delivery of transport infrastructure is crucial. Submits that more flexible use of space in employment precinct would be beneficial in the short term.   |
| 108.8 | n/a                                | General | General   | Planning Controls   | Wind                    | Submits that design codes are required to minimise the wind tunnel affect.  |
| 109.1 | 14 Woodruff Street, Port Melbourne | General | Sandridge | Permit Applications | Transitional Provisions | Submits that timeframes are and have been restrictive. Submissions opposes framework and amendment.   |
| 109.2 | 14 Woodruff Street, Port Melbourne | General | Sandridge | Permit Applications | Transitional Provisions | Submits that CoPP have been engaged by landowners to lodge an application.  |
| 109.3 | 14 Woodruff Street, Port Melbourne | General | Sandridge | Permit Applications | Transitional Provisions | Submits that lack of transitional provisions and draft controls are grossly unfair as mandatory requirements are not met by application.  |
| 109.4 | 14 Woodruff Street, Port Melbourne | General | Sandridge | Built Form          | Height Controls         | Submits that the 4 storey height limit to their land is unjustified and should acknowledge existing development and be flexible.  |
| 109.5 | 14 Woodruff Street, Port Melbourne | General | Sandridge | Planning Controls   | Mandatory Controls      | Submits that the proposed planning controls should be discretionary.  |
| 109.6 | 14 Woodruff Street, Port Melbourne | General | Sandridge | Built Form          | Overshadowing           | Submits that overshadowing should be expressed in discretionary terms to provide for flexibility.   |
| 109.7 | 14 Woodruff Street, Port Melbourne | General | Sandridge | Built Form          | Floor Area Uplift       | Submits that the FAR for Sandridge of 3.3:1 for non core area is too low for the precinct. Submits that FAU model is similar to that proposed for Amendment C270 and that it was considered flawed in this instance, and should therefore be removed.   |
| 109.8 | 14 Woodruff Street, Port Melbourne | General | Sandridge | Open Space          | Proposed open space     | Submits that Woodruff St open space is compromised and should be removed from the Framework.  |

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| 109.9  | 14 Woodruff Street, Port Melbourne              | General  | Sandridge | Transport                     | Car Parking           | Submits that the parking overlay be reconsidered.  |
| 110.1  | n/a   | Montague | Montague  | Built Form                    | Density               | Submits that more detail is required on what the heights and density are suggesting for Montague, and what schedule and business development will mean for local business and residents. |
| 110.2  | n/a   | Montague | General   | Governance                    | Governance model      | Submits that governance will require relationships with developers.  |
| 110.3  | n/a   | Montague | General   | Communications and Engagement | Continuing engagement | Submits that there needs to be a neighbourhood agreement draft to focus on the activities and interactions of the those involved.  |
| 110.4  | n/a   | Montague | Montague  | Built Form                    | Overshadowing         | Submits that increase in height on Gladstone Street will result in neighbouring residents losing afternoon winter sun.   |
| 110.5  | n/a   | Montague | General   | Communications and Engagement | Continuing engagement | Submits that there is a need to engage with the community.   |
| 111.1  | n/a   | General  | General   | Transport                     | Yarra River Crossing  | Submission opposes tram bridge.  |
| 111.2  | n/a   | General  | General   | Transport                     | Congestion            | Submits that accessing the West Freeway and Bridge could be an issue.  |
| 112.1  | n/a   | Lorimer  | General   | Transport                     | Yarra River Crossing  | Submits that there is support for proposed tram bridge.  |
| 112.2  | n/a   | Lorimer  | General   | Transport                     | Freight Connection    | Submits that concerns about the impact of freight rail connections to the marina.  |
| 113.1  | n/a   | Lorimer  | General   | Transport                     | Yarra River Crossing  | Submission opposes tram bridge.  |
| 114.1  | n/a   | Lorimer  | General   | Transport                     | Freight Connection    | Submits that proposed freight rail bridge will impact on surrounding amenities.  |
| 115.1  | 156 - 162 Thistlewaithe Street, South Melbourne | Montague | General   | Planning Controls             | Mandatory Controls    | Submits that application for the standard Clause 52.06 requirements should be maintained.  |
| 115.2  | 156 - 162 Thistlewaithe Street, South Melbourne | Montague | General   | Transport                     | car parking           | Submits that the parking overlay be reconsidered.  |
| 116.1  | n/a   | General  | General   | Built Form                    | Density               | Submits that density targets are too high and will jeopardise ability to achieve vision.   |
| 116.10 | n/a   | General  | General   | Planning Controls             | Wind                  | Submits that wind management should be improved throughout the development.  |
| 116.11 | n/a   | General  | General   | Built form                    | Height Controls       | Submits that 20m frontages be minimised and laneways maintained to a height standards.   |
| 116.13 | n/a   | General  | General   | Environment                   | Contamination         | Submits that ground contamination may not be a critical issue  |
| 116.2  | n/a   | General  | General   | Open Space                    | Delivery mechanism    | Submits that larger open spaces should be compiled by land acquisition rather than open space contributions.   |
| 116.3  | n/a   | General  | General   | Catalyst project              | GMH                   | Submits that planning for large land releases is required.   |

|       |  |          |          |                     |                          |   |
|-------|--|----------|----------|---------------------|--------------------------|---|
| 116.4 | n/a  | General  | General  | Transport           | Yarra River Crossing     | Submits that the Yarra crossing should be a tunnel rather than a bridge.  |
| 116.5 | n/a  | General  | General  | Environment         | Design                   | Submits that changes in topography would benefit area.  |
| 116.6 | n/a  | General  | General  | Built form          | Density                  | Submits that buildings should be kept as small as possible.   |
| 116.7 | n/a  | General  | General  | Built form          | Diversity                | Submission recommends considering specific targets for residential buildings that will not be flats.  |
| 116.8 | n/a  | General  | General  | Transport           | Road Network             | Submits that the consideration and requirements for vehicles be improved.   |
| 116.9 | n/a  | General  | General  | Transport           | Cycling                  | Submission supports cycle and pedestrian paths.   |
| 117.1 | n/a  | Lorimer  | General  | Transport           | Yarra River Crossing     | Submission opposes tram bridge.   |
| 118.1 | n/a  | General  | General  | Funding and Finance | Funding and Finance Plan | Submits that with a lack of a funding model the project can lead to social and environmental problems.  |
| 118.2 | n/a  | General  | General  | Affordable Housing  | Provision                | Submits that more higher goals for affordable housing should be considered.   |
| 119.1 | n/a  | Lorimer  | General  | Transport           | Yarra River Crossing     | Submission opposes tram bridge.   |
| 120.1 | 228 - 238<br>Normanby Road,<br>South Melbourne | Montague | General  | Built Form          | Height Controls          | Submits that reduction of building height from 40 storey to 20 storey is unreasonable and should recognise existing permits. FARs are too low with overlapping of height controls and FARs confusing. |
| 120.2 | 228 - 238<br>Normanby Road,<br>South Melbourne | Montague | General  | Planning Controls   | Mandatory Controls       | Submits that the proposed planning controls should not be mandatory which will restrict innovation.   |
| 120.3 | 228 - 238<br>Normanby Road,<br>South Melbourne | Montague | General  | Transport           | Laneways                 | Submits that proposed location of laneway be reconsidered.  |
| 120.4 | 228 - 238<br>Normanby Road,<br>South Melbourne | Montague | General  | Transport           | Car Parking              | Submits that the parking overlay be reconsidered.   |
| 120.5 | 228 - 238<br>Normanby Road,<br>South Melbourne | Montague | General  | Policy Intent       | Population projection    | Submits that the population and employment projections be justified and further analysed.   |
| 120.6 | 228 - 238<br>Normanby Road,<br>South Melbourne | Montague | General  | Transport           | Delivery mechanism       | Submits that there is no government commitment to public transport proposals.   |
| 120.7 | 228 - 238<br>Normanby Road,<br>South Melbourne | Montague | General  | Permit Applications | Transitional Provisions  | Submits that there is a lack of transitional provisions.  |
| 121.1 | 2 Salmon Street                                | Wirraway | Wirraway | Planning Controls   | Drafting                 | Submits that there are drafting errors in the proposed planning controls.<br>Submits that planning controls are complex and requires more flexibility and clarity.                                    |

|        |                          |          |            |                          |                             |   |
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| 121.2  | 2 Salmon Street          | Wirraway | Wirraway   | Planning Controls        | Mandatory Controls          | Submits that the proposed planning controls should not be mandatory. Submits that planning controls should be discretionary, supported by design objectives and/or policy provisions associated with specific outcomes. |
| 121.2  | 2 Salmon Street          | Wirraway | Wirraway   | Built Form               | Floor Area Ratio            | Submits that the overlapping of height controls and Floor Area Ratios is confusing and a single discretionary building height provision should be considered.   |
| 121.2  | 2 Salmon Street          | Wirraway | Wirraway   | Transport                | Laneways                    | Submits that the proposed location of laneway be reconsidered.  |
| 122.1  | n/a                      | General  | Employment | Employment Precinct      | Policy intent               | Submission in support to retain the employment precinct as an industrial zone innovation cluster.   |
| 122.2  | n/a                      | General  | Employment | Transport                | Freight Connection          | Submits that residential areas should not be used for freight.  |
| 122.3  | n/a                      | General  | Employment | Employment Precinct      | Open space                  | Submits that the framework should encourage open space particularly along the river bank in the employment precinct.  |
| 122.4  | n/a                      | General  | Employment | Employment Precinct      | Pollution                   | Submits that pollution from the employment precincts should be cleaned up.  |
| 122.5  | n/a                      | General  | Lorimer    | Community Infrastructure | Hub model                   | Submits that the proposed community infrastructure hubs in Lorimer are supported.   |
| 122.6  | n/a                      | General  | Lorimer    | Governance               | Precinct boundaries         | Submits that Yarra's Edge be considered part of Lorimer Precinct rather than Docklands.   |
| 122.7  | n/a                      | General  | Lorimer    | Transport                | Congestion                  | Submits that more consideration should be given to traffic.   |
| 122.8  | n/a                      | General  | General    | Transport                | Yarra River Crossing        | Submits that tram bridge would be beneficial.   |
| 122.9  | n/a                      | General  | General    | Transport                | Freight Connection          | Submits that truck movements be removed from Lorimer Street.  |
| 123.1  | 176-188 Gladstone Street | Montague | Montague   | Built Form               | Height controls             | Submits that 8 storey height limit is unjustified and should be 20 storeys.   |
| 123.2  | 176-188 Gladstone Street | Montague | General    | Policy Intent            | Population projection       | Submits that the population and employment projections be justified and further analysed.   |
| 123.3  | 176-188 Gladstone Street | Montague | General    | Panel Process            | Timing                      | Submits that timeframes are restrictive.  |
| 124.1  | n/a                      | General  | General    | Transport                | Yarra River Crossing        | Submits that assessment of vessels in the marina be reassessed.   |
| 125.1  | n/a                      | General  | General    | Transport                | Active Transport            | Submits that sustainable transport use should be priority.  |
| 125.10 | n/a                      | General  | General    | Sustainability           | Water management            | Submits that the impact of sea level rise, flooding and storm surges is not properly addressed.   |
| 125.11 | n/a                      | General  | General    | Sustainability           | Biodiversity                | Submits that minimum standards are set for deep soil planting and trees in the private realm.   |
| 125.12 | n/a                      | General  | General    | Sustainability           | Green Star Building Ratings | Submits that the proposed minimum Green Star Design & As-Built ratings should be higher than 4 Star, and notes other rating tools which could be considered.  |

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| 125.13 | n/a                     | General | General | Sustainability           | Waste management            | Submits that a waste and contaminated soil management strategy is required.   |
| 125.2  | n/a                     | General | General | Built Form               | Density                     | Submits the proposed density in Lorimer and Montague is not supported.  |
| 125.3  | n/a                     | General | General | Affordable housing       | Provision                   | Submits that 6% social housing, and up to 15% affordable housing should be considered in the Fishermans Bend.   |
| 125.4  | n/a                     | General | General | Employment Precinct      | Economic viability          | Submits that the employment precinct is not distinguished in the projected job and population statistics as are the other four precincts.                           |
| 125.5  | n/a                     | General | General | Community Infrastructure | Education and Community Hub | Submits that other training institutes such as TAFE should be considered.   |
| 125.6  | n/a                     | General | General | Transport                | Freight Connection          | Submits that Cook Street freight route is needed.   |
| 125.7  | n/a                     | General | General | Community Infrastructure | Hub model                   | Submits that co-location of services within integrated hubs are supported. Submits more clarification is need on what type of hubs are identified in each precinct. |
| 125.8  | n/a                     | General | General | Environment              | Contamination               | Supports Environmental Audit Overlay, and submits that more commitment to remediation is required.  |
| 125.9  | n/a                     | General | General | Sustainability           | Climate Adept               | Submits that trees and planting should be of native and indigenous species.   |
| 126.1  | n/a                     | Lorimer | General | Transport                | Freight Connection          | Submits that the Yarra River crossing should not go ahead.  |
| 127.1  | 2201/50 Lorimer Street  | Lorimer | General | Transport                | Public transport            | Submits that the Yarra's Edge residents oppose the tram Bridge for various reasons.   |
| 128.1  | n/a                     | General | General | Built form               | Design                      | Submits that design intervention may be required to create dwellings with multifunction spaces that appeal to families.   |
| 128.2  | n/a                     | General | General | Transport                | Car parking                 | Submits that the parking overlay be reconsidered.   |
| 128.3  | n/a                     | General | General | Built form               | Height controls             | Submits that height limits be removed to allow for more open space between buildings.   |
| 129.1  | n/a                     | Lorimer | General | Policy Intent            | Population projection       | Submits that there is concern that the FAR and FAU will lead to an increased population.  |
| 129.2  | n/a                     | Lorimer | General | Transport                | Congestion                  | Submits that population growth will lead to congestion.   |
| 129.3  | n/a                     | Lorimer | General | Transport                | Yarra River Crossing        | Submits that tram bridge will have negative impacts.  |
| 129.4  | n/a                     | Lorimer | General | Transport                | Freight connection          | Submits that freight rail bridge must not impact on marina access.  |
| 130.1  | 880 -884 Lorimer Street | Lorimer | General | Policy Intent            | Population projection       | Submits that the population and employment projections be justified and further analysed.   |
| 130.10 | 880 -884 Lorimer Street | Lorimer | General | Employment Precinct      | Economic viability          | Submits that the additional targeted commercial land use be realistically achieved.   |
| 130.11 | 880 -884 Lorimer Street | Lorimer | General | Panel Process            | Timing                      | Submits that timeframes are restrictive.  |

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| 130.2  | 880 -884 Lorimer Street   | Lorimer | General   | Transport           | Timing                         | Submits that there is no certainty to deliver light rail connections.  |
| 130.3  | 880 -884 Lorimer Street   | Lorimer | General   | Planning Controls   | Mandatory Controls             | Submits that the proposed planning controls and Design and Development Overlay should not be mandatory and allows for architectural expression and site responsive design.                                       |
| 130.4  | 880 -884 Lorimer Street   | Lorimer | General   | Built Form          | Floor Area Ratio (FAR)         | Submits that the proposed FAR is low, meaning that developments will need to use FAU mechanism in order to make effective use of sites.  |
| 130.5  | 880 -884 Lorimer Street   | Lorimer | General   | Built Form          | Floor Area Uplift              | Submits that the ability to achieve FAU is limited to very specific terms and does not clearly establish a nexus or need method with limited transparency to the securing of the benefit and its implementation. |
| 130.6  | 880 -884 Lorimer Street   | Lorimer | General   | Transport           | Car Parking                    | Submits that the parking overlay be reconsidered.  |
| 130.7  | 880 -884 Lorimer Street   | Lorimer | General   | Infrastructure      | Delivery mechanism             | Submits that acquisition mechanisms are required and should be made clear.   |
| 130.8  | 880 -884 Lorimer Street   | Lorimer | General   | Permit Applications | Transitional Provisions        | Submits that there is a lack of transitional provisions.   |
| 130.9  | 880 -884 Lorimer Street   | Lorimer | Lorimer   | Open Space          | Proposed open space            | Submits that the location of the Lorimer Central Open Space, and its alignment with the 2014 Strategic Framework Plan, is not clear.   |
| 131.1  | 166-168 Buckhurst Street, 134-150 Buckhurst Street, 469-471 Williamstown Road, 332 Plummer Street, 21 Smith Street, 32-38 Fennell Street, 50-60 Bertie Street | General | General   | Policy Intent       | Population projection          | Submits that the population and employment projections be justified and further analysed.  |
| 131.10 | n/a   | General | General   | Planning Controls   | Design and Development Overlay | Submit that Design and Development Overlay in combined with the various other land use and built form provisions is prescriptive.  |
| 131.11 | 469-471 Williamstown Road   | General | Sandridge | Built Form          | Height Controls                | Submits that their site is subject to two varying height requirements.   |
| 131.12 | 469-471 Williamstown Road   | General | Sandridge | Open Space          | Proposed open space            | Submits that the extent of open space to the north of 469-471 Williamstown Road requires explanation.  |

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| 131.13 | 32-38 Fennell Street & 50-60 Bertie Street | General | Sandridge | Built Form               | Height Controls        | Submits that their site is subject to two varying height requirements.   |
| 131.14 | 32-38 Fennell Street & 50-60 Bertie Street | General | Sandridge | Transport                | Laneways               | Submits that indicative laneway on site will have crucial impact on development.   |
| 131.15 | 332 Plummer Street & 21 Smith Street       | General | Wirraway  | Built Form               | Core and non-core area | Submits that there is ambiguity over designation of 'core' and 'non-core' as their sites are within both.  |
| 131.16 | 134-150 Buckhurst Street                   | General | Montague  | Community Infrastructure | Investigation Area     | submits that more clarity is required to understand what it means to be located within Montague Art and cultural Hub investigation area.   |
| 131.2  | n/a  | General | General   | Transport                | Timing                 | Submits that there is no certainty to deliver light rail connections.  |
| 131.3  | n/a  | General | General   | Planning Controls        | Mandatory Controls     | Submits that the proposed planning controls and Design and Development Overlay should not be mandatory and allows for architectural expression and site responsive design.                                       |
| 131.4  | n/a  | General | General   | Built Form               | Floor Area Ratio (FAR) | Submits that the proposed FAR is low, meaning that developments will need to use FAU mechanism in order to make effective use of sites.  |
| 131.5  | n/a  | General | General   | Built Form               | Floor Area Uplift      | Submits that the ability to achieve FAU is limited to very specific terms and does not clearly establish a nexus or need method with limited transparency to the securing of the benefit and its implementation. |
| 131.6  | n/a  | General | General   | Transport                | Car Parking            | Submits that the parking overlay be reconsidered.  |
| 131.7  | n/a  | General | General   | Infrastructure           | Delivery mechanism     | Submits that acquisition mechanisms are required and should be made clear.   |
| 131.8  | n/a  | General | General   | Employment Precinct      | Economic viability     | Submits that the additional targeted commercial land use be realistically achieved.  |
| 131.9  | n/a  | General | General   | Panel Process            | Timing                 | Submits that timeframes are restrictive.   |
| 132.1  | n/a  | Lorimer | General   | Transport                | Yarra River Crossing   | Submission opposes tram bridge.  |
| 132.2  | n/a  | Lorimer | General   | Transport                | Congestion             | Submits that congestion could be worsened.   |
| 132.3  | n/a  | Lorimer | General   | Affordable Housing       | Delivery mechanism     | Submits that mandated affordable housing is required.  |
| 133.2  | A 2904/70 Lorimer Street docklands         | Lorimer | General   | Transport                | Freight Connection     | Submits that the second rail freight bridge over the river is not supported.   |
| 133.2  | A 2904/70 Lorimer Street docklands         | Lorimer | General   | Transport                | Yarra River Crossing   | Submits that the proposed tram bridge will have crucial negative effects on Yarra's Edge residents.  |
| 134.1  | Port of Melbourne                          | General | General   | Transport                | Freight Connection     | Submits that port be considered and accommodated when considering connections, precinct planning, Wedd Dock redevelopment and land use planning.   |



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| 134.2 | Port of Melbourne                   | General  | Employment | Employment Precinct | Planning controls        | Submits that any changes to planning controls should not compromise the role of the employment precinct as a buffer between the port and adjoining land uses.   |
| 134.3 | Port of Melbourne                   | General  | General    | Planning Controls   | Drafting                 | Submits that the Port Development Strategy should be incorporated into the planning schemes effected by GC81.   |
| 135.1 | 245-251 Normanby Road               | Montague | General    | Funding and Finance | Funding and Finance Plan | Submits that detailed design is premature and there is uncertainty around projected population densities.   |
| 135.2 | 245-251 Normanby Road               | Montague | General    | Built Form          | Floor Area Ratio (FAR)   | Submits that proposed FAR for their site would represent a poor planning outcome.   |
| 135.3 | 245-251 Normanby Road               | Montague | General    | Built Form          | Height Controls          | Submits that proposed height limit will result in undercapitalisation of the precinct.  |
| 135.4 | 245-251 Normanby Road               | Montague | General    | Transport           | Car Parking              | Submits that the parking overlay be reconsidered.   |
| 135.5 | 245-251 Normanby Road               | Montague | General    | Panel Process       | Timing                   | Submits that there is insufficient time to prepare for the Panel Hearing proceeding considering the vast area and significant ramifications of landowners.  |
| 136.1 | 14-16 Salmon Street, Port Melbourne | Wirraway | Wirraway   | Built Form          | Height Controls          | Submits that 4 storey height limit is unreasonable and should be 10 -12 storeys and should be discretionary.  |
| 136.2 | 14-16 Salmon Street, Port Melbourne | Wirraway | Wirraway   | Built Form          | Floor Area Ratio (FAR)   | Submits that FAR for their site is too low and that it does not allow for the highest and best use of land, rendering the development unviable and putting the site at risk of being left vacant and underutilised. Submits that population estimates are underestimated and that controls are unreasonably prohibitive, creating risk of underutilisation of their site. |
| 136.3 | 14-16 Salmon Street, Port Melbourne | Wirraway | General    | Planning Controls   | Mandatory Controls       | Submits that the proposed planning controls and Design and Development Overlay should be incentivised for developers rather than mandatory.   |
| 137.1 | 202 Normanby Road                   | Montague | General    | Funding and Finance | Funding and Finance Plan | Submits that detailed design is premature and there is uncertainty around projected population densities.   |
| 137.2 | 202 Normanby Road                   | Montague | General    | Built Form          | Density                  | Submits that the proposed FAR would represent a poor planning outcome.  |
| 137.3 | 202 Normanby Road                   | Montague | General    | Built Form          | Height Controls          | Submits that proposed height limit will result in undercapitalisation of the precinct.  |
| 137.4 | 202 Normanby Road                   | Montague | General    | Transport           | Car Parking              | Submits that the parking overlay be reconsidered.   |
| 137.5 | 202 Normanby Road                   | Montague | General    | Panel Process       | Timing                   | Submits that there is insufficient time to prepare for the Panel Hearing proceeding considering the vast area and significant ramifications of landowners.  |

|        |     |         |         |                          |                       |   |
|--------|-----|---------|---------|--------------------------|-----------------------|---|
| 138.1  | n/a | Lorimer | General | Transport                | Yarra River Crossing  | Submission opposes tram bridge.   |
| 139.1  | n/a | General | General | Policy Intent            | Vision                | Submits that the framework is broadly supported.  |
| 139.10 | n/a | General | General | Community Infrastructure | Aged care             | Submits that there need for residential aged care services or supported independent accommodation for older residents should be considered in Fishermans Bend Community Infrastructure Plan.  |
| 139.11 | n/a | General | General | Open space               | community garden      | Submits that detail on how and where community gardens will be established is required.   |
| 139.12 | n/a | General | General | Infrastructure           | Transmission line     | Submits that all transmission lines should be put underground.  |
| 139.13 | n/a | General | General | Transport                | Public transport      | Submits that tram and rail network requires more financial commitment.  |
| 139.14 | n/a | General | General | Transport                | car parking           | Submits that the parking overlay needs more consultation.   |
| 139.15 | n/a | General | General | Built Form               | Density               | Submission supports fixed densities and FARs.   |
| 139.16 | n/a | General | General | Built Form               | Design                | Submission recommends incorporating the area's history in new developments, emphasising the quality of communal amenity and prioritising urban culture and street life over insular communities.  |
| 139.17 | n/a | General | General | Built Form               | Height Controls       | Submits that they support varying building heights and proposal for 24 storeys and unlimited heights in some areas remain excessive.  |
| 139.18 | n/a | General | General | Built Form               | Floor Area Uplift     | Submits that the ability to achieve FAU is limited to very specific terms and does not clearly establish a nexus or need method with limited transparency to the securing of the benefit and its implementation.                            |
| 139.19 | n/a | General | General | Planning Controls        | commercial activities | Submits that requirement for ground (lower) floors to provide adequate retail and commercial activity should be considered.   |
| 139.2  | n/a | General | General | Heritage                 | Place and Identity    | Submits that greater recognition and protection of existing building fabric, including light industry, is required.   |
| 139.20 | n/a | General | General | Planning Controls        | Building separation   | Submits that the proposed building separation is supported.   |
| 139.21 | n/a | General | General | Built Form               | Density               | Submissions shares the concern that proposed development controls and outcomes based on 75% of total development by 2050, will result in densities that exceed both population projections and also the capacity of planned infrastructure. |
| 139.22 | n/a | General | General | Employment Precinct      | small industries      | Submits that recognition should be given to the existing character of small service industries.   |
| 139.23 | n/a | General | General | Open Space               | Provision             | Submits that privately owned open space be opened up for public use as much as possible, e.g. Melbourne Grammar School ovals.   |
| 139.24 | n/a | General | General | Open Space               | Delivery mechanism    | Submits that public open space contributions should be increase to 10%.   |
| 139.25 | n/a | General | General | Sustainability           | Climate Adept         | Submits that more information is needed on how climate change impacts will be addressed.  |

|        |                                      |           |           |                          |                             |  |
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| 139.26 | n/a                                  | General   | General   | Sustainability           | Targets                     | Submits that sustainability targets are insufficient   |
| 139.27 | n/a                                  | General   | General   | Sustainability           | Targets                     | Submits that the target date for net zero emissions should be brought forward.   |
| 139.28 | n/a                                  | General   | General   | Sustainability           | Green Star Building ratings | Submits that the proposed minimum Green Star Design & As-Built ratings should be higher than 4 Star.   |
| 139.29 | n/a                                  | General   | General   | Sustainability           | Waste management            | Submits that organic waste collection systems should be mandatory in all buildings.  |
| 139.3  | n/a                                  | General   | General   | Funding and Finance      | Funding and Finance Plan    | Submits that there is a lack of a financial plan for the project.  |
| 139.3  | n/a                                  | General   | General   | Employment Precinct      | Housing                     | Submits that it is disappointing to see a lack of any housing plan within the employment precinct.   |
| 139.31 | n/a                                  | General   | General   | Affordable Housing       | Provision                   | The submitter recommends to include a minimum of 10% social and community housing plus 20% affordable housing .  |
| 139.4  | n/a                                  | General   | General   | Governance               | Governance model            | Submits that good governance is critical.  |
| 139.5  | n/a                                  | General   | General   | Affordable Housing       | Delivery mechanism          | Submits that more detail is required on how affordable housing will be delivered. Submits that inclusionary zoning should be introduced instead of Floor Area Uplift.  |
| 139.6  | n/a                                  | General   | General   | Community Infrastructure | Education and Community Hub | Submits that the provision of four new primary schools in a timely manner is supported. Submits that there is a need for at least two secondary schools in Fishermans Bend.  |
| 139.7  | n/a                                  | General   | General   | Community Infrastructure | Hub model                   | Submits that co-location of services within integrated hubs are supported.   |
| 139.8  | n/a                                  | General   | General   | Community Infrastructure | Library                     | submits that central Fishermans Bend library should be considered including meeting spaces to be hired by the community.   |
| 139.9  | n/a                                  | General   | General   | Community Infrastructure | Governance                  | Submits that further detail is needed on the governance model for the multi-purpose facilities with  |
| 140.1  | n/a                                  | General   | General   | Transport                | Cycling                     | Submits that there are concerns for cyclist safety.  |
| 140.2  | n/a                                  | General   | General   | Transport                | Freight Connection          | Submits that there should be greater emphasis on rail connections to Webb Dock.  |
| 141.1  | 44-55 White Street, South Melbourne. | Sandridge | Sandridge | Built Form               | Height Controls             | Submits that they support discretionary height controls but believe 12 storey limit on their site is unjustified, and coupled with FARs will result in underutilisation of land.   |
| 141.2  | 44-55 White Street, South Melbourne  | Sandridge | Sandridge | Built Form               | Overshadowing               | Submits that a 12 storey building in this location is likely to result in overshadowing regardless, so the provision of open space in this area is inappropriate and will significantly limit the development potential of the land. |

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| 141.3 | 44-55 White Street, South Melbourne | Sandridge | Sandridge | Built Form               | Floor Area Ratio (FAR)  | Submission objects to the mandatory FAR, arguing that a lack of sensitive interfaces against subject site means site has potential to accommodate intensive redevelopment. Submits that population predictions are underestimated. Submits that FAR and dwelling densities appear to lack strategic justification and will constrain the development of the subject site. |
| 141.4 | 44-55 White Street, South Melbourne | Sandridge | Sandridge | Built Form               | Overshadowing           | Submits that open space in areas that prohibited overshadowing significantly restricts development potential. Submits that lack of justification for locations of open space and should start to develop once development begins.   |
| 141.5 | 44-55 White Street, South Melbourne | Sandridge | Sandridge | Transport                | Road Network            | Submits that proposed road and laneway locations lack justification.  |
| 141.6 | 44-55 White Street, South Melbourne | Sandridge | Sandridge | Infrastructure           | Delivery mechanism      | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.  |
| 141.7 | 44-55 White Street, South Melbourne | Sandridge | Sandridge | Panel Process            | Timing                  | Submits that timeframes are restrictive and do not allow for appropriate evidence to be prepared.   |
| 142.1 | n/a                                 | General   | General   | Affordable Housing       | Provision               | Submits that 6% social housing targets is too low and should be increased to at least 10% in Fishermans Bend.   |
| 142.2 | n/a                                 | General   | General   | Affordable Housing       | Delivery mechanism      | Submits that social housing should be a priority use for government owned land in Fisherman's Bend. Submits that stronger planning mechanism is required.   |
| 142.3 | n/a                                 | General   | General   | Policy Intent            | Goals                   | Submits that the sustainability goals are supported.  |
| 142.4 | n/a                                 | General   | General   | Community Infrastructure | Hub model               | Submits the provision of flexible, indoor community spaces for not-for profit community activities should be considered.  |
| 142.5 | n/a                                 | General   | General   | Community Infrastructure | Delivery mechanism      | Submits that more clarity is required on the funding and timing of the community infrastructure and delivery of community meeting spaces for not-for-profit activities.   |
| 143.1 | 400-430 City Road                   | Montague  | General   | Permit Applications      | Transitional Provisions | Submits that there is a lack of transitional provisions.  |
| 143.1 | 400-430 City Road                   | Montague  | General   | Permit Applications      | Transitional Provisions | Submits that there is a lack of transitional provisions.  |
| 143.2 | 400-430 City Road                   | Montague  | Montague  | Open Space               | Proposed open space     | Queries the strategic justification for open space at 400-43 City Rd, which was not identified in the background report.  |
| 143.3 | 400-430 City Road                   | Montague  | Montague  | Built Form               | Overshadowing           | Submits that open space in areas that prohibited overshadowing significantly restricts development potential.   |

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| 143.4 | 400-430 City Road                                 | Montague | Montague | Open Space     | Delivery mechanism     | Queries the process for acquiring and delivering new public open space.  |
| 143.5 | 400-430 City Road                                 | Montague | Montague | Built Form     | Density                | Submits that a dwelling control is unwarranted and rather dwelling numbers on site can instead be influenced by built form controls and three bedroom dwelling targets.  |
| 143.6 | 400-430 City Road                                 | Montague | Montague | Built Form     | Height controls        | Submits that height limits would impact redevelopment and result in underdevelopment of land.  |
| 143.7 | 400-430 City Road                                 | Montague | Montague | Built form     | Floor Area Ratio (FAR) | Submission raises concerns that the proposed FAR of 6.1:1 is less than previously approved (C183 in 2010 with 14:1) and under consideration (12.6:1) and that due to location adjacent to Southbank a higher FAR is justifiable.   |
| 144.1 | n/a   | General  | General  | Transport      | Yarra River Crossing   | Submission opposes tram bridge.  |
| 144.2 | n/a   | General  | General  | Policy Intent  | Population projection  | Submits that the population and employment projections be justified and further analysed.  |
| 144.3 | n/a   | General  | Lorimer  | Transport      | Freight Connection     | Submits that concerns about conflicts with the port when it grows.   |
| 145.1 | 128 Salmon Street, Port Melbourne                 | Wirraway | Wirraway | Transport      | Road network           | Submits that proposed road is unnecessary.   |
| 145.2 | 128 Salmon Street, Port Melbourne                 | Wirraway | General  | Infrastructure | Delivery mechanism     | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.   |
| 146.1 | 11-27 and 31-41 Buckhurst Street, South Melbourne | Montague | Montague | Built Form     | Height Controls        | Submits that discretionary height control for Montague should increase from 12 - 18 storeys as it's close to the CBD and will result in underdevelopment.  |
| 146.2 | 11-27 and 31-41 Buckhurst Street, South           | Montague | Montague | Built Form     | Floor Area Ratio (FAR) | Submits that FARs for Montague core area are too low given the preferred building height is 12 storeys. Submissions requests an increase to 18 storeys. Submits that FAR should increase to 10:1 in order to achieve an appropriate base discretionary building height requirement.  |
| 146.3 | 11-27 and 31-41 Buckhurst Street, South           | Montague | General  | Built Form     | Floor Area Uplift      | Submission supports FAR and FAU schemes but submits that current drafting of controls is confusing and lacks detail on how to calculate FAUs. Submits that FAR and FAU should clarify that FAR includes commercial floor space but maintain the ability to exceed the FAR by providing commercial floor space, and provide further details on the approximate value of additional public open space and delivery of community infrastructure. Submits that land owners cannot cost out developments in a transparent process at point of purchase and DD phase without undertaking investigations with the VG prior to purchase. |

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| 146.4  | 11-27 and 31-41<br>Buckhurst Street,<br>South | Montague | General    | Built Form               | Density                        | Submissions recommends changing "Dwelling Density" to "Dwelling Target" in Clause 22.15. Submits that incorporating a maximum "dwelling density" provision with Clause 22.15 is inappropriate and has the potential to be used as a pseudo planning control to prevent increased dwelling density being achieved on individual sites. |
| 146.5  | 11-27 and 31-41<br>Buckhurst Street,<br>South | Montague | General    | Planning Controls        | Setbacks                       | Submits that the setbacks and street walls in Design and Development Overlays are confusing and require clarifications.   |
| 146.6  | 11-27 and 31-41<br>Buckhurst Street,<br>South | Montague | General    | Transport                | Car Parking                    | Submits that the parking overlay be reconsidered.   |
| 146.7  | 11-27 and 31-41<br>Buckhurst Street,<br>South | Montague | General    | Planning Controls        | Design and Development Overlay | Submits that the proposed Design and Development Overlay for the site is not supported.   |
| 147.1  | n/a   | Lorimer  | General    | Planning Controls        | Existing Use                   | Submits that the development of a strategic planning framework for Fisherman's Bend is supported, however, any adverse impact on operations or any potential relocation of the site will have a significant commercial impact on Hanson.  |
| 148.1  | n/a   | General  | General    | Policy Intent            | Vision                         | Submits that the framework is supported and it should be priority to set a benchmark in delivery for urban areas.   |
| 148.10 | n/a   | General  | Employment | Employment Precinct      | Planning controls              | Submits that planning controls should cover all precincts concurrently to ensure cohesive and integrated planning.  |
| 148.11 | n/a   | General  | General    | Affordable Housing       | Provision                      | Submits that more than 6% social housing should be considered for social housing in Fishermans Bend.  |
| 148.2  | n/a   | General  | General    | Transport                | Congestion                     | Submits that the precinct does not become car dependent.  |
| 148.3  | n/a   | General  | General    | Funding and Finance      | Funding and Finance Plan       | Submits that there is a lack of a financial plan for the project.   |
| 148.4  | n/a   | General  | General    | Transport                | Timing                         | Submits that public transport infrastructure be developed concurrently with development.  |
| 148.5  | n/a   | General  | General    | Community Infrastructure | Delivery mechanism             | Submits further information is required on the delivery mechanism of proposed community hubs.   |
| 148.6  | n/a   | General  | General    | Funding and Finance      | Development Contributions Plan | Submits that Fishermans Bend Development Contributions Plan should be developed to provide more certainty upfront and be consistent with the planning for all other future precincts across Melbourne.  |
| 148.7  | n/a   | General  | General    | Funding and Finance      | Delivery                       | Submits that clarity regarding the contributions required will be required.   |

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| 148.8  | n/a | General | General   | Planning Controls        | Mandatory Controls     | Submits that more clarity is required to ensure that the anticipated built form outcomes to be achieved through the proposed floor area ratios are consistent with the built form requirements proposed in Design and Development Overlay (DDO)"   |
| 148.9  | n/a | General | General   | Built Form               | Floor Area Uplift      | Submits that no guidelines have been developed to assist in calculating FAU. Submission urges preparation of supporting guidelines.  |
| 149.1  | n/a | n/a     | General   | Policy Intent            | Vision                 | Submits that Goodman should be recognised as a unique opportunity to implement to strategies and sustainability goals.   |
| 149.10 | n/a | n/a     | Sandridge | Heritage                 | Protection recommended | Submits that the heritage overlay covering the submitters site has been incorrectly identified.  |
| 149.11 | n/a | n/a     | General   | Transport                | Car parking            | Submits that smart parking rates should be incorporated into the framework.  |
| 149.2  | n/a | n/a     | General   | Funding and Finance      | City Deal              | Submits that government is in support of Goodman's mobility vision and city deal for public/private partnerships.  |
| 149.3  | n/a | n/a     | General   | Built Form               | Density                | Submits that the intensity of the Draft Framework's public realm on Goodman land justifies an increase in average resident density between 427 to 524 dw/ha. Submits that this density is similar to preferred density models identified in the Draft Framework (e.g. One Central Park) and less than other world-leading models (e.g. Vancouver). Submits that the density increase will improve social, economic and ecological performance of Fishermans Bend. Submission recommends that density is graduated to response to the character of areas: Wirraway 250dw.ha, Sandridge 606dw.ha, Lorimer 425 dw.ha" |
| 149.4  | n/a | n/a     | General   | Employment Precinct      | Economic viability     | Submits that job intensity should be focused in Montague, Sandridge and the Employment precinct.   |
| 149.5  | n/a | n/a     | Wirraway  | Community Infrastructure | Location               | submits that by using a revised Floor Area Uplift control, a number of hubs can be delivered in close proximity to JL Murphy Reserve.  |
| 149.6  | n/a | n/a     | Lorimer   | Employment Precinct      | Economic viability     | Submits that entertainment should be focused in Lorimer.   |
| 149.7  | n/a | n/a     | General   | Built Form               | Floor Area Uplift      | Submission urges revisiting FAU controls. Submitter says they will use FAU to deliver a significant quantum of hubs and affordable housing at a district scale, but require height limits of the FAU controls to be replaced by performance-based measures.  |
| 149.8  | n/a | n/a     | General   | Affordable Housing       | Delivery mechanism     | Submits that 6% target should be deleted. Floor Area Uplift provides the appropriate mechanism for the private sector to deliver a rate of affordable housing in balance with housing market.  |

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| 149.9  | n/a               | n/a        | General  | Built Form        | Diversity              | Submits that the draft Framework's proposed three bedroom target lacks flexibility in responding to the market and end user needs. Submission recommends performance based objective as a more appropriate mechanism.  |
| 150.1  | 541 Graham Street | n/a        | General  | Policy Intent     | Policy intent          | Submits that the purpose of CCZ1 has not been clearly expressed.   |
| 150.10 | 541 Graham Street | n/a        | Wirraway | Built Form        | Height controls        | Submits that 6 storey height limit is unreasonably restrictive.  |
| 150.11 | 541 Graham Street | n/a        | General  | Transport         | Crossovers             | Submits that prohibition of no cross overs is unreasonable.  |
| 150.2  | 541 Graham Street | n/a        | General  | Infrastructure    | Delivery mechanism     | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.   |
| 150.3  | 541 Graham Street | n/a        | General  | Planning Controls | Mandatory Controls     | Submits that the mandatory planning controls will impact on the use and further development of existing businesses.  |
| 150.4  | 541 Graham Street | n/a        | General  | Built Form        | Floor Area Uplift      | Submits that the concept of the public benefit provisions detailed at Sub-clause 4.0 of the Schedule have not been justified and represent an unreasonable and inequitable impost on development, particularly taking into account the relatively low threshold set by the FAR.          |
| 150.5  | 541 Graham Street | n/a        | General  | Built Form        | Floor Area Ratio (FAR) | Submits that the FAR has been artificially derived and set so low as to inequitably support the procurement of public benefits and aid funding of infrastructure that should otherwise be funded as part of a fully developed, transparent and justified development contributions plan. |
| 150.6  | 541 Graham Street | n/a        | General  | Transport         | Heavy Rail             | Submits that maps in schedule to CCZ1 that reference any metro rail alignment should be deleted.   |
| 150.7  | 541 Graham Street | n/a        | Wirraway | Planning Controls | Drafting               | Submits that maps in the Schedule to the CCZ1 should be amended.   |
| 150.8  | 541 Graham Street | n/a        | General  | Planning Controls | Drafting               | Submits that terminology in the planning controls is confusing and requires clarity.   |
| 150.9  | 541 Graham Street | n/a        | General  | Built Form        | Overshadowing          | Submits that overshadowing provisions are restrictive.   |
| 151.1  | n/a               | Lorimer    | General  | Transport         | Yarra River Crossing   | Submission opposes tram bridge.  |
| 152.1  | n/a               | Employment | General  | Policy Intent     | Vision                 | Submits that the framework is a comprehensive and inclusive document, focusing on the residential districts.   |
| 153.1  | n/a               | n/a        | General  | Policy Intent     | Vision                 | Submits that the framework should set a benchmark for sustainability and that the planning controls be actualised.   |



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| 153.10 | n/a | n/a | General | Built Form               | Design             | Submits that the draft Framework makes limited mention of quality design, and that the design quality of buildings and the public realm are fundamental to creating a liveable, high density place.  |
| 153.11 | n/a | n/a | General | Planning Controls        | Precinct Plans     | Submits that Precinct Plans should be incorporated in to statutory planning to realise the Vision.   |
| 153.12 | n/a | n/a | General | Built Form               | Diversity          | Submission supports the target that one in three households are families with children, however suggests amending the proposed local policy which encourages provision of three bedroom dwellings in developments of more than 300 dwellings (Wirraway - 30 per cent, Sandridge - 20 per cent, Montague - 25 per cent to:<br>- apply the policy requirement to all developments of 10 or more dwellings (to align with existing Clause 58.03-3 Dwelling Diversity - a State provision in the Port Phillip Planning Scheme)<br>- increase provision of three bedroom dwellings in Wirraway from 30 per cent to 40 per cent. |
| 153.13 | n/a | n/a | General | Built Form               | Diversity          | Submission supports the requirement for 30 per cent of a site area (outside of core areas in Sandridge and Wirraway) to be set aside as communal open space which also facilitates a range of building/housing typologies  |
| 153.14 | n/a | n/a | General | Built Form               | Adaptation         | Submission recommends amending the local policy to encourage provision of adaptable dwellings for a wider range of households and life-stage needs, beyond older persons.  |
| 153.15 | n/a | n/a | General | Built Form               | Diversity          | Submission recommends including a commitment in the Framework to ongoing monitoring of housing delivered, with a review of policy and stronger controls to be applied if a diversity of dwellings and housing typologies are not being achieved.   |
| 153.16 | n/a | n/a | General | Affordable Housing       | Delivery mechanism | Submits that establishment of an affordable housing trust mechanism, and provision for cash-in-lier contributions should be explored to offer flexibility to the development sector.<br>Submits that additional planning mechanisms, which could operate in tandem with the FAU incentive scheme should be sought.   |
| 153.17 | n/a | n/a | General | Community Infrastructure | Hub model          | Submits that co-location of services within integrated hubs are supported.   |
| 153.18 | n/a | n/a | General | Community Infrastructure | Delivery mechanism | Submits the delivery of community hubs as integrated facilities through Floor Area Uplift is supported.  |

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| 153.19 | n/a | n/a | General   | Community Infrastructure | Location                      | Submits that greater certainty is sought to ensure over the specific location and delivery models for community hubs noting the "broad 'investigation areas' ... failure to identify risks that the hubs will not be delivered in the best locations.                                |
| 153.2  | n/a | n/a | General   | Governance               | Governance model              | Submits that there is a need to develop a governance model.  |
| 153.2  | n/a | n/a | General   | Community Infrastructure | Provision                     | Submits that the provision of kindergarten and schools for workers in Fishermans Bend should be considered.  |
| 153.21 | n/a | n/a | General   | Community Infrastructure | Delivery mechanism            | Submits that further information on the staging, timing and funding of community infrastructure is needed to ensure the community infrastructure will be delivered timely.   |
| 153.22 | n/a | n/a | General   | Community Infrastructure | Design                        | Submits that the design specifications for proposed community hubs should be developed.  |
| 153.23 | n/a | n/a | General   | Community Infrastructure | Hub model                     | Submits the multi-court sport and recreation facilities (and potentially performing arts centres within arts and cultural hubs) must be delivered as stand-alone facilities due to construction barriers in incorporating facilities of this type within mixed use developments.     |
| 153.24 | n/a | n/a | General   | Community Infrastructure | Delivery mechanism            | Submits the provision of alternative funding and delivery arrangements for 'community hubs' is required in the event that these are not delivered through the proposed Floor Area Uplift incentive scheme.   |
| 153.25 | n/a | n/a | General   | Background report        | Community Infrastructure Plan | Submits that the Community Infrastructure Plan should be adjusted and aligned to reflect the projected demographic, spatial and social needs.  |
| 153.26 | n/a | n/a | General   | Built Form               | Core and non-core area        | Submits that the definition of 'core' areas within Montague, Sandridge and Wirraway is positive. Submits that requirements for a minimum commercial floor area should be mandatory for new development rather than encouraged policy in order to achieve desirable business density. |
| 153.27 | n/a | n/a | Sandridge | Built form               | Core and non-core area        | Submits that Sandridge should be classified a Metropolitan Activity Centre rather than Major Activity Centre to reflect the intention for it to function as an extension of the CBD.   |
| 153.28 | n/a | n/a | General   | Built Form               | Core and non-core area        | Submits that clarification is needed as to whether 'non-core' areas are also intended to be mixed-use (not residential only).  |
| 153.29 | n/a | n/a | General   | Built Form               | Core and non-core area        | Submissions supports nomination of primary and secondary retail streets, and core and non-core areas.  |
| 153.3  | n/a | n/a | General   | Funding and Finance      | Funding and Finance Plan      | Submits that there is a lack of financial plan for the project.  |
| 153.30 | n/a | n/a | General   | Heritage                 | Protection recommended        | Supports heritage approach.  |
| 153.31 | n/a | n/a | General   | Heritage                 | Caring for country            | Supports heritage approach.  |

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| 153.32 | n/a | n/a | General | Built form          | Core and non-core area   | Submits that a plan to more clearly define Future Urban Structure is required, including the location of activity centres, core retail areas, community hubs and civic buildings, key public spaces, civic streets and transport corridors and nodes  |
| 153.33 | n/a | n/a | General | Built form          | Core and non-core area   | Submits that a definition of the intended role and function of each activity centre is required, and refinement of the extent of the core area to more effectively direct key anchor land uses and enhance place creation   |
| 153.34 | n/a | n/a | General | Open Space          | Proposed open space      | Submits that proposed public space in Gladstone St should be relocated due to recent redevelopment of the site.   |
| 153.35 | n/a | n/a | General | Open Space          | Proposed open space      | Submits that the public space network should be amended as per diagram provided to consolidate smaller spaces, identify additional urban plazas and large public spaces and their relationship with transport, and investigate additional street greening.  |
| 153.36 | n/a | n/a | General | Built Form          | Floor Area Ratio (FAR)   | Submission supports the use of a FAR to manage density, and to deliver new roads and new open spaces, and the use of policy to establish maximum dwelling densities in different precincts, noting concerns over exceeding population projections.  |
| 153.37 | n/a | n/a | General | Built Form          | Floor Area Uplift        | Submission supports the use of FAU to incentivise public benefits to deliver affordable housing, some community infrastructure hubs and additional public open space.   |
| 153.38 | n/a | n/a | General | Permit Applications | Transitional Provisions  | Submits that council supports the exclusion of transitional provisions.   |
| 153.39 | n/a | n/a | General | Infrastructure      | Delivery mechanism       | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.  |
| 153.40 | n/a | n/a | General | Funding and Finance | Funding and Finance Plan | Submits that the relationships between the FAR, future development contributions arrangements and open space contributions need to be made more clear.  |
| 153.4  | n/a | n/a | General | Transport           | Delivery mechanism       | Submits that public transport delivery must be a priority.  |
| 153.41 | n/a | n/a | General | Built Form          | Floor Area Uplift        | Submission recommends clarifying the manner in which the 'uplift' will be applied to community hubs and open space, develop clear principles around the use of FAU to ensure that each of the different public benefits are delivered - not just one type and require all floor area uplift proposed to be to the satisfaction of the Responsible Authority, the Council and the Receiving Agency (if all different). |

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| 153.42 | n/a | n/a | General | Built Form        | Design                      | Submission recommends including 'built form principles' in the Framework which describe the built form and public realm outcomes that must be achieved in Fishermans Bend (for example: varied skyline, building design and quality, character and heritage and relationship of buildings to the street). Submits that these principles would help set the strategic context for the planning controls. |
| 153.43 | n/a | n/a | General | Built Form        | Design                      | Submission recommends including a strategy which promotes design excellence by requiring developments to be assessed by an expert panel.  |
| 153.44 | n/a | n/a | General | Built Form        | Height controls             | Submits that a review of building heights to create lower scale retail centre in Wirraway, Buckhurst Street and Montague South, and ensure high rise areas along Westgate Freeway and Sandridge.  |
| 153.45 | n/a | n/a | General | Transport         | Public transport            | Submission supports public transport upgrades and connections.  |
| 153.46 | n/a | n/a | General | Transport         | Yarra River Crossing        | Submits that there is support for proposed tram bridge, tram stops and tram alignment.  |
| 153.47 | n/a | n/a | General | Transport         | Delivery mechanism          | Submits that key transport infrastructure timeframe be forwarded.   |
| 153.48 | n/a | n/a | General | Sustainability    | Targets                     | Supports transport mode share targets   |
| 153.49 | n/a | n/a | General | Transport         | Cycling                     | Submits that provision for new cyclist connections to the CBD and surrounding suburbs are established.  |
| 153.5  | n/a | n/a | General | Environment       | sustainability hub          | Submits that the Sustainability Hub should be fully delivered.  |
| 153.50 | n/a | n/a | General | Transport         | Road network                | Submission supports location of new streets.  |
| 153.51 | n/a | n/a | General | Transport         | Road network                | Submits that pedestrians, cyclists and commuters movements along major thoroughfares are prioritized over cyclists.   |
| 153.52 | n/a | n/a | General | Transport         | Road network                | Submits that road hierarchies be reconsidered in Sandridge and Wirraway.  |
| 153.53 | n/a | n/a | General | Transport         | Road network                | Submits that an additional street be implemented.   |
| 153.54 | n/a | n/a | General | Transport         | Road network                | Submits that street configuration be reconsidered to address one way streets.   |
| 153.55 | n/a | n/a | General | Transport         | Laneways                    | Submits that north to south laneways be prioritized.  |
| 153.56 | n/a | n/a | General | Transport         | Car Parking                 | Submits that car rates and arrangements need to be included.  |
| 153.57 | n/a | n/a | General | Planning Controls | Mandatory Controls          | Submits that protecting land use buffers and access to the Port of Melbourne is supported.  |
| 153.58 | n/a | n/a | General | Transport         | Freight connection          | Submits that freight link to Webb dock be removed.  |
| 153.59 | n/a | n/a | General | Sustainability    | Green Star Building Ratings | Submits that the proposed minimum Green Star Design & As-Built ratings should be higher than 4 Star.  |
| 153.6  | n/a | n/a | General | Environment       | Flooding                    | Submits that a precinct landscape solution is required to address flooding and water management.  |
| 153.60 | n/a | n/a | General | Sustainability    | Targets                     | Supports sustainability targets   |

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| 153.61 | n/a  | n/a      | General  | Sustainability      | Climate Adept               | Submits that additional minimum building standards for energy use and greenhouse gas emissions are set.  |
| 153.62 | n/a  | n/a      | General  | Sustainability      | Green Star Building Ratings | Submits that planning controls related to sustainable buildings are mandatory rather than encouraged, and that standards are increased.  |
| 153.63 | n/a  | n/a      | General  | Environment         | Flooding                    | Does not support requirement to raise floor levels to avoid flooding   |
| 153.64 | n/a  | n/a      | General  | Planning Controls   | Drafting                    | Submits that there are drafting errors in the proposed planning controls and requires more clarity.  |
| 153.7  | n/a  | n/a      | General  | Sustainability      | Green Star Building Ratings | Submits that the proposed minimum Green Star Design & As-Built ratings should be higher than 4 Star.   |
| 153.8  | n/a  | n/a      | General  | Funding and Finance | Open Space Contribution     | Submits that the public open space contribution should be increased to 10 per cent.  |
| 153.9  | n/a  | n/a      | General  | Affordable Housing  | Delivery mechanism          | Submits that affordable housing needs to be delivered through a combination of 'opt-in' (incentivised) and 'mandated' (inclusionary) planning mechanisms. Submits that 6 per cent social housing and 20 per cent affordable housing overall is required. |
| 154.1  | n/a  | General  | General  | Planning Controls   | Mandatory Controls          | Submits that more clarity is required in regards mandatory and discretionary provisions.   |
| 154.2  | n/a  | General  | General  | Transport           | Freight connection          | Submits that planning controls are complex and requires more flexibility and clarity.  |
| 154.3  | n/a  | General  | General  | Transport           | Freight Connection          | Submits that there should be a tunnel connection between the Webb Dock and the Spotswood.  |
| 155.1  | n/a  | Montague | General  | Transport           | Yarra River Crossing        | Submission opposes tram bridge.  |
| 156.1  | 37-47 Thistlethwaite Street, South Melbourne | Montague | Montague | Planning Controls   | Mandatory Controls          | Submits that height and setback controls should not be mandatory.  |
| 156.2  | 37-47 Thistlethwaite Street, South Melbourne | Montague | Montague | Transport           | Public transport            | Submits that public transport infrastructure has not been appropriately prioritized.   |
| 156.3  | 37-47 Thistlethwaite Street, South Melbourne | Montague | Montague | Panel Process       | Timing                      | Submits that timeframes are restrictive and subsequently unfair.   |

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| 157.1  | 277-281 Ingles Street | n/a     | Sandridge | Built form               | Floor Area Ratio (FAR) | Submits that inclusion of mandatory FAR is unjustified and will not allow sites to be developed to their potential. Submits that there is not a sound strategic justification for proposed FARs and that they are based on underestimated population projections. |
| 157.10 | 277-281 Ingles Street | n/a     | General   | Transport                | Timing                 | Submits that public transport certainty will enable developer confidence.   |
| 157.11 | 277-281 Ingles Street | n/a     | General   | Planning Controls        | Drafting               | Submits that there are drafting errors in the proposed planning controls. Submits that more clarity is required in regards mandatory and discretionary provisions.  |
| 157.2  | 277-281 Ingles Street | n/a     | Sandridge | Built Form               | Density                | Submits that dwelling densities for Sandridge are based on underestimated population projections.   |
| 157.3  | 277-281 Ingles Street | n/a     | Sandridge | Built Form               | Height Controls        | Submits that they support unlimited height controls but do not believe the FAR and overshadowing controls will reduce height on the site.   |
| 157.4  | 277-281 Ingles Street | n/a     | General   | Planning Controls        | Setbacks               | Submits that setbacks should not be mandatory.  |
| 157.5  | 277-281 Ingles Street | n/a     | General   | Transport                | Car Parking            | Submits that the parking overlay be reconsidered.   |
| 157.6  | 277-281 Ingles Street | n/a     | Sandridge | Open Space               | Proposed open space    | Submits that the Public Open Space Strategy does not justify why open space adjacent to 277-281 Sandridge St has been identified.   |
| 157.7  | 277-281 Ingles Street | n/a     | General   | Infrastructure           | Delivery mechanism     | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.  |
| 157.8  | 277-281 Ingles Street | n/a     | General   | Built Form               | Overshadowing          | Submits that open space in areas that prohibited overshadowing significantly restricts development potential.   |
| 157.9  | 277-281 Ingles Street | n/a     | Sandridge | Policy Intent            | Population projection  | Submits that the population and employment projections be justified and further analysed.   |
| 158.1  | n/a                   | General | General   | Built Form               | Height Controls        | Submits that airspace constraints be considered and applicants obtain approval for intrusions to Essendon Fields Airport airspace.  |
| 159.1  | n/a                   | General | General   | Policy Intent            | Vision                 | Submits that the framework considers the affects of urban densification on the adjacent areas of the precinct.  |
| 159.2  | n/a                   | General | General   | Community Infrastructure | Cycle facilities       | Submits that a criterion track to create a place for the entire community to come together around an activity should be considered in Fishermans Bend.  |
| 160.1  | n/a                   | General | General   | Sustainability           | Water management       | Submits that planning controls related to water management are mandatory rather than encouraged.  |
| 160.2  | n/a                   | General | General   | Planning Controls        | Mandatory Controls     | Submits that proposed planning controls should be developed as detailed design guidelines to support the Framework.   |

|        |  |         |         |                   |                        |   |
|--------|--|---------|---------|-------------------|------------------------|---|
| 160.3  | n/a  | General | General | Sustainability    | Water management       | Supports rainwater harvesting and submits that more detailed design requirements are needed to maximise rainwater retention and reuse.  |
| 160.4  | n/a  | General | General | Sustainability    | Water management       | Submits that more guidance is needed on maintenance of water management systems   |
| 160.5  | n/a  | General | General | Sustainability    | Green Star communities | Submits that the proposed minimum Green Star Design & As-Built ratings should be higher than 4 Star.  |
| 160.6  | n/a  | General | General | Built form        | Design                 | Submission recommends more specific requirements are included in the design guidelines that are commensurate with agreed roles.   |
| 160.7  | n/a  | General | General | Planning Controls | Drafting               | Submits that terminology in the planning controls is confusing and requires clarity.  |
| 161.1  | n/a  | Lorimer | General | Transport         | Yarra River Crossing   | Submission opposes tram bridge.   |
| 161.2  | n/a  | Lorimer | General | Transport         | Congestion             | Submits that congestion could be worsened.  |
| 162.1  | 874-886 Lorimer Street and 338 - 356 Ingles Street, Port Melbourne | Lorimer | Lorimer | Panel Process     | Timing                 | Submits that timeframe are restrictive, given the complex nature of the case.   |
| 162.10 | 874-886 Lorimer Street and 338 - 356 Ingles Street, Port Melbourne | Lorimer | Lorimer | Built Form        | Density                | Submits that the proposed development constraints for their site (FAR, open space, building heights and setback controls) will hinder development potential and that a higher FAR could be possible.  |
| 162.11 | 874-886 Lorimer Street and 338 - 356 Ingles Street, Port Melbourne | Lorimer | Lorimer | Built Form        | Floor Area Ratio (FAR) | Submits that proposed minimum commercial FAR of 1.7:1 for their site assumes that every part of Fishermans Bend is suitable for commercial development and that such a requirement has no strategic basis. Submits that the active street and public open space requirements in map 1, clause 37.04, Schedule 4 will have the effect of creating employment and commercial activities at street level and that commercial FAR's are not required to achieve a density of 161 employees per hectare by 2031. |
| 162.12 | 874-886 Lorimer Street and 338 - 356 Ingles Street, Port Melbourne | Lorimer | Lorimer | Built Form        | Height Controls        | Submits that previous 40 storeys was justified and 8-10 storey building heights conflict with population and employment targets.  |
| 162.13 | 874-886 Lorimer Street and 338 - 356 Ingles Street, Port Melbourne | Lorimer | Lorimer | Planning Controls | Setbacks               | submits that the proposed street walls and set backs are nor supported.   |

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|--------|--|---------|---------|--------------------|-----------------------|---|
| 162.14 | 874-886 Lorimer Street and 338 - 356 Ingles Street, Port Melbourne | Lorimer | Lorimer | Transport          | Crossovers            | Submits that prohibition of no cross overs is unreasonable.   |
| 162.2  | 874-886 Lorimer Street and 338 - 356 Ingles Street, Port Melbourne | Lorimer | Lorimer | Built Form         | Height Controls       | Submits that building heights of 8 - 10 storeys on Lorimer Street will be sub-optimal and compounded by proposed open space and overshadowing controls.   |
| 162.3  | 874-886 Lorimer Street and 338 - 356 Ingles Street, Port Melbourne | Lorimer | Lorimer | Economic viability | Development viability | Submits that the purposes for land values are decreasing and suitability for acquired land is increasing is questionable.   |
| 162.4  | 874-886 Lorimer Street and 338 - 356 Ingles Street, Port Melbourne | Lorimer | Lorimer | Transport          | Road network          | Submits that there are incorrect assumptions in background reports.   |
| 162.5  | 874-886 Lorimer Street and 338 - 356 Ingles Street, Port Melbourne | Lorimer | Lorimer | Transport          | Delivery mechanism    | Submits that proposed light rail route intention is unclear.  |
| 162.6  | 874-886 Lorimer Street and 338 - 356 Ingles Street, Port Melbourne | Lorimer | Lorimer | Open Space         | Proposed open space   | Submits that open space located to the south of large buildings adjacent to 874-886 Lorimer St is not consistent with aspirations for good solar access.  |
| 162.7  | 874-886 Lorimer Street and 338 - 356 Ingles Street, Port Melbourne | Lorimer | Lorimer | Built Form         | Overshadowing         | Submits that there should be a focus on planning the location of open spaces that benefit from good solar access.   |
| 162.9  | 874-886 Lorimer Street and 338 - 356 Ingles Street, Port Melbourne | Lorimer | Lorimer | Built form         | Density               | Submits that overshadowing controls, FARs and building height controls are complex restrictions. Submits that it is unclear whether the population targets for Fishermans Bend can be achieved to satisfy the needs of Melbourne as a major city. |
| 163.1  | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne      | Lorimer | Lorimer | Planning Controls  | Existing Use          | Submits that Barro Group intends to continue operating from (Pronto) concrete batching plant in Fisherman's Bend.   |
| 163.2  | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne      | Lorimer | Lorimer | Planning Controls  | Existing Use          | Submits that the proposed planning controls doesn't provide enough clarity how those industries/ warehouses that wish to remain in the Fisherman's Bend should be protected.  |



|       |   |          |          |                          |                              |   |
|-------|---|----------|----------|--------------------------|------------------------------|---|
| 163.3 | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne | Lorimer  | Lorimer  | Planning Controls        | Drafting                     | Submits that there are drafting errors in the proposed planning controls. Submits that more clarity is required in regards mandatory and discretionary provisions.                    |
| 163.4 | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne | Lorimer  | Lorimer  | Open Space               | Proposed open space          | Submits that the proposed location of public open space and the enjoyment of its use will be significantly impacted by the ongoing long term use of the Barro Concrete Batching Plant |
| 163.5 | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne | Lorimer  | Lorimer  | Built Form               | Overshadowing                | Submits that public open space requirements are overly onerous.   |
| 163.6 | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne | Lorimer  | Lorimer  | Community Infrastructure | Investigation Area           | submits that more clarity is required to understand what it means to be located within Lorimer Art and cultural Hub investigation area.   |
| 163.7 | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne | Lorimer  | Lorimer  | Built Form               | Height Controls              | Submits that height controls and FAR in Lorimer Precinct are misaligned and undermine housing targets for precinct.   |
| 163.8 | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne | Lorimer  | Lorimer  | Infrastructure           | Delivery mechanism           | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.  |
| 164.1 | 189-191 Ferrars Street, Southbank                             | Montague | Montague | Economic viability       | Development viability        | Submits that the proposed controls text the proposed requirements for car parking.  |
| 164.2 | 189-191 Ferrars Street, Southbank                             | Montague | Montague | Planning Controls        | Environmental Audit Overlays | Submits that Environmental Audit Overlays requires more clarity to provide certainty.   |
| 164.3 | 189-191 Ferrars Street, Southbank                             | Montague | Montague | Affordable Housing       | Delivery mechanism           | Submits that further information is required on design standards for affordable housing and the handover process.   |
| 165.1 | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne | Lorimer  | Lorimer  | Planning Controls        | Existing Use                 | Submits that Barro Group intends to continue operating from (Pronto) concrete batching plant in Fisherman's Bend.   |

|       |   |          |         |                          |                     |   |
|-------|---|----------|---------|--------------------------|---------------------|---|
| 165.2 | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne | Lorimer  | Lorimer | Planning Controls        | Existing Use        | Submits that the proposed planning controls doesn't provide enough clarity how those industries/ warehouses that wish to remain in the Fisherman's Bend should be protected.          |
| 165.3 | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne | Lorimer  | Lorimer | Planning Controls        | Drafting            | Submits that there are drafting errors in the proposed planning controls. Submits that more clarity is required in regards mandatory and discretionary provisions.                    |
| 165.4 | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne | Lorimer  | Lorimer | Open Space               | Proposed open space | Submits that the proposed location of public open space and the enjoyment of its use will be significantly impacted by the ongoing long term use of the Barro Concrete Batching Plant |
| 165.5 | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne | Lorimer  | Lorimer | Built Form               | Overshadowing       | Submits that public open space requirements are overly onerous.   |
| 165.6 | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne | Lorimer  | Lorimer | Community Infrastructure | Investigation Area  | submits that more clarity is required to understand what it means to be located within Lorimer Art and cultural Hub investigation area.   |
| 165.7 | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne | Lorimer  | Lorimer | Built Form               | Height Controls     | Submits that height controls and FAR in Lorimer Precinct are misaligned and undermine housing targets for precinct.   |
| 165.8 | 310-324 Ingles Street and 225 Boundary Street, Port Melbourne | Lorimer  | Lorimer | Infrastructure           | Delivery mechanism  | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.  |
| 166.1 | n/a   | General  | General | Transport                | Freight Connection  | Submits that a freight bridge is required to link the precinct with the Docklands.  |
| 167.1 | S2/19 Salmon Street, Port Melbourne                           | Wirraway | General | Built form               | Density             | Submits that FARs are based on underestimated population projections and should be re-examined.   |

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| 167.2  | S2/19 Salmon Street, Port Melbourne                                | Wirraway | General  | Built form        | Floor Area Uplift      | Submission notes the Panel Report associated with Amendment C270 to Melbourne Planning Scheme found failings with FAU concept: "...failed to clearly apply the principles of equality, consistency, accountability and transparency to the securing of benefits; and its implementation, including the Guidelines, is vague and may be open to misinterpretation." "The strategic justification for the scope of public benefits is absent" and "There are too many opportunities for inconsistent outcomes in the 'negotiation' of agreements for public benefits." Submits that FAU scheme proposed for FB is "problematic for similar reasons." |
| 167.3  | S2/19 Salmon Street, Port Melbourne                                | Wirraway | Wirraway | Open Space        | Proposed open space    | Submits that the role and purpose of Salmon St open space is unjustified, and that clause 4.0 of CCZ Schedule 1 requirements are an unlawful acquisition of land.  |
| 167.4  | S2/19 Salmon Street, Port Melbourne                                | Wirraway | Wirraway | Built form        | Overshadowing          | Submits that there is a need to compromise a more innovative urban development restricting the overshadowing of a street would further encouraged.   |
| 167.5  | S2/19 Salmon Street, Port Melbourne                                | Wirraway | General  | Planning Controls | Drafting               | Submits that proposed planning controls are too complex.   |
| 167.8  | 874-886 Lorimer Street and 338 - 356 Ingles Street, Port Melbourne | Lorimer  | Lorimer  | Infrastructure    | Delivery mechanism     | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.   |
| 168.1  | n/a  | General  | General  | Built Form        | Density                | Submits that densities proposed for Fishermans Bend using FAR and height controls are too high, especially for Lorimer and Montague.   |
| 168.10 | n/a  | General  | General  | Built Form        | Floor Area Uplift      | Submission questions what the private rights left on the title are after a FAU deal has been struck, for instance to the public benefit of an public open space on private land.   |
| 168.2  | n/a  | General  | General  | Built Form        | Floor Area Ratio (FAR) | Submits that the assumption that 75% of the land will be developed by 2050 will cause poor outcomes, including that the densities created in the next three decades will exceed the real demand by 25%, and that the total population in Fishermans Bend once 100% developed will be 100,000 residents. Submits that FAR should be monitored and corrected in a regular timeframe of about 5 years using planning approvals measured against of 37,400 dwellings by 2050.  |
| 168.3  | n/a  | General  | General  | Built Form        | Floor Area Uplift      | Submits that the total of the increased floor area/building density has not been disclosed nor assumptions made.   |

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| 168.4 | n/a                             | General   | General   | Built Form               | Diversity                   | Submits that FARs will result in predominantly mid- to high-rise apartment buildings, resulting in little housing diversity in Lorimer and Montague.  |
| 168.5 | n/a                             | General   | General   | Transport                | Active Transport            | Submits that all transport proposals are highly supported.  |
| 168.6 | n/a                             | General   | General   | Community Infrastructure | Education and Community Hub | Submits that the provision of four primary schools and one secondary school is not sufficient for the targeted population in Fishermans Bend.   |
| 168.7 | n/a                             | General   | General   | Community Infrastructure | Hub model                   | Submits that co-location of services within integrated hubs are supported.  |
| 168.8 | n/a                             | General   | General   | Affordable Housing       | Delivery mechanism          | Submits that there should be more certainty that affordable housing will be delivered through floor area uplift.  |
| 168.9 | n/a                             | General   | General   | Planning Controls        | Setbacks                    | Submits that setback requirements are not supporting energy efficient design.   |
| 169.1 | 11 Munro Street, Port Melbourne | Sandridge | Sandridge | Built form               | Height Controls             | Submits that they object to 4 storey heights and does not consider individual context of their site and argue for discretionary building heights.   |
| 169.2 | 11 Munro Street, Port Melbourne | Sandridge | Sandridge | Built form               | Density                     | Submission objects to inclusion of mandatory FARs and maximum dwelling densities. Submits that calculations are based on underestimated population projections. Submits that proposed FARs will result in underdevelopment of their site and that stringent planning controls will discourage affordable housing provision. |
| 169.3 | 11 Munro Street, Port Melbourne | Sandridge | Sandridge | Open Space               | Proposed open space         | Submits that there is insufficient justification for public space located adjacent to 11 Munro St.  |
| 169.4 | 11 Munro Street, Port Melbourne | Sandridge | Sandridge | Built Form               | Overshadowing               | Submits that overshadowing controls be discretionary as opposed to mandatory.   |
| 170.1 | n/a                             | General   | General   | Employment Precinct      | Port of Melbourne           | Submits that CCAA strongly support objectives to expand and enhance long term economic viability o Melbourne and its access to international markets.   |
| 170.2 | n/a                             | General   | General   | Transport                | Cycling                     | Submits that there are concerns for cyclist safety.   |
| 170.3 | n/a                             | General   | General   | Planning Controls        | Resident Amenity            | Submits that the dust and noise buffer should be considered for the new developments close to existing industrial uses, including the Pronto concrete batch plant in Rogers St and the Hanson concrete batch plant in Boundary St.  |
| 171.1 | n/a                             | Sandridge | General   | Heritage                 | Protection recommended      | Submits that there is concerns on development close to existing heritage and non-heritage properties on Williamstown Rd.  |
| 171.2 | n/a                             | Sandridge | General   | Policy Intent            | Population projection       | Submits that population projections are inadequate.   |
| 171.3 | n/a                             | Sandridge | General   | Infrastructure           | Timing                      | Submits that infrastructure should be delivered in advance of new homes.  |

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| 171.4  | n/a                              | Sandridge | Sandridge | Waste Management    | Transfer Station       | Submits questions if the existing transfer station will remain.  |
| 172.1  | 50 Salmon Street, Port Melbourne | Wirraway  | General   | Built Form          | Height Controls        | Submits that building heights are too low for the site.  |
| 172.2  | 50 Salmon Street, Port Melbourne | Wirraway  | General   | Built Form          | Floor Area Ratio (FAR) | Submits that suitability and accuracy of proposed FARs should be re-examined, and that overlapping planning controls, including building height requirements and FARs are confusing and will create legal uncertainty.   |
| 172.3  | 50 Salmon Street, Port Melbourne | Wirraway  | General   | Built Form          | Floor Area Uplift      | Submission notes the Panel Report associated with Amendment C270 to the Melbourne Planning Scheme observed that the floor area uplift scheme failed to clearly apply the principles of equality, consistency, accountability and transparency; strategic justification for the scope of public benefits (was) absent, and there were too many opportunities for inconsistent outcomes in the 'negotiation' of agreements. Submits the FAU scheme proposed is problematic for similar reasons and should not be included. |
| 172.4  | 50 Salmon Street, Port Melbourne | Wirraway  | General   | Open space          | Proposed open space    | Submits that clause 4.0 of CCZ Schedule 1 requirements are an unlawful acquisition of land.  |
| 172.5  | 50 Salmon Street, Port Melbourne | Wirraway  | Wirraway  | Built Form          | Overshadowing          | Submits that open space in areas that prohibited overshadowing significantly restricts development potential.  |
| 172.6  | 50 Salmon Street, Port Melbourne | Wirraway  | General   | Planning Controls   | Drafting               | Submits that proposed planning controls are too complex.   |
| 173.1  | 123 Montague Street              | Montague  | General   | Policy Intent       | Population projection  | Submits that the population and employment projections be justified and further analysed.  |
| 173.10 | 123 Montague Street              | Montague  | Montague  | Built Form          | Floor Area Uplift      | Submits that there is no mechanism to utilise the designated land area (1,539) of the future open space M11 to secure a FAU benefit.   |
| 173.2  | 123 Montague Street              | Montague  | General   | Transport           | Timing                 | Submits that there is no certainty to deliver light rail connections.  |
| 173.3  | 123 Montague Street              | Montague  | General   | Planning Controls   | Mandatory Controls     | Submits that the proposed planning controls and Design and Development Overlay should be incentivised for developers rather than mandatory.  |
| 173.4  | 123 Montague Street              | Montague  | General   | Built Form          | Floor Area Ratio (FAR) | Submits that the proposed FAR is low, meaning that developments will need to use FAU mechanism in order to make effective use of sites.  |
| 173.5  | 123 Montague Street              | Montague  | General   | Built Form          | Floor Area Uplift      | Submits that the ability to achieve FAU is limited to very specific terms and does not clearly establish a nexus or need method with limited transparency to the securing of the benefit and its implementation.   |
| 173.6  | 123 Montague Street              | Montague  | General   | Employment Precinct | Economic viability     | Submits that the additional targeted commercial land use be realistically achieved.  |

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| 173.7  | 123 Montague Street                     | Montague  | General  | Transport                     | Car Parking            | Submits that the parking overlay be reconsidered.   |
| 173.8  | 123 Montague Street                     | Montague  | General  | Infrastructure                | Delivery mechanism     | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.  |
| 173.9  | 123 Montague Street                     | Montague  | Montague | Open Space                    | Proposed open space    | Submits that the location of the M11 neighbourhood future open space, and its alignment with the 2014 Strategic Framework Plan, is not clear.   |
| 174.1  | n/a                                     | Lorimer   | General  | Transport                     | Yarra River Crossing   | Submits that a tunnel should be considered as alternative route.  |
| 174.2  | n/a                                     | Lorimer   | Lorimer  | Transport                     | Yarra River Crossing   | Submission opposes tram bridge.   |
| 175.1  | 90 - 96 Johnson Street, South Melbourne | Sandridge | General  | Policy Intent                 | Population projection  | Submits that the population and employment projections be justified and further analysed.   |
| 175.2  | 90 - 96 Johnson Street, South Melbourne | Sandridge | General  | Built Form                    | Floor Area Ratio (FAR) | Submits that proposed FAR will impact the development potential of their site, limiting the development's financial viability. Submits that 'public benefit' is not clearly defined and that it is unclear how it would be determined whether a proposed use is 'public benefit'. |
| 175.3  | 90 - 96 Johnson Street, South Melbourne | Sandridge | General  | Planning Controls             | Setbacks               | Submits that the setbacks and street walls in Design and Development Overlays are confusing and require clarifications.   |
| 175.4  | 90 - 96 Johnson Street, South Melbourne | Sandridge | General  | Transport                     | Car Parking            | Submits that the parking overlay be reconsidered.   |
| 175.5  | 90 - 96 Johnson Street, South Melbourne | Sandridge | General  | Affordable Housing            | Definition             | Submits that more clarity on definition of affordable housing is needed.  |
| 175.6  | 90 - 96 Johnson Street, South Melbourne | Sandridge | General  | Panel Process                 | Timing                 | Submits that there is concern those affected were not formally notified, Submits that timeframes are restrictive.   |
| 176.1  | n/a                                     | n/a       | General  | Policy Intent                 | Vision                 | Submits that the framework is a comprehensive document.   |
| 176.10 | n/a                                     | n/a       | General  | Built Form                    | Design                 | Submission praises inclusion of the role of architecture in draft Framework.  |
| 176.11 | n/a                                     | n/a       | General  | Communications and Engagement | Continuing engagement  | Submits that the state government actively consults with the institute in the ongoing development of Fishermans Bend to ensure the vision is upheld.  |
| 176.12 | n/a                                     | n/a       | General  | Built Form                    | Design                 | Submission advocates for the inclusion of design reviews and competitions, emerging architects, the VSA, innovative building materials and construction techniques, alternative procurement models, evidence-based metrics, and benchmarking to enhance architectural excellence. |
| 176.2  | n/a                                     | n/a       | General  | Policy Intent                 | Vision                 | Submits that the framework is generally supported.  |

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| 176.3 | n/a                                   | n/a       | General   | Transport           | Delivery mechanism      | Submits that new tram spine connection will trigger investment.  |
| 176.4 | n/a                                   | n/a       | General   | Affordable Housing  | Provision               | Submits that more than 6% social housing should be considered for social housing in Fishermans Bend.   |
| 176.5 | n/a                                   | n/a       | General   | Affordable Housing  | Delivery mechanism      | Submits that the establishment of a Fisherman's Bend Affordable Housing Trust is supported.  |
| 176.6 | n/a                                   | n/a       | General   | Open Space          | Connectivity            | Supports the public and open space network.  |
| 176.7 | n/a                                   | n/a       | General   | Environment         | Flooding                | Submits that a precinct landscape solution is required to address flooding and water management.   |
| 176.8 | n/a                                   | n/a       | General   | Planning Controls   | Precinct Plans          | Submits that a master plan should be developed to address issues such as flooding, contaminated soil conditions, interconnectivity through public and active transport and landscape strategies. |
| 176.9 | n/a                                   | n/a       | General   | Governance          | Governance model        | Submits that there is a need to develop a governance model.  |
| 177.1 | n/a                                   | General   | General   | Transport           | Car Parking             | Submits that multi level car parking should be adjacent to sports hubs.  |
| 177.2 | n/a                                   | General   | General   | Transport           | Water Transport         | Submits that ferry implementation could reduce congestion.   |
| 177.3 | n/a                                   | General   | General   | Waste Management    | Waste management        | Submits that there are enough waste disposals and that they are maintained appropriately.  |
| 177.4 | n/a                                   | General   | General   | Transport           | Proposed Tram alignment | Submits that each precinct should have its own streetscape style.  |
| 177.5 | n/a                                   | General   | General   | Sustainability      | Climate Adept           | Submits that incentives are developed to encourage rooftop agriculture.  |
| 178.1 | 23-31 Fennell Street                  | Sandridge | Sandridge | Transport           | Public transport        | Submits that there could be potential conflict between land uses and proposed construction.  |
| 179.1 | 187-201 Williamstown Road             | n/a       | General   | Permit Applications | Transitional Provisions | Submits that submissions made are based on existing provisions and should not be changed to meet future planning provisions.   |
| 180.1 | 577 Plummer Street, 299 Bridge Street | n/a       | Wirraway  | Built Form          | Height Controls         | Submits that the Bridge Street site should have greater building heights and would benefit from 24 storey limit.   |
| 180.2 | 577 Plummer Street, 299 Bridge Street | n/a       | Wirraway  | Built Form          | Floor Area Ratio (FAR)  | Submits that mandatory Floor Area Ratios (FAR) and dwelling density controls detrimentally hinder development potential throughout Fishermans Bend.  |
| 180.3 | 577 Plummer Street, 299 Bridge Street | n/a       | Wirraway  | Infrastructure      | Delivery mechanism      | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.   |
| 180.4 | 577 Plummer Street, 299 Bridge Street | n/a       | Wirraway  | Open Space          | Provision               | Submits that the 200m walking distance to open space exceeds what is recommended and necessary.  |

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| 180.5  | 577 Plummer Street, 299 Bridge Street | n/a | Wirraway  | Open Space        | Delivery mechanism     | Submits that a clear process for land acquisition for future open space should be included.   |
| 180.6  | 577 Plummer Street, 299 Bridge Street | n/a | Wirraway  | Transport         | Road Network           | Submits that proposed road lacks justification.   |
| 180.7  | 577 Plummer Street, 299 Bridge Street | n/a | Wirraway  | Transport         | Road Network           | Submits that there is concern for various transport overlays.   |
| 181.1  | 128 Salmon Street                     | n/a | Wirraway  | Transport         | Road Network           | Submits that proposed road be removed.  |
| 181.2  | 128 Salmon Street                     | n/a | General   | Built Form        | Existing Use           | Submitter is concerned about the impact of proposed roads and open spaces on their long term business interests on the site.  |
| 182.1  | 118 Bertie Street                     | n/a | General   | Policy Intent     | Vision                 | Submission congratulates the department on the document for its sustainability initiatives and as a key part of Melbourne's growth.   |
| 182.10 | 118 Bertie Street                     | n/a | Sandridge | Built Form        | Floor Area Ratio (FAR) | Submits that, given the controls around maximum building heights, maximum FARs and minimum FARs for non-residential uses, a maximum dwelling density of 311 dwellings per hectare is illogical, restricts flexibility and is likely to be captured by the other restrictive controls impacting the site.  |
| 182.11 | 118 Bertie Street                     | n/a | Sandridge | Built Form        | Overshadowing          | Submission opposes provision of new parks within proximity to site with mandatory overshadowing controls.   |
| 182.12 | 118 Bertie Street                     | n/a | Sandridge | Built Form        | Height Controls        | Submits that 12 storey height limit to their site is a double up of mandatory controls restricting overshadowing and has no strategic justification.  |
| 182.2  | 118 Bertie Street                     | n/a | General   | Planning Controls | Drafting               | Submits that there are drafting errors in the proposed planning controls.   |
| 182.3  | 118 Bertie Street                     | n/a | General   | Policy Intent     | Population projection  | Submits that the population and employment projections be justified and further analysed.   |
| 182.4  | 118 Bertie Street                     | n/a | General   | Built form        | Floor Area Ratio (FAR) | Submission questions whether the prescribed minimum FAR not used for a dwelling (e.g. employment floor area) is appropriate within the context of Fishermans Bend. Submits that existing public transport infrastructure cannot accommodate the thousands of square metres of commercial space that will be generated within this control. Submits that the minimum floor area ratios are too high and comparable to commercial floor area found within the CBD. Submits that the level of employment floor area will be difficult to make commercially viable given the relatively inaccessible location and trend of difficulties leasing CBD commercial floor space. |



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|--------|-------------------|---------|---------|---------------------|--------------------------|--|
| 182.5  | 118 Bertie Street | n/a     | General | Infrastructure      | Delivery mechanism       | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.   |
| 182.6  | 118 Bertie Street | n/a     | General | Open Space          | Provision                | Queries whether open space targets are appropriately calculated  |
| 182.7  | 118 Bertie Street | n/a     | General | Built Form          | Height Controls          | Submits that mandatory maximum height limits with low FARs is inappropriate mechanism to control heights and density.  |
| 182.8  | 118 Bertie Street | n/a     | General | Transport           | Timing                   | Submits that commitment to public transport infrastructure should be prioritized.  |
| 182.9  | 118 Bertie Street | n/a     | General | Permit Applications | Transitional Provisions  | Submits that there is no acknowledgment of resources expended by DELWP in consideration of the draft planning controls.  |
| 183.1  | n/a               | n/a     | General | Infrastructure      | Timing                   | Submits that a detailed timetable for infrastructure delivery is required.   |
| 183.2  | n/a               | n/a     | General | Governance          | Governance model         | Submits that an independent authority could be developed to be accountable to the development of Fisherman's Bend.   |
| 183.3  | n/a               | n/a     | General | Funding and Finance | Funding and Finance Plan | Submits that the government develops a financial plan.   |
| 184.1  | 212 Turner Street | Lorimer | General | Policy Intent       | Vision                   | Submits that the vision for the precinct is sound.   |
| 184.10 | 212 Turner Street | Lorimer | Lorimer | Planning Controls   | Drafting                 | Submits that there are drafting errors in the proposed planning controls.  |
| 184.11 | 212 Turner Street | Lorimer | Lorimer | Transport           | Road Network             | Submits that proposed street lacks justification.  |
| 184.12 | 212 Turner Street | Lorimer | Lorimer | Open space          | Proposed open space      | Submits that open space requirements for 212 Turner St inhibit opportunities for further community uplift, and open space should be calculated as part of FAU.   |
| 184.2  | 212 Turner Street | Lorimer | Lorimer | Policy Intent       | Population projection    | Submits that the population and employment projections be justified and further analysed.  |
| 184.3  | 212 Turner Street | Lorimer | Lorimer | Built Form          | Density                  | Submits that FARs are too restrictive and that population estimates will impact the development potential of their site and Lorimer in general.  |
| 184.4  | 212 Turner Street | Lorimer | Lorimer | Built Form          | Floor Area Uplift        | Submits that the uplift provisions lack clear performance measures, providing no certainty in terms of uplift measures for those considering redevelopment of their land, and that the mechanism for the amount of uplift is not enough to provide a genuine incentive amongst developers and land owners. |
| 184.5  | 212 Turner Street | Lorimer | Lorimer | Built Form          | Design                   | Submits that planning controls for an urban renewal area of this scale should be performance based to promote innovation and architectural excellence.   |
| 184.6  | 212 Turner Street | Lorimer | Lorimer | Transport           | Delivery mechanism       | Submits that public transport delivery must be a priority.   |
| 184.7  | 212 Turner Street | Lorimer | Lorimer | Infrastructure      | Delivery mechanism       | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.   |

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| 184.8  | 212 Turner Street     | Lorimer  | Lorimer  | Planning Controls   | Mandatory Controls             | Submits that the proposed commercial floor space is unrealistically large and overestimates the space required for 80,000 jobs.   |
| 184.9  | 212 Turner Street     | Lorimer  | Lorimer  | Planning Controls   | Precinct Plans                 | Submits that more certainty is required in regards the timing of Precinct Plans and further changes in planning controls.   |
| 185.1  | 253-273 Normanby Road | Montague | Montague | Built Form          | Height Controls                | Submits that they do not support the 20 storey discretionary height limit to their site.  |
| 185.10 | 253-273 Normanby Road | Montague | Montague | Transport           | Car Parking                    | Submits that the parking overlay be reconsidered.   |
| 185.11 | 253-273 Normanby Road | Montague | Montague | Transport           | Car Parking                    | Submits that the parking overlay be reconsidered.   |
| 185.12 | 253-273 Normanby Road | Montague | Montague | Planning Controls   | Design and Development Overlay | Submits that the introduction of Design and Development Overlay is not supported.   |
| 185.13 | 253-273 Normanby Road | Montague | Montague | Permit Applications | Transitional Provisions        | Submits that transitional provisions be included in the planning scheme.  |
| 185.2  | 253-273 Normanby Road | Montague | Montague | Built Form          | Density                        | Submits that mandatory FAR and building heights do not appropriately take into account the context of the land.   |
| 185.3  | 253-273 Normanby Road | Montague | Montague | Built Form          | Floor Area Uplift              | Submits that the current public benefit and floor area uplift provisions are lacking in detail.   |
| 185.4  | 253-273 Normanby Road | Montague | Montague | Planning Controls   | Setbacks                       | Submits that setbacks should not be mandatory.  |
| 185.5  | 253-273 Normanby Road | Montague | Montague | Built Form          | Diversity                      | Submission supports the aspiration of housing diversity but believes the 25 per cent 3 bedroom provision for proposals above 300 dwellings is onerous and fails to have regard to market demand for dwellings of that size. |
| 185.6  | 253-273 Normanby Road | Montague | Montague | Planning Controls   | Mandatory Controls             | Submits that proposed requirements for non-residential floor area fails to have regard in compare with other mechanisms contribute to employment generation.  |
| 185.7  | 253-273 Normanby Road | Montague | Montague | Built Form          | Overshadowing                  | Submits that overshadowing controls are restrictive.  |
| 185.8  | 253-273 Normanby Road | Montague | Montague | Transport           | Crossovers                     | Submits that prohibition of no cross overs is unreasonable.   |
| 185.9  | 253-273 Normanby Road | Montague | Montague | Affordable Housing  | Provision                      | Submits that there should be more certainty that affordable housing will be delivered through floor area uplift.  |
| 186.1  | 199-201 Normanby Road | Montague | General  | Policy Intent       | Delivery                       | Submissions commends the document for finalising planning controls.   |

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| 186.2  | 199-201 Normanby Road | Montague | General | Permit Applications | Transitional Provisions        | Submits that lack of transitional provisions in the amendment.   |
| 186.3  | 199-201 Normanby Road | Montague | General | Transport           | Car Parking                    | Submits that the parking overlay be reconsidered.  |
| 186.4  | 199-201 Normanby Road | Montague | General | Built Form          | Density                        | Submits that the mandatory built form requirements in combination with the Floor Area Ratios are overly prescriptive and are set too low to enable efficient use of sites.   |
| 187.1  | 85-93 Lorimer Street  | Lorimer  | General | Permit Applications | Transitional Provisions        | Submits that there is concern around the existing permit conditions.   |
| 188.1  | n/a                   | n/a      | General | Policy Intent       | Vision                         | Submissions commends the framework.  |
| 188.10 | n/a                   | n/a      | General | Transport           | Active Transport               | Submits that walking targets should be more ambitious.   |
| 188.11 | n/a                   | n/a      | General | Transport           | Car Parking                    | Submits that the parking overlay be reconsidered.  |
| 188.12 | n/a                   | n/a      | General | Transport           | Freight Connection             | Submits that there are concerns on the increased number of heavy vehicle movements on Lorimer Street.  |
| 188.13 | n/a                   | n/a      | General | Transport           | Freight Connection             | Submits that Webb Dock to Appleton Dock will have negative impacts on the development of the precincts.  |
| 188.14 | n/a                   | n/a      | General | Transport           | Yarra River Crossing           | Submits that bridge design and detail must be prioritized.   |
| 188.15 | n/a                   | n/a      | General | Funding and Finance | Development Contributions Plan | Submits that Fishermans Bend Development Contributions Plan should be developed to provide more certainty upfront and be consistent with the planning for all other future precincts across Melbourne.   |
| 188.16 | n/a                   | n/a      | General | Built Form          | Floor Area Uplift              | Submits that here are issues regarding the FAU delivery mechanism outlined in 'How to Calculate Floor Area Uplifts and Public Benefits in Fishermans Bend' in terms of process and certainty of the scale of benefit being delivered for open space and social infrastructure. Submits that these mechanisms require the public benefit assets to be delivered at the equivalent value to the additional dwellings, with the value being subject to approval by the Victorian Government Land Monitor. Submits that the timing of this valuation and approval process is likely to impact upon planning assessment processes, and limits certainty regarding the required quantum of space to be incorporated into any development proposal at the outset. |
| 188.17 | n/a                   | n/a      | General | Built Form          | Floor Area Uplift              | Submits that the FAU requirements within Section 4 of Schedule 4 to Clause 37.04 Capital City Zone conflicts with the intent of the FAU controls.  |
| 188.18 | n/a                   | n/a      | General | Built Form          | Density                        | Submission supports use of FARs.   |
| 188.19 | n/a                   | n/a      | General | Planning Controls   | Mandatory Controls             | Submits that the proposed ratio of commercial floor space should be mandatory rather than encouraged.  |

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|--------|-----|-----|------------|--------------------------|--------------------------|---|
| 188.2  | n/a | n/a | General    | Community Infrastructure | Delivery mechanism       | Submits that the essential infrastructure required for the baseline population should be provided within the Floor Area Ratio instead of Floor Area Uplift.   |
| 188.20 | n/a | n/a | General    | Built Form               | Density                  | Submission recommends that relationship between total FAR and commercial FAR requirements should be made explicit to provide certainty and clarity.   |
| 188.21 | n/a | n/a | Lorimer    | Community Infrastructure | Hub model                | Submits that co-location of services within integrated hubs are supported. Submits that there should be certainty the hubs are not delivered as a number of small spaces spread across a number of different buildings.     |
| 188.22 | n/a | n/a | Lorimer    | Policy Intent            | Population projection    | Submits that the population and employment projections be justified and further analysed.   |
| 188.23 | n/a | n/a | General    | Affordable Housing       | Provision                | Submits that the 6 per cent baseline for affordable housing should be provided as part of the Floor Area Ratio.   |
| 188.24 | n/a | n/a | General    | Open Space               | Delivery mechanism       | Submits that it is unclear what proportion of open space is intended to be delivered through the FAR controls or through direct purchase of sites, and that the it is unclear how this land is intended to be purchased.    |
| 188.25 | n/a | n/a | General    | Funding and Finance      | Open Space Contribution  | Submits that eight per cent public open space contribution for Lorimer and five per cent for the Employment Precinct is not sufficient.   |
| 188.26 | n/a | n/a | General    | Open Space               | Provision                | Supports open space in the Employment Precinct.   |
| 188.27 | n/a | n/a | General    | Planning Controls        | Drafting                 | Submits that there are drafting errors in the building setback and separation requirements proposed in the Design and Development Overlay.  |
| 188.28 | n/a | n/a | General    | Built Form               | Design                   | Submits that there is limited focus on the quality of the design outcomes across Fishermans Bend and supports the establishment of an independent design review panel to ensure design quality is delivered and maintained. |
| 188.29 | n/a | n/a | Employment | Policy Intent            | Vision                   | Submissions supports the employment precinct as an innovation hub.  |
| 188.30 | n/a | n/a | General    | Governance               | Governance model         | Submits that an independent authority could be developed to be accountable to the development of Fisherman's Bend.  |
| 188.3  | n/a | n/a | General    | Environment              | Flooding                 | Submits that flooding and drainage issues have not been resolved and are a critical risk.   |
| 188.31 | n/a | n/a | General    | Permit Applications      | Responsible Authority    | Submits that CoM be the RA for development applications below 40 000sqm.  |
| 188.32 | n/a | n/a | General    | Funding and Finance      | Funding and Finance Plan | Submits that there is lack of a financial plan for the project.   |

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|--------|-----|---------|---------|-------------------------------|--------------------------------|---|
| 188.33 | n/a | n/a     | General | Funding and Finance           | Development Contributions Plan | Submits that Fishermans Bend Development Contributions Plan should be developed to provide more certainty upfront and be consistent with the planning for all other future precincts across Melbourne.  |
| 188.34 | n/a | n/a     | General | Built Form                    | Floor Area Uplift              | Submits that council will work with DELWP to pursue any legislation changes that may be required to facilitate the pooling of funds received from the FAU and any other infrastructure funding mechanisms to enable delivery.   |
| 188.4  | n/a | n/a     | General | Planning Controls             | Drafting                       | Submits that proposed planning controls are too complex.  |
| 188.5  | n/a | n/a     | General | Sustainability                | Green Star Communities         | Supports focus on sustainability and use of Green Star Communities.   |
| 188.6  | n/a | n/a     | General | Sustainability                | Green Star Building Ratings    | Submits that the proposed minimum Green Star Design & As-Built ratings should be higher than 4 Star.  |
| 188.7  | n/a | n/a     | General | Open Space                    | Biodiversity                   | Supports the 50% canopy cover but notes that potential conflicts with biodiversity and water management need resolution.  |
| 188.8  | n/a | n/a     | General | Sustainability                | Waste Management               | Submits that greater focus on commercial waste services is needed in order to achieve organic waste diversion targets.  |
| 188.9  | n/a | n/a     | General | Transport                     | Delivery mechanism             | Submits that public transport delivery must be a priority.  |
| 189.1  | n/a | n/a     | General | Environment                   | Utilities                      | Submits that the Framework should be reviewed for safety around high pressure gas pipelines   |
| 189.2  | n/a | n/a     | General | Environment                   | Utilities                      | Submits that the high pressure gas pipelines are not properly identified and responded to.  |
| 189.3  | n/a | n/a     | General | Environment                   | Utilities                      | Submits that the Framework should be specific on permitted land uses should be considered adjacent to high pressure gas pipelines   |
| 190.1  | n/a | General | General | Built Form                    | Density                        | Submits that the draft Framework's priority outcome 4.1 be further developed to identify the trigger points for reviewing density controls, and that detailed contingency actions be embedded in the Framework and the governance mechanism in the event that density controls prove ineffective. |
| 190.2  | n/a | General | General | Communications and Engagement | Continuing engagement          | Submits that there should be public forums to discuss problems and issues associated with the vision.   |
| 190.3  | n/a | General | General | Infrastructure                | Delivery mechanism             | Submits that a detailed timetable for infrastructure delivery is required.  |
| 190.4  | n/a | General | General | Governance                    | Governance model               | Submits that changes to planning controls be paused until a governance mechanism that can oversee the delivery is established.  |
| 190.5  | n/a | General | General | Communications and Engagement | Continuing engagement          | Submits that responsible authorities develop informative packs to educate the community.  |

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| 191.1 | n/a                                   | Wirraway   | General    | Built Form          | Density                             | Submission supports the need to develop and hopes that the community's interests will be served over those of developers.  |
| 191.2 | n/a                                   | Wirraway   | General    | Transport           | Timing                              | Submits that tram route delivery be a priority.  |
| 191.3 | n/a                                   | Wirraway   | Wirraway   | Transport           | Connectivity                        | Submits that consideration be given to surrounding suburbs.  |
| 192.1 | n/a                                   | General    | Lorimer    | Built Form          | Height Controls                     | Submits that proponents of tall buildings in the Fishermans Bend precincts inform Melbourne and Essendon airports of planned heights and crane use under the Airports (Protection of Airspace) Regulations 1996. |
| 193.1 | n/a                                   | Lorimer    | Lorimer    | Transport           | Proposed Tram alignment             | Submission does not support the tram bridge across the river.  |
| 194.1 | n/a                                   | General    | General    | Funding and Finance | Funding and Finance Plan            | Submits that there is a lack of a financial plan for the project.  |
| 194.2 | n/a                                   | General    | General    | Transport           | Road Network                        | Submits that there are concerns about existing traffic congestion.   |
| 195.1 | n/a                                   | General    | Sandridge  | Open Space          | Existing open spaces and facilities | Submits that a masterplan should be developed for North Port Oval and the stadium should be upgraded.  |
| 195.2 | n/a                                   | general    | Sandridge  | Transport           | Road Network                        | Submits that eastern boundary of North Port Oval extended.   |
| 195.3 | n/a                                   | General    | Sandridge  | Open Space          | Design                              | Submits that lighting and security updates to North Port Oval would facilitate further use.  |
| 195.4 | n/a                                   | General    | Sandridge  | Built Form          | Overshadowing                       | Submits that there is zero overshadowing on North Port Oval throughout the entire year.  |
| 195.5 | n/a                                   | General    | Sandridge  | Built Form          | Heritage                            | Submits that club history be considered when naming laneways and open spaces and that street architecture considers community history.   |
| 196.1 | 351-387 Ingles Street. Port Melbourne | Lorimer    | General    | Policy Intent       | Vision                              | Submits that certain aspects of the framework.   |
| 196.2 | 351-387 Ingles Street. Port Melbourne | Lorimer    | General    | Built Form          | Overshadowing                       | Submits that overshadowing controls are restrictive.<br>Submits that overshadowing controls should be discretionary as opposed to mandatory.   |
| 196.3 | 351-387 Ingles Street. Port Melbourne | Lorimer    | General    | Built Form          | Floor Area Ratio (FAR)              | Submits that FARs are too low, particularly on their site as it is centrally located on a proposed tram line.  |
| 196.4 | 351-387 Ingles Street. Port Melbourne | Lorimer    | General    | Planning Controls   | Setbacks                            | Submits that setbacks should not be mandatory.   |
| 197.1 | n/a                                   | Employment | Employment | Employment Precinct | Policy intent                       | Submits that the development of innovation precinct with a particular focus on health care, medtech and continued ageing is supported.   |
| 198.1 | n/a                                   | n/a        | General    | Environment         | Contamination                       | Submits that the Panel should fully understand, industrial history and contamination, current activities and offsite pollution impacts, and air quality near busy roads.   |

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| 198.2 | n/a                              | n/a      | General  | Environment         | Contamination           | Submits that the MSS and LPPs should have stronger references to land and groundwater contamination.   |
| 198.3 | n/a                              | n/a      | General  | Planning Controls   | Existing Use            | Submits that more consideration is required to be developed for encroaching sensitive uses to respond to the current context.  |
| 198.4 | n/a                              | n/a      | General  | Planning Controls   | Existing Use            | Submits that planning controls should highlight that existing industry and infrastructure may pose a health impact as well as amenity impacts.                           |
| 198.5 | n/a                              | n/a      | General  | Environment         | Utilities               | Submits that the impacts of major hazard facilities and pipelines are further considered.  |
| 198.6 | n/a                              | n/a      | General  | Environment         | Pollution               | Submits that consideration of air pollution from roads and freeways should be strengthened.  |
| 199.1 | n/a                              | n/a      | General  | Environment         | Biodiversity            | Supports the approach to Biodiversity  |
| 199.2 | n/a                              | n/a      | General  | Policy Intent       | Vision                  | Submits that the Yarra River incorporated into Fishermans Bend is a great attraction that will strengthen Melbourne as a river city.                                     |
| 199.3 | n/a                              | n/a      | General  | Sustainability      | Urban Heat Island       | Submits that green walls and roofs are incentivised on existing and new developments   |
| 199.4 | n/a                              | n/a      | General  | Environment         | Biodiversity            | Submits that resilience to climate change is an important consideration for selection of tree species  |
| 199.5 | n/a                              | n/a      | General  | Environment         | Biodiversity            | Submits that biodiversity strategies should be expanded to provide more detail on implementation and additional targets for vegetation cover and soil and water quality. |
| 199.6 | n/a                              | n/a      | General  | Sustainability      | Biodiversity            | Submits that biodiversity strategies are amended to further support aquatic health.  |
| 200.1 | 179-185 Normanby Road, Southbank | Montague | Montague | Planning Controls   | Mandatory Controls      | Submits that the proposed planning controls should not be mandatory.   |
| 200.2 | 179-185 Normanby Road, Southbank | Montague | Montague | Built form          | Density                 | Submits that there is a discrepancy between the height control and FAR for their site without utilised a FAU.  |
| 200.3 | 179-185 Normanby Road, Southbank | Montague | Montague | Built form          | Height controls         | Submits that 20 storey height limits on their site is conservative.  |
| 200.4 | 179-185 Normanby Road, Southbank | Montague | Montague | Permit applications | Transitional Provisions | Submits that lack of transitional provisions.  |
| 200.5 | 179-185 Normanby Road, Southbank | Montague | Montague | Open space          | Proposed open space     | Submits that location of reserve adjacent to 179-185 Normanby Rd is inappropriate.   |

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| 200.6 | 179-185 Normanby Road, Southbank            | Montague | Montague | Transport           | Road Network            | Submits that no crossovers permitted in unjustified.  |
| 200.7 | 179-185 Normanby Road, Southbank            | Montague | Montague | Transport           | Public transport        | Submits that public transport infrastructure provision is critical to the success of the precinct.  |
| 201.1 | 168 - 172 Gladstone Street, South Melbourne | n/a      | General  | Planning Controls   | Mandatory Controls      | Submits that more contextual approach to street wall height and side setback should be considered.  |
| 202.1 | n/a   | n/a      | General  | Planning Controls   | Mandatory Controls      | Submits that more contextual approach to street wall height and side setback should be considered.  |
| 203.1 | 18 - 22 Salmon Street, Port Melbourne       | Wirraway | General  | Planning Controls   | Drafting                | Submits that proposed planning controls are too complex.  |
| 203.2 | 18 - 22 Salmon Street, Port Melbourne       | Wirraway | General  | Transport           | Delivery mechanism      | Submits that lack of commitment to infrastructure and public transport.   |
| 203.3 | 18 - 22 Salmon Street, Port Melbourne       | Wirraway | General  | Built Form          | Density                 | Submits that Amendment GC81 is unnecessarily complicated, repetitive and difficult to understand, and that sufficient discretion for a market-led approach should be allowed in order to ensure that it does not inhibit development in the precinct. |
| 203.4 | 18 - 22 Salmon Street, Port Melbourne       | Wirraway | General  | Planning Controls   | Drafting                | Submits that proposed planning controls are too complex.  |
| 203.5 | 18 - 22 Salmon Street, Port Melbourne       | Wirraway | General  | Transport           | Car Parking             | Submits that the parking overlay be reconsidered.   |
| 203.6 | 18 - 22 Salmon Street, Port Melbourne       | Wirraway | Wirraway | Infrastructure      | Delivery mechanism      | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.  |
| 203.7 | 18 - 22 Salmon Street, Port Melbourne       | Wirraway | General  | Permit Applications | Transitional provisions | Submits that transitional provisions must be enabled and implemented in the planning scheme.  |
| 203.8 | 18 - 22 Salmon Street, Port Melbourne       | Wirraway | General  | Open Space          | Proposed open space     | Submits that the proposed CZI control would prevent issue of a permit for 18-22 Salmon St until open space and road is provided to Council, and that the current proposal for this site makes a positive contribution and should not be prohibited.   |



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| 203.9  | 18 - 22 Salmon Street, Port Melbourne                         | Wirraway | General | Infrastructure           | Delivery mechanism       | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.         |
| 204.1  | n/a   | Lorimer  | General | Transport                | Yarra River Crossing     | Submission supports tram bridge and the benefits of it will outweigh the cost.   |
| 205.1  | Various sites in South Melbourne Port Melbourne and Southbank | General  | General | Planning Controls        | Drafting                 | Submits that proposed planning controls are too complex.   |
| 205.10 | Various sites in South Melbourne Port Melbourne and Southbank | General  | General | Community Infrastructure | Investigation area       | submits that more clarity is required to understand what it means to be located within an identified investigation area. |
| 205.2  | Various sites in South Melbourne Port Melbourne and Southbank | General  | General | Planning Controls        | Mandatory Controls       | Submits that the proposed planning controls should not be mandatory.   |
| 205.3  | Various sites in South Melbourne Port Melbourne and Southbank | General  | General | Built Form               | Floor Area Ratio (FAR)   | Submits that FARs are overly complicated and difficult to understand, and they will result in inefficient use of land.   |
| 205.4  | Various sites in South Melbourne Port Melbourne and Southbank | General  | General | Funding and Finance      | Funding and Finance Plan | Submits that there is a lack of a financial plan for the project.  |
| 205.5  | Various sites in South Melbourne Port Melbourne and Southbank | General  | General | Transport                | Car Parking              | Submits that the parking overlay be reconsidered.  |
| 205.6  | Various sites in South Melbourne Port Melbourne and Southbank | General  | General | Permit Applications      | Transitional Provisions  | Submits that lack of transitional provisions.  |
| 205.7  | Various sites in South Melbourne Port Melbourne and Southbank | General  | General | Governance               | Responsible Authority    | Submits that CoPP and CoM role in producing draft and planning controls should have limited referral powers.             |

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|--------|---|---------|----------|---------------------|--------------------------|---|
| 205.8  | Various sites in South Melbourne Port Melbourne and Southbank | General | General  | Infrastructure      | Delivery mechanism       | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.  |
| 205.9  | Various sites in South Melbourne Port Melbourne and Southbank | General | General  | Planning Controls   | Drafting                 | Submits that maps identifying areas for new streets, laneways and public open spaces require more clarity.  |
| 206.1  | n/a   | n/a     | General  | Policy Intent       | Policy intent            | Submission applauds the Taskforce for their extensive research.   |
| 206.10 | n/a   | n/a     | General  | Transport           | Car Parking              | Submits that the parking overlay be reconsidered.   |
| 206.11 | n/a   | n/a     | General  | Funding and Finance | Funding and Finance Plan | Submits that there is a lack of aligning a financial plan with planning outcomes.   |
| 206.12 | n/a   | n/a     | General  | Planning Controls   | Drafting                 | Submits that more clarity is required in Clause 43.02 including building setback from new streets and laneways (p2), table 1 street wall heights and building separation within a site. |
| 206.13 | n/a   | n/a     | General  | Affordable Housing  | Delivery mechanism       | Submits if the current policy framework and planning provisions will allow for affordable housing.  |
| 206.14 | n/a   | n/a     | Wirraway | Employment Precinct | Port of Melbourne        | Submits that consideration must be given to the future role that industrial use may play.   |
| 206.15 | n/a   | n/a     | General  | Transport           | Freight Connection       | Submits that designated freight route must not be converted to passenger use in the future.   |
| 206.2  | n/a   | n/a     | General  | Sustainability      | Green Star Communities   | Supports focus on sustainability and use of Green Star Communities.   |
| 206.3  | n/a   | n/a     | General  | Transport           | Timing                   | Submits that heavy rail be developed concurrently with major development.   |
| 206.4  | n/a   | n/a     | General  | Transport           | Delivery mechanism       | Submits that there is concern for tram proposal.  |
| 206.5  | n/a   | n/a     | General  | Infrastructure      | Delivery mechanism       | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.  |
| 206.6  | n/a   | n/a     | General  | Governance          | Governance model         | Submits that there is a need to develop a independent authority to be accountable and oversee the delivery of Fisherman's Bend.   |
| 206.7  | n/a   | n/a     | General  | Economic viability  | Development Viability    | Submits that no economic development documents have been released with the framework, particularly in relation to the FAR's.  |
| 206.8  | n/a   | n/a     | General  | Planning Controls   | Mandatory Controls       | Submits that the proposed planning controls are too complex and need more clarity.  |
| 206.9  | n/a   | n/a     | General  | Built Form          | Floor Area Uplift        | Submits that Industry is concerned that the current FAU does not provide adequate incentives to provide the additional community benefits required by the Framework.                    |

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| 207.1 | 235 - 241 Normanby Road, South Melbourne | Montague  | General  | Permit Applications | Transitional Provisions  | Submits that transitional provisions must be included in new controls.  |
| 207.2 | 235 - 241 Normanby Road, South Melbourne | Montague  | General  | Panel Process       | Timing                   | Submits that timeframes are restrictive and lack procedural fairness.   |
| 207.3 | 235 - 241 Normanby Road, South Melbourne | Montague  | General  | Built Form          | Height Controls          | Submits that replace of maximum height limits with FARs should include transitional provisions.   |
| 208.1 | 359 Plummer Street                       | n/a       | General  | Policy Intent       | Vision                   | Submits that there is general support for the vision of Fishermans Bend.  |
| 208.2 | 359 Plummer Street                       | n/a       | Wirraway | Transport           | Road Network             | Submits that proposed roads lack justification.   |
| 208.3 | 359 Plummer Street                       | n/a       | General  | Infrastructure      | Delivery mechanism       | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.  |
| 208.4 | 359 Plummer Street                       | n/a       | General  | Planning Controls   | Drafting                 | Submits that proposed planning controls are too complex and prescriptive.   |
| 208.5 | 359 Plummer Street                       | n/a       | General  | Funding and Finance | Funding and Finance Plan | Submits that there is a lack of a financial plan for the project.   |
| 208.6 | 359 Plummer Street                       | n/a       | General  | Transport           | Car Parking              | Submits that the parking overlay be reconsidered.   |
| 209.1 | n/a                                      | Sandridge | General  | Employment Precinct | Economic viability       | Submits that businesses of all sizes must be included.  |
| 209.2 | n/a                                      | Sandridge | General  | Affordable Housing  | Provision                | Submits that affordable housing should cater for the socially disadvantaged as well as more affluent citizens .   |
| 210.1 | n/a                                      | General   | General  | Affordable Housing  | Provision                | Submits that the framework's affordable housing target needs to be bold and supported by strategies that will deliver it.Submits that Fishermans Bend should achieve a target of 6% social housing (for those households most in need) with an overall 20% affordable housing target. |
| 210.2 | n/a                                      | General   | General  | Affordable Housing  | Delivery mechanism       | Submits that the affordable housing is to be transferred to registered housing associations free of charge<br>Submits that the responsible authority needs to ensure that a minimum proportion of uplifts applications actually do deliver this strategy.                             |
| 210.3 | n/a                                      | General   | General  | Affordable Housing  | Delivery mechanism       | Submits that mandatory inclusionary zoning should be introduced instead of Floor Area Uplift.   |

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| 210.4  | n/a | General | General    | Affordable Housing       | Delivery mechanism     | Submits that part of the price by the developer should be in-kind in the form of affordable housing transferred to a registered housing association free of charge.     |
| 210.5  | n/a | General | General    | Affordable Housing       | Delivery mechanism     | Submits that Port Phillip Housing Association is a suitable vehicle to hold developer social housing contributions for the City Port Phillip areas of Fisherman's Bend. |
| 211.1  | n/a | General | General    | Policy Intent            | Goals                  | Submits that the sustainability goals are crucial to the areas development.   |
| 211.2  | n/a | General | General    | Infrastructure           | Delivery mechanism     | Submits that assurance and timeframes for infrastructure delivery are required.   |
| 212.1  | n/a | n/a     | General    | Policy Intent            | Vision                 | Submits that the framework sets a positive and liveable future for the area.  |
| 212.1  | n/a | n/a     | General    | Affordable Housing       | Provision              | Submits that the provision of 6% affordable housing target is supported.  |
| 212.11 | n/a | n/a     | General    | Affordable Housing       | Delivery mechanism     | Submits that mandated affordable housing or an alternative scenario to secure the land for social housing is required.  |
| 212.12 | n/a | n/a     | General    | Sustainability           | Climate Adept          | Submits that climate change impacts have not been fully considered.   |
| 212.2  | n/a | n/a     | General    | Built Form               | Floor Area Ratio (FAR) | Submission supports mandatory FARs.   |
| 212.3  | n/a | n/a     | General    | Community Infrastructure | Delivery mechanism     | Submits the delivery of community hubs through Floor Area Uplift is supported.  |
| 212.4  | n/a | n/a     | General    | Built Form               | Design                 | Submits that greater emphasis should be placed on ensuring that all developments for residential, commercial or community facilities are of a high design quality.      |
| 212.5  | n/a | n/a     | General    | Planning Controls        | Mandatory Controls     | Submits that the proposed planning controls should not be mandatory.  |
| 212.6  | n/a | n/a     | General    | Planning Controls        | Drafting               | Submits that proposed planning controls are too complex.  |
| 212.7  | n/a | n/a     | General    | Transport                | Road Network           | Submits that the integrated sustainable transport network is important.   |
| 212.8  | n/a | n/a     | General    | Transport                | Delivery mechanism     | Submits that there is a lack of government commitment to delivering public transport proposals.   |
| 212.9  | n/a | n/a     | General    | Transport                | Car Parking            | Submits that parking overlay should be extended to Metropolitan Melbourne.  |
| 213.1  | n/a | n/a     | Employment | Transport                | Active Transport       | Submits that there is a need to a pedestrian and cyclist connection to Spotswood.   |
| 214.1  | n/a | n/a     | General    | Policy Intent            | Goals                  | Submits that there should be further integration between the Yarra River and Fishermans Bend.   |

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| 214.2 | n/a  | n/a      | General  | Transport                | Connectivity             | Submits that connections to water should be strengthened.   |
| 214.3 | n/a  | n/a      | General  | Built form               | Design                   | Submits that the Framework should require that any development on the river frontage should begin with a detailed site analysis that facilitates the connection and the potential future connection between land and water and facilitates the reinstatement of soft edges.   |
| 214.4 | n/a  | n/a      | General  | Environment              | Biodiversity             | Supports the approach to Biodiversity and submits that the Framework should make clear the range of vegetation, bird and insect/macroinvertebrate species that this includes.   |
| 214.5 | n/a  | n/a      | General  | Environment              | Flooding                 | Submits that clear standards are needed for stormwater treatment in order to protect the Yarra.   |
| 214.6 | n/a  | n/a      | General  | Heritage                 | Caring for country       | Supports the inclusion of Indigenous Australian 'caring for country' concepts in the Framework.   |
| 215.1 | n/a  | n/a      | General  | Governance               | Governance model         | Submits that there is a need to develop an independent authority to be accountable and oversee the delivery of Fisherman's Bend.  |
| 215.2 | n/a  | n/a      | General  | Infrastructure           | Delivery mechanism       | Submits that assurance, timeframes and viable funding models for infrastructure delivery, particularly public transport, are required.  |
| 215.3 | n/a  | n/a      | General  | Funding and Finance      | Funding and Finance Plan | Submits that there is a lack of a financial plan for the project.   |
| 215.4 | n/a  | n/a      | General  | Built Form               | Floor Area Uplift        | Submits that clarification needed regarding application of Floor Area Uplift as its introduction has been contentious. Supports FAU as a feasible model to secure affordable housing. Concerned land bought previously for an amount based on a higher land value yield was done with expectation to build up to 40 storeys and without the FAU scheme impeding development. Queries whether the FAU is a funding model and does it abide by the Governor General mode? |
| 215.5 | n/a  | n/a      | General  | Community Infrastructure | Delivery mechanism       | Submits that for every square metre of community hub provided, the developer should be able to build eight square metres of net sellable gross floor area for residential or commercial purposes.   |
| 215.6 | n/a  | n/a      | General  | Policy Intent            | Goals                    | Submits that the sustainability goals put forward are sound.  |
| 215.7 | n/a  | n/a      | General  | Planning Controls        | Drafting                 | Submits that proposed Design and Development Overlay are too complex.   |
| 215.8 | n/a  | n/a      | General  | Built Form               | Floor Area Uplift        | Submits that clarification on FAU is required and public open space FAU is uncertain.   |
| 216.1 | 833 Collins Street   | n/a      | General  | Transport                | Yarra River Crossing     | Submission opposes tram bridge.   |
| 217.1 | 320 Plummer Street, 365-391 Plummer Street, 17 Rocklea Drive | Wirraway | Wirraway | Built Form               | Height Controls          | Submits that they support discretionary height controls but believe insufficient height on their site will create underdevelopment of the site.   |

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| 217.10 | 320 Plummer Street, 365-391 Plummer Street, 17 Rocklea Drive  | n/a | Wirraway | Open Space          | Proposed open space            | Submits that the location of public space has altered substantially, and that uplift opportunities for significantly burdened sites should be considered.          |
| 217.11 | 320 Plummer Street, 365-391 Plummer Street, 17 Rocklea Drive  | n/a | Wirraway | Built Form          | Overshadowing                  | Submits that overshadowing controls should be discretionary as opposed to mandatory.   |
| 217.12 | 320 Plummer Street, 365-391 Plummer Street, 17 Rocklea Drive  | n/a | General  | Infrastructure      | Delivery mechanism             | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.   |
| 217.13 | 320 Plummer Street, 365-391 Plummer Street, 17 Rocklea Drive  | n/a | General  | Transport           | Crossovers                     | Submits that prohibiting cross over could have unforeseen implications on future development.  |
| 217.14 | 320 Plummer Street, 365-391 Plummer Street, 17 Rocklea Drive  | n/a | General  | Policy Intent       | Population projection          | Submits that there is concern for the population targets in Wirraway.  |
| 217.15 | 320 Plummer Street, 365-391 Plummer Street, 17 Rocklea Drive  | n/a | General  | Transport           | Delivery mechanism             | Submits that there is a lack of government commitment to delivering public transport proposals.  |
| 217.16 | 320 Plummer Street, 365-391 Plummer Street, 17 Rocklea Drive` | n/a | General  | Planning Controls   | Drafting                       | Submits that there are drafting errors in the proposed planning controls. Submits that more clarity is required in regards mandatory and discretionary provisions. |
| 217.17 | 320 Plummer Street, 365-391 Plummer Street, 17 Rocklea Drive  | n/a | General  | Permit Applications | Transitional Provisions        | Submits that there is a lack of transitional provisions.   |
| 217.2  | 320 Plummer Street, 365-391 Plummer Street, 17 Rocklea Drive  | n/a | Wirraway | Planning Controls   | Design and Development Overlay | Submits that setback controls within DDO30 are ambiguous and difficult to understand.  |
| 217.3  | 320 Plummer Street, 365-391 Plummer Street, 17 Rocklea Drive  | n/a | Wirraway | Planning Controls   | Mandatory Controls             | Submits that the proposed planning controls should not be mandatory which will restrict innovation.  |

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| 217.4 | 320 Plummer Street, 365-391 Plummer Street, 17 Rocklea Drive | n/a | Wirraway   | Built Form        | Floor Area Ratio (FAR) | Submits that mandatory FARs are unjustified, prohibitive, at odds with designated heights, and will result in underutilisation of land.                                |
| 217.5 | 320 Plummer Street, 365-391 Plummer Street, 17 Rocklea Drive | n/a | Wirraway   | Built Form        | Floor Area Uplift      | Submits that FAU has potential but implementation needs clarity.   |
| 217.6 | 320 Plummer Street, 365-391 Plummer Street, 17 Rocklea Drive | n/a | Wirraway   | Built Form        | Floor Area Ratio (FAR) | Submits that commercial FAR of 1.9:1 in Wirraway is unreasonably high, unrealistic and unviable.   |
| 217.7 | 320 Plummer Street, 365-391 Plummer Street, 17 Rocklea Drive | n/a | Wirraway   | Built Form        | Density                | Submits that maximum dwelling densities are inadequate and that developments would not be commercially viable, leading to land being underutilised.                    |
| 217.8 | 320 Plummer Street, 365-391 Plummer Street, 17 Rocklea Drive | n/a | General    | Transport         | Car Parking            | Submits that the parking overlay be reconsidered.  |
| 217.9 | 320 Plummer Street, 365-391 Plummer Street, 17 Rocklea Drive | n/a | Wirraway   | Transport         | Bridge                 | Submits that there are in implications upgrading the Rocklea bridge.   |
| 218.1 | n/a  | n/a | General    | Transport         | Yarra River Crossing   | Submission opposes tram bridge.  |
| 219.1 | n/a  | n/a | General    | Heritage          | Place and Identity     | Submits that environmental and cultural heritage is referenced within the sustainability goals.  |
| 219.2 | n/a  | n/a | General    | Heritage          | Caring for country     | Supports the inclusion of Indigenous Australian 'caring for country' concepts in the Framework.  |
| 219.3 | n/a  | n/a | Employment | Heritage          | Protection Recommended | Submits that heritage assessment of GMH site is urgently undertaken.   |
| 219.4 | n/a  | n/a | General    | Sustainability    | Urban Heat Island      | Submits that further strategies are needed to encourage trees in the private realm.  |
| 220.1 | n/a  | n/a | General    | Planning Controls | Existing Use           | Submits that proposed planning controls and Design and Development Overlay may have impact on further upgrading and enhance operation within existing Toyota building. |
| 220.2 | n/a  | n/a | General    | Infrastructure    | Delivery mechanism     | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.   |

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| 220.3 | n/a                                    | n/a | General   | Funding and Finance | Development Contributions Plan | Submits that Fishermans Bend Development Contributions Plan should be developed to provide more certainty on how much will be payable and whether credits will be provided for open space and roads. |
| 220.4 | n/a                                    | n/a | Sandridge | Planning Controls   | Design and Development Overlay | Submits that the proposed Design and Development Overlay for the site is not supported.  |
| 220.5 | n/a                                    | n/a | Sandridge | Built Form          | Floor Area Ratio (FAR)         | Submits that FAR is contradicted by increased height controls in Sandridge, and that it is unclear why caps on jobs and residents exist, and why the FAR is lower than the 18:1 in the central city. |
| 220.6 | n/a                                    | n/a | General   | Transport           | Car Parking                    | Submits that car parking overlay should be read in correlation with the delivery of public transport.  |
| 221.1 | n/a                                    | n/a | General   | Policy Intent       | Goals                          | Submits that the sustainability goals put forward are sound.   |
| 221.2 | n/a                                    | n/a | General   | Infrastructure      | Delivery mechanism             | Submits that assurance and timeframes for infrastructure delivery are required.  |
| 221.3 | n/a                                    | n/a | General   | Governance          | Governance model               | Submits that there is a need to develop a governance model.  |
| 222.1 | 299 Williamstown Road 11 Salmon Street | n/a | Wirraway  | Built Form          | Height Controls                | Submits that there is a lack of rationale for a height limit of 4 storeys on Williamstown Road when it is inner city land consolidated in private ownership.   |
| 222.2 | 299 Williamstown Road 11 Salmon Street | n/a | General   | Transport           | Car Parking                    | Submits that the parking overlay be reconsidered.  |
| 222.3 | 299 Williamstown Road 11 Salmon Street | n/a | General   | Open Space          | Provision                      | Submits that there is no clear delineation of how large the public open space areas are.   |
| 222.4 | 299 Williamstown Road 11 Salmon Street | n/a | General   | Open Space          | Delivery mechanism             | Submits that it is unclear how or when new open space will be acquired or delivered.   |
| 222.5 | 299 Williamstown Road 11 Salmon Street | n/a | General   | Infrastructure      | Delivery mechanism             | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.   |
| 222.6 | 299 Williamstown Road 11 Salmon Street | n/a | General   | Permit Applications | Responsible Authority          | Submits that the minister for planning remain the RA and councils should no longer be referred applications/have limited referral powers.  |



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| 223.1 | 222 Ingles Street,<br>38-50 Bertie Street | n/a | General | Policy Intent       | Planning controls                   | Submission welcomes the efforts put forward by the department.   |
| 223.2 | 222 Ingles Street,<br>38-50 Bertie Street | n/a | General | Planning Controls   | Drafting                            | Submits that proposed planning controls are too complex.   |
| 223.3 | 222 Ingles Street,<br>38-50 Bertie Street | n/a | General | Infrastructure      | Delivery mechanism                  | Submits that assurance, timeframes and viable funding models for infrastructure delivery are required to enable development protection.  |
| 223.4 | 222 Ingles Street,<br>38-50 Bertie Street | n/a | General | Permit Applications | Transitional Provisions             | Submits that there is a lack of transitional provisions.   |
| 223.5 | 222 Ingles Street,<br>38-50 Bertie Street | n/a | General | Employment Precinct | Economic viability                  | Submits that the vision does not translate into the proposed planning controls.  |
| 223.6 | 222 Ingles Street,<br>38-50 Bertie Street | n/a | General | Transport           | Car Parking                         | Submits that the parking overlay be reconsidered.  |
| 223.7 | 222 Ingles Street,<br>38-50 Bertie Street | n/a | General | Built Form          | Density                             | Submits that FARs are difficult to understand for planning professionals and laypeople alike, and that there is a doubling up between FAR, heights and densities.                            |
| 223.8 | 222 Ingles Street,<br>38-50 Bertie Street | n/a | General | Permit Applications | Responsible Authority               | Submits that the minister for planning remain the RA and councils should no longer be referred applications/have limited referral powers.  |
| 224.1 | n/a                                       | n/a | General | Sustainability      | Green Star Building Ratings         | Supports requirement for mandatory building sustainability ratings   |
| 224.2 | n/a                                       | n/a | General | Governance          | Responsible Authority               | Submits that there is concern that the onus is on the RA to certify that buildings have complied with relevant building ratings.<br>Submits that each council is not sufficiently resourced. |
| 224.3 | n/a                                       | n/a | General | Sustainability      | Green Star Building Ratings         | Submits that minimum scores are required within specific credits and categories of Green Star Design & As-Built.   |
| 224.4 | n/a                                       | n/a | General | Sustainability      | Green Star Building Ratings         | Submits that the WELL Building Standard is incorporated as an alternative rating.  |
| 225.1 | n/a                                       | n/a | General | Transport           | Yarra River Crossing                | Submission opposes tram bridge.  |
| 226.1 | n/a                                       | n/a | General | Open Space          | Existing open spaces and facilities | Submits that existing open space should not be taken into account as part of the total open space required, and that fenced off or inaccessible area should also not be included.            |
| 226.2 | n/a                                       | n/a | General | Built Form          | Overshadowing                       | Submits that proposed open space is not clearly defined with uneven sunlight during summer and winter months.  |

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| 226.3 | n/a | n/a        | General    | Community Infrastructure | Education and Community Hub | Submits that the provision of schools in Fishermans Bend is supported, however, the provision of adequate grounds and open space for schools should be considered.  |
| 226.4 | n/a | n/a        | General    | Community Infrastructure | Aged Care                   | Submits that there is no clear direction for aged care or health facilities in Fishermans Bend.   |
| 226.5 | n/a | n/a        | General    | Transport                | Delivery mechanism          | Submits that there is a lack of government commitment to delivering public transport proposals.   |
| 226.6 | n/a | n/a        | General    | Transport                | Congestion                  | Submits that congestion could be worsened.  |
| 226.7 | n/a | n/a        | General    | Transport                | Car Parking                 | Submits that the parking overlay be reconsidered.   |
| 226.8 | n/a | n/a        | General    | Policy Intent            | Population projection       | Submits that the population and employment projections be justified and further analysed and do not fit with Australia's population expectations.   |
| 227.1 | n/a | n/a        | General    | Transport                | Car Parking                 | Submits that no private cars be in conjunction with transport links.  |
| 227.2 | n/a | n/a        | General    | Affordable Housing       | Provision                   | Submits that the target should be changed to 10% affordable (10%), 10% public housing (10%), 10% social housing and 10% community housing.  |
| 227.3 | n/a | n/a        | Wirraway   | Environment              | Flooding                    | Proposes the creation of wetlands in JL Murphy Reserve  |
| 228.1 | n/a | n/a        | General    | Transport                | Yarra River Crossing        | Submission opposes tram bridge.   |
| 229.1 | n/a | n/a        | Wirraway   | Community Infrastructure | Hub model                   | Submits that the proposed Sport and Recreation Hub in Wirraway adjoining JL Murphy Reserve is supported.  |
| 229.2 | n/a | n/a        | Wirraway   | Open Space               | Connectivity                | Supports strategies to create public open space.  |
| 230.1 | n/a | n/a        | Montague   | Policy Intent            | Vision                      | Submits that Montague precinct should be planned as the highest density precinct.   |
| 230.2 | n/a | n/a        | Montague   | Built Form               | Density                     | Submits that density should be higher to deliver improved walkability, reduced carbon emissions and enhanced service provision.   |
| 230.3 | n/a | n/a        | Montague   | Built form               | Height Controls             | Submits that they are concerned height limits of 20-40 storeys will impact development viability for those who purchased under interim controls.  |
| 230.4 | n/a | n/a        | Montague   | Built Form               | Floor Area Ratio (FAR)      | Submits that the FARs should be calculated for particular precincts, and that layout of building density should be designed with site specific considerations. Submits that it is unclear how FARs have been calculated, even in the context of the population forecasts. |
| 230.5 | n/a | n/a        | General    | Affordable Housing       | Delivery mechanism          | Submits the inclusion of affordable housing within developments is not supported. Submits that an affordable housing levy should be proposed to fund delivery off-site affordable housing.  |
| 231.1 | n/a | n/a        | General    | Transport                | Yarra River Crossing        | Submission opposes tram bridge.   |
| 231.2 | n/a | n/a        | General    | Transport                | Yarra River Crossing        | Submits that existing Webb Bridge be widened to enhance pedestrian and cyclist paths.   |
| 232.1 | n/a | Employment | Employment | Employment Precinct      | Pollution                   | Submits that there are concerns about the impact of redevelopment on existing industries within the employment precinct.  |

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| 232.2  | n/a                      | Employment | Employment | Transport           | Freight Connection             | Submits that freight vehicles should be separated from other vehicles.  |
| 232.3  | n/a                      | Employment | Employment | Employment Precinct | Land Tax                       | Submits that increased land value and land tax will impact on SME businesses.   |
| 232.4  | n/a                      | Employment | Employment | Catalyst Project    | GMH                            | Submits that government's GMH site should have an emphasis on materials and technologies associated with surrounding businesses.          |
| 232.5  | n/a                      | Employment | Employment | Transport           | Delivery mechanism             | Submits that public transport delivery must be a priority.  |
| 232.6  | n/a                      | Employment | Employment | Employment Precinct | Policy intent                  | Submits that the employment precinct should be renamed and have its own postcode.   |
| 232.7  | n/a                      | Employment | Employment | Open Space          | Provision                      | Notes that limited information is provided on open space in the Employment Precinct.  |
| 233.1  | n/a                      | n/a        | General    | Transport           | Yarra River Crossing           | Submission opposes tram bridge.   |
| 233.2  | n/a                      | n/a        | General    | Transport           | Proposed Tram alignment        | Submits that there should be an alternative tram alignment.   |
| 234.1  | n/a                      | n/a        | General    | Heritage            | Caring for country             | Supports approach to heritage outlined in Framework   |
| 234.2  | n/a                      | n/a        | General    | Background report   | Life on the Bend Report        | Submits that Life on the Bend focuses on events relevant at the time that has lead to some damage of the memory of the Port of Melbourne. |
| 234.3  | n/a                      | n/a        | General    | Heritage            | Protection Recommended         | Submits that identified heritage properties should be immediately protected.  |
| 234.3  | n/a                      | n/a        | General    | Heritage            | Protection Recommended         | Submits that identified heritage properties should be immediately protected.  |
| 234.5  | n/a                      | n/a        | General    | Transport           | Connectivity                   | Submits that intentions for crossings across the freeway are supported.   |
| 234.6  | n/a                      | n/a        | General    | Heritage            | Place and Identity             | Submits that precinct planning should include a locally relevant heritage response.   |
| 235.1  | n/a                      | n/a        | General    | Transport           | Yarra River Crossing           | Submission opposes tram bridge.   |
| 236.1  | n/a                      | n/a        | General    | Transport           | Yarra River Crossing           | Submission opposes tram bridge.   |
| 237.1  | 28 Thistlethwaite Street | Montague   | Montague   | Built Form          | Height Controls                | Submits that they do not support the 18 storey mandatory control to 12 storey discretionary control.                                      |
| 237.2  | 28 Thistlethwaite Street | Montague   | Montague   | Built Form          | Floor Area Ratio (FAR)         | Submission does not support the proposed FAR.   |
| 238.1  | 351 Plummer Street       | Wirraway   | General    | Planning Controls   | Design and Development Overlay | Submits that the proposed Design and Development Overlay is supported and requires an additional Environmental Audit Overlay.             |
| 238.10 | 351 Plummer Street       | Wirraway   | Wirraway   | Transport           | Laneways                       | Submits that there be further clarification of proposed laneways.   |
| 238.11 | 351 Plummer Street       | Wirraway   | General    | Infrastructure      | Delivery mechanism             | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.                          |
| 238.12 | 351 Plummer Street       | Wirraway   | General    | Funding and Finance | Funding and Finance Plan       | Submits that a proposed funding model is required.  |

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| 238.13 | 351 Plummer Street | Wirraway | Wirraway | Community Infrastructure | Investigation area     | submits that more clarity is required to understand what it means to be located within an identified investigation area.  |
| 238.2  | 351 Plummer Street | Wirraway | Wirraway | Built Form               | Height Controls        | Submits that their site is subject to two different height controls (12 storeys in south, 6 storeys in north) and does not allow for clear transition of density.   |
| 238.3  | 351 Plummer Street | Wirraway | Wirraway | Built Form               | Floor Area Ratio (FAR) | Submits that a split FAR across the subject site will create a development that does not align with the draft Framework and will not provide for adaptation to changing housing needs. Submits that proposed building heights also do not align with objectives in the draft Framework. |
| 238.4  | 351 Plummer Street | Wirraway | Wirraway | Built form               | Core and non-core area | Submits that their site should be designated 'core activity' as the site has two frontages, allowing for active frontage, which is of high value to the development of the area.  |
| 238.5  | 351 Plummer Street | Wirraway | Wirraway | Open Space               | Proposed open space    | Submits that the size and location of open space adjacent to 351 Plummer St will not provide a well designed area.  |
| 238.6  | 351 Plummer Street | Wirraway | Wirraway | Open Space               | Delivery mechanism     | Submits that further information is required on how open spaces will be acquired, designed and provided.  |
| 238.7  | 351 Plummer Street | Wirraway | Wirraway | Heritage                 | Protection Recommended | Submits that heritage designation for 351 Plummer St is not supported by the Heritage Study.  |
| 238.8  | 351 Plummer Street | Wirraway | Wirraway | Transport                | Road Network           | Submits that the number of land acquisitions be reconsidered.   |
| 238.9  | 351 Plummer Street | Wirraway | Wirraway | Transport                | Road Network           | Submits that there be further clarification on proposed road extension.   |
| 239.1  | n/a                | General  | General  | Affordable Housing       | Delivery mechanism     | Submits that inclusionary zoning should be introduced or a commitment to include affordable housing as a condition of sale of government land should be required,   |
| 239.2  | n/a                | General  | General  | Affordable Housing       | Provision              | Submits that the affordable housing target should be increased.   |
| 239.3  | n/a                | General  | General  | Affordable Housing       | Definition             | Submits that it should be consistency across government in regards the definition and approaches to affordable housing.   |
| 239.4  | n/a                | General  | General  | Affordable Housing       | Delivery mechanism     | Submits that mandatory inclusionary zoning should be introduced instead of Floor Area Uplift.   |
| 239.5  | n/a                | General  | General  | Affordable Housing       | Delivery mechanism     | Submits that Floor Area Uplift Scheme for delivery of affordable housing is supported.  |
| 239.6  | n/a                | General  | General  | Affordable Housing       | Delivery mechanism     | Submits that government land should be subject to a 15 per cent affordable housing requirements.  |
| 239.7  | n/a                | General  | General  | Affordable Housing       | Delivery mechanism     | Submits that developers should be able to pay cash rather than dwellings as their contribution to increase affordable housing. Submits that a transparent mechanism is required to ensure any cash contribution is invested in affordable housing in the same area.                     |

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| 239.8  | n/a              | General | General   | Affordable Housing | Delivery mechanism    | Submits that more clarity is needed whether the Housing Trust is a funding mechanism or an institution to hold assets.   |
| 240.1  | n/a              | n/a     | General   | Policy Intent      | Vision                | Submission congratulates the taskforce on the well considered vision and framework.  |
| 240.2  | n/a              | n/a     | General   | Governance         | Governance model      | Submits that there is a need to develop a governance model which should be finalised in conjunction with the planning controls.  |
| 240.3  | n/a              | n/a     | General   | Transport          | Delivery mechanism    | Submits that public transport delivery must be a priority.   |
| 240.4  | n/a              | n/a     | General   | Planning Controls  | Mandatory Controls    | Submits that the proposed planning controls should not be mandatory.   |
| 240.5  | n/a              | n/a     | General   | Planning Controls  | Drafting              | Submits that proposed planning controls are too complex.   |
| 240.6  | n/a              | n/a     | General   | Built Form         | Diversity             | Submits that the proportion of 3 bedroom apartments sought by local policies is significantly higher than the market currently provides for within inner city Melbourne development projects. Submission seeks to ensure that these proportions are only encouraged rather than mandated, especially for the earlier projects in the precinct, where they submit that it will be necessary to test the market appetite for larger apartments in this location. |
| 240.7  | n/a              | n/a     | General   | Affordable Housing | Delivery mechanism    | Submits that more detail is required on how affordable housing will be delivered. Submits that ownership and management arrangements for affordable housing need to allow flexible approaches.   |
| 240.8  | n/a              | n/a     | General   | Transport          | Car Parking           | Submits that the parking overlay be reconsidered.  |
| 240.9  | n/a              | n/a     | General   | Transport          | Car Parking           | Submits that floor to ceiling heights will affect ramp sizes and subsequently lot sizes.   |
| 241.1  | n/a              | n/a     | Montague  | Built Form         | Height Controls       | Submits that height limits in Montague precinct bounded by Cecil Street, the Freeway, the light rail line and City Road should be limited to 8 storeys instead of 24 due to overshadowing to the Ferrars Street Primary school, South Melbourne Market and residential properties along Dorcas Street in South Melbourne.  |
| 241.2  | n/a              | n/a     | General   | Transport          | Yarra River Crossing  | Submits that the bridge should not be constructed in a manner which will preclude any future potential desires for the use of the Yarra River.   |
| 242.1  | 1 Fennell Street | n/a     | General   | Policy Intent      | Population projection | Submits that the population and employment projections are inadequate.   |
| 242.10 | 1 Fennell Street | n/a     | Sandridge | Built Form         | Height Controls       | Submits that justification is needed for varied height controls to their site.   |
| 242.11 | 1 Fennell Street | n/a     | Sandridge | Built Form         | Height Controls       | Submits that clarification on height controls is needed.   |

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| 242.2  | 1 Fennell Street | n/a     | General   | Transport          | Delivery mechanism     | Submits that there is no definitive commitment or timing to deliver light rail connections.  |
| 242.3  | 1 Fennell Street | n/a     | General   | Planning Controls  | Mandatory Controls     | Submits that the proposed planning controls should not be mandatory.   |
| 242.4  | 1 Fennell Street | n/a     | General   | Built Form         | Floor Area Ratio (FAR) | Submission notes the ability for other additional targeted commercial land use to be realistically delivered, marketed and tenanted.   |
| 242.5  | 1 Fennell Street | n/a     | General   | Built Form         | Floor Area Ratio (FAR) | Submits that the proposed FAR is low, meaning that developments will need to use FAU mechanism in order to make effective use of sites.  |
| 242.6  | 1 Fennell Street | n/a     | General   | Built Form         | Floor Area Uplift      | Submits that the ability to achieve FAU is limited to very specific terms and does not clearly establish a nexus or need method with limited transparency to the securing of the benefit and its implementation. |
| 242.7  | 1 Fennell Street | n/a     | General   | Infrastructure     | Delivery mechanism     | Submits that further clarity and detail is required on acquisition of sites for public space and infrastructure.   |
| 242.8  | 1 Fennell Street | n/a     | General   | Transport          | Car Parking            | Submits that the parking overlay be reconsidered.  |
| 242.9  | 1 Fennell Street | n/a     | Sandridge | Transport          | Laneways               | Submits that location of laneways will critically impact potential development.  |
| 243.1  | n/a              | General | General   | Affordable Housing | Delivery mechanism     | Submits that Fisherman's Bend Taskforce considers the recommendations provided by Affordable Housing Advisory Group.   |
| 243.10 | n/a              | General | General   | Affordable Housing | Delivery mechanism     | Submits that supporting policy documents are required as part of the implementation of the Framework to support land owners to deliver and transfer assets in to an affordable housing purpose.                  |
| 243.11 | n/a              | General | General   | Built Form         | Floor Area Uplift      | Submits that land bought previously for an amount based on a higher land value yield with expectation to build up to 40 storeys should be exempt from FAU mechanism.   |
| 243.12 | n/a              | General | General   | Affordable Housing | Delivery mechanism     | Submits that the provision of an 8:1 market to affordable housing floor area uplift for FBURA would be viable and a sufficient incentive to encourage up-take.   |
| 243.2  | n/a              | General | General   | Affordable Housing | Provision              | Submits that the proposed targets for affordable housing in Fishermans Bend is supported.  |
| 243.3  | n/a              | General | General   | Affordable Housing | Provision              | Submits that the delivery of affordable housing requires significant investment by Federal and State Governments.  |
| 243.4  | n/a              | General | General   | Affordable Housing | Delivery mechanism     | Submits that appropriately structured land-use planning approaches is one of several tools that the State Government can utilise to enable co-investment in affordable housing;                                  |
| 243.5  | n/a              | General | General   | Affordable Housing | Delivery mechanism     | Submits that Floor Area Uplift Scheme for delivery of affordable housing is supported in principles.   |

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| 243.6 | n/a                               | General  | General  | Affordable Housing | Delivery mechanism          | Submits that the provision of additional floor area must be sufficient to offset the costs of delivering the affordable housing and incentivise developer take-up;   |
| 243.7 | n/a                               | General  | General  | Affordable Housing | Delivery mechanism          | Submits that the Floor Area Ratio may be set low artificially in order to apply an uplift.   |
| 243.8 | n/a                               | General  | General  | Affordable Housing | Delivery mechanism          | Submits that direction of affordable housing to a Victorian registered housing agency is supported.  |
| 243.9 | n/a                               | General  | General  | Affordable Housing | Delivery mechanism          | Submits that more detail is required on how affordable housing will be delivered through Floor Area Uplift and also the development economics underpinning the proposed scheme.  |
| 244.1 | 121-123 Ferrars Street, Southbank | General  | General  | Policy Intent      | Population projection       | Submits that the proposed population forecasts and housing delivery will not contribute to the 8 million people forecast in Plan Melbourne.  |
| 244.2 | 121-123 Ferrars Street, Southbank | Montague | Montague | Built Form         | Core and non-core area      | Submits that there is an inconsistency with how their site is designated between the draft Framework and GC81 documentation. Submits that their site should be nominated 'core activity' due to neighbouring sites being nominated 'core', the location of the site in relation to the Buckhurst St activity spine, tram corridors and strategic cycling corridor, and potential as a pedestrian thoroughfare. |
| 244.3 | 121-123 Ferrars Street, Southbank | Montague | Montague | Planning Controls  | Setbacks                    | Submits that setbacks should not be mandatory.   |
| 244.4 | 121-123 Ferrars Street, Southbank | Montague | Montague | Built form         | Floor Area Uplift           | Submits that the Floor Area Uplift model is too complex and requires more clarity.   |
| 245.1 | n/a                               | General  | General  | Sustainability     | Green Star Communities      | Supports focus on sustainability and use of Green Star Communities.  |
| 245.2 | n/a                               | General  | General  | Governance         | Governance model            | Submits that the governance and delivery must be clearly defined. Submits that an independent authority could be a powerful model to consider as a mechanism to support the delivery of the project.   |
| 245.3 | n/a                               | General  | General  | Infrastructure     | Development viability       | Submits that Government procurement and landholdings should be to the highest possible standards and lead by example.  |
| 245.3 | n/a                               | General  | General  | Sustainability     | Green Star Building ratings | Submits that verification of building sustainability performance by a robust third party certification scheme (e.g. Green Star Design and As-Built) is critical to achieving outcomes, and that alternative schemes should be assessed against quality criteria.   |
| 246.1 | n/a                               | General  | General  | Affordable Housing | Provision                   | Submits that the draft Framework supports the Homes for Victorians Strategy is supported.  |
| 246.2 | n/a                               | General  | General  | Affordable Housing | Definition                  | Submits that it should be consistent across government in regards the definition and approaches to affordable housing.   |

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| 246.3  | n/a | General | General | Affordable Housing       | Definition                          | Submits that it should be consistent across government in regards the definition and approaches to affordable housing.   |
| 247.1  | n/a | n/a     | General | Governance               | Governance model                    | Submits that realising the vision need a good governance model to implement policies and principles.   |
| 247.10 | n/a | General | General | Affordable Housing       | Delivery mechanism                  | Submits that the provision of minimum communal space and diversity of housing types are supported. Submits that mandated affordable housing is required.   |
| 247.11 | n/a | General | General | Community Infrastructure | Design                              | Submits that the users and other stakeholders should be engaged in developing design specifications for the community hubs to ensure they are delivered as fit for purpose spaces.   |
| 247.12 | n/a | General | General | Community Infrastructure | Delivery mechanism                  | Submits that further information on the staging, timing and funding of community infrastructure is needed.   |
| 247.13 | n/a | General | General | Community Infrastructure | Education and Community Hub         | Submits that the provision of four primary schools and one secondary school is not sufficient for the targeted population in Fishermans Bend.  |
| 247.14 | n/a | General | General | Community Infrastructure | Ageing in place                     | Submits that inclusion of services to ageing in place and providing services to cater for socio economic, CALD and sexuality based diversity should be considered.   |
| 247.15 | n/a | General | General | Affordable Housing       | Delivery mechanism                  | Submits that social and affordable housing should be dispersed across Fisherman's Bend. Submits that 'cash-in lieu' instead of housing provision will create segregated communities through the concentrations of social and affordable housing in particular parts of Fisherman's Bend. |
| 247.16 | n/a | General | General | Open Space               | Existing open spaces and facilities | Submits that negative impacts on existing users are avoided when planning future use of existing open space.   |
| 247.17 | n/a | General | General | Heritage                 | Place and Identity                  | Supports working with the local community and community groups to promote the social history of the area and enhance local character, including via community arts.  |
| 247.18 | n/a | General | General | Heritage                 | Caring for country                  | Supports recognising and protecting the Aboriginal heritage of the area and working with the Aboriginal community to do this.  |
| 247.19 | n/a | General | General | Affordable Housing       | Provision                           | Submits that the more ambitious targets for affordable housing is required. Submits that the mandated 20% public and social housing should be mandated.  |
| 247.2  | n/a | n/a     | General | Policy Intent            | Diversity                           | Submits that the focus on a diverse community is supported.  |



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| 247.2  | n/a | General | General | Affordable Housing            | Delivery mechanism      | Submits that more clarity is needed on the roles and responsibilities of government, the private sector and housing associations in delivering affordable housing.<br>Submits that the Frameworks strategy to identify potential current and future government sites that would be suitable for affordable housings supported.<br>Submits that part of the price paid by the developer will be “in-kind” in the form of affordable housing transferred to a registered housing association free of charge. |
| 247.21 | n/a | General | General | Community Infrastructure      | Delivery mechanism      | Submits that further information on the staging, timing and funding of community infrastructure is needed to ensure the community infrastructure will be delivered align with population growth.   |
| 247.22 | n/a | General | General | Transport                     | Connectivity            | Submits that there are transport links to key services outside the area.   |
| 247.3  | n/a | General | General | Affordable Housing            | Provision               | Submits that the adequate and mandated provision of dispersed social and affordable housing is supported.  |
| 247.4  | n/a | General | General | Community Infrastructure      | Hub model               | Submits that a range of affordable services should be provided to support the community.   |
| 247.5  | n/a | General | General | Communications and Engagement | Continuing engagement   | Submits that all those affected by the framework are engaged in ongoing planning.<br>Submits that a community identity needs to be built.  |
| 247.6  | n/a | General | General | Affordable Housing            | Provision               | Submits that Fishermans Bend is an opportunity to play a leading role in both addressing Victoria's pressing shortage of social and affordable housing and in ensuring that Fishermans Bend is an inclusive community.   |
| 247.7  | n/a | General | General | Transport                     | Public transport        | Submits that public transport routes are designed in consideration with the broader context.   |
| 247.8  | n/a | General | General | Transport                     | Active Transport        | Submits that walkability is a priority for the area.   |
| 247.9  | n/a | General | General | Transport                     | Connectivity            | Submits that the community facilities and open space should be located close to public transport links for people with limited mobility.   |
| 248.1  | n/a | General | General | Utilities                     | Utilities               | Submits that solar footpaths and bike paths should be provided.  |
| 248.1  | n/a | General | General | Utilities                     | Utilities               | Submits that there should be a capacity for back-up generators.  |
| 248.11 | n/a | General | General | Sustainability                | Waste Management        | Submits that all buildings should have adequate storage for recycling.   |
| 248.2  | n/a | General | General | Transport                     | Heavy Rail              | Submits that metro line 2 should be built as one of the first infrastructure projects in the precinct.   |
| 248.3  | n/a | General | General | Transport                     | Proposed Tram alignment | Submits that there needs to be more clarification on proposed tram route and surrounding tram networks.  |
| 248.4  | n/a | General | General | Transport                     | Bus                     | Submits that there is a need for electric/hybrid bus service.  |
| 248.5  | n/a | General | General | Transport                     | car parking             | Submits that there should be electric vehicle parking.   |

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| 248.6 | n/a                                   | General   | General   | Open space        | community garden               | Queries how Fishermans Bend Framework will help people to establish community gardens and roof top gardens.   |
| 248.7 | n/a                                   | General   | General   | Sustainability    | Renewable Energy               | Submits that all buildings should have solar panels.  |
| 248.8 | n/a                                   | General   | General   | Utilities         | Communications Technology      | Submits that high speed internet should be required.  |
| 248.9 | n/a                                   | General   | General   | Sustainability    | Water management               | Submits that all buildings should use recycled water.   |
| 249.1 | 111 Ferrars St. Southbank             | Montague  | Montague  | Built form        | Core and non-core area         | Submits that their site should be nominated 'core activity' due to neighbouring sites being nominated 'core', the location of the site in relation to the Buckhurst St activity spine, tram corridors and strategic cycling corridor, and potential as a pedestrian thoroughfare. |
| 249.2 | 111 Ferrars St. Southbank             | Montague  | Montague  | Planning Controls | Mandatory Controls             | Submits that the proposed planning controls should not be mandatory.  |
| 249.3 | 111 Ferrars St. Southbank             | Montague  | Montague  | Built form        | Floor Area Uplift              | Submits that FAU needs clarification and Port Phillips Planning Scheme does not have a local policy for FAU.  |
| 250.1 | 60-82 Johnson Street, South Melbourne | Sandridge | Sandridge | Policy Intent     | Population projection          | Submits that population and employment projections are inadequate.  |
| 250.2 | 60-82 Johnson Street, South Melbourne | Sandridge | Sandridge | Built form        | Floor Area Ratio (FAR)         | Submits that the proposed reduction in building height from the current 40 storey mandatory provision to a 24 storey discretionary provision with a mandatory floor area ratio of 3.3:1 is unreasonable and unjustified.  |
| 250.3 | 60-82 Johnson Street, South Melbourne | Sandridge | Sandridge | Planning Controls | Design and Development Overlay | Submits that Design and Development Overlay should not be mandatory.  |
| 250.4 | 60-82 Johnson Street, South Melbourne | Sandridge | Sandridge | Open Space        | Proposed open space            | Submits that the proposed road reservation to the north boundary should include greening and shared space,  |
| 250.5 | 60-82 Johnson Street, South Melbourne | Sandridge | Sandridge | Transport         | Car Parking                    | Submits that there is no direct correlation between car ownership, parking supply and traffic volumes.  |
| 250.6 | 60-82 Johnson Street, South Melbourne | Sandridge | Sandridge | Planning Controls | Transitional Provisions        | Submits that transitional provision should be introduced to protect existing permits and applications.  |
| 250.7 | 60-82 Johnson Street, South Melbourne | Sandridge | Sandridge | Planning Controls | Drafting                       | Submits that there are drafting errors in the proposed planning controls. Submits that more clarity is required in regards mandatory and discretionary provisions.  |