



RAYMOND ISLAND

URBAN DESIGN FRAMEWORK

COASTAL TOWNS DESIGN FRAMEWORK
VOLUME 3

MAY 2007



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CONTENTS

1.	INTRODUCTION	1
2.	PROJECT SCOPE AND APPROACH.....	2
3.	SETTLEMENT STUDY AREA	5
3.1	REGIONAL INFLUENCES	5
3.2	SETTLEMENT DESCRIPTION	6
4.	PLANNING AND DEVELOPMENT CONTEXT	13
4.1	STATE / REGIONAL PLANNING POLICY	13
4.2	EAST GIPPSLAND PLANNING SCHEME.....	16
4.3	PREVIOUS STRATEGIC PLANNING STUDIES.....	19
4.4	DEVELOPMENT SUMMARY	20
5.	COMMUNITY VIEWS.....	22
5.1	CONSULTATION PROGRAM.....	22
5.2	KEY MATTERS FROM COMMUNITY FEEDBACK	23
6.	URBAN DESIGN FRAMEWORK PRINCIPLES.....	24
7.	ANALYSIS.....	26
7.1	ISSUES AND OPPORTUNITIES.....	26
8.	STRATEGIC FRAMEWORK.....	32
8.1	VISION	32
8.2	KEY OBJECTIVES AND STRATEGIES	33
8.3	MASTER PLAN PROJECTS.....	34
9.	IMPLEMENTATION.....	35
9.1	INTRODUCTION	35
9.2	MASTER PLANS.....	35
9.3	PLANNING SCHEME PROVISIONS	38
9.4	PRIORITIES	39
9.5	OTHER ACTIONS	39
9.6	FINALISATION OF UDF	43

PLANS

PLAN 1	RAYMOND ISLAND VEGETATION QUALITY PLAN
PLAN 2	RAYMOND ISLAND ZONING PLAN AND OVERLAY CONTROLS
PLAN 3	RAYMOND ISLAND URBAN DESIGN ANALYSIS
PLAN 4	RAYMOND ISLAND STRATEGY PLAN
PLAN 5A	RAYMOND ISLAND MASTER PLAN - FERRY PARK & FORESHORE RESERVE
PLAN 5B	RAYMOND ISLAND MASTER PLAN - CYCLE TRAIL
PLAN 5C	RAYMOND ISLAND MASTER PLAN - SITES OF HERITAGE INTEREST

APPENDICES

Appendix A

COASTAL SETTLEMENT FRAMEWORK

Appendix B

ENVIRONMENTAL DETAIL

Appendix C

SUMMARY OF LAND USE ZONES

Appendix D

COMMUNITY CONSULTATION SUMMARY

Appendix E

PROPOSED PLANNING CONTROLS

Appendix F

DESIGN GUIDELINES

COASTAL TOWNS DESIGN FRAMEWORK

THE VISION FOR RAYMOND ISLAND

“Raymond Island will be acknowledged as a unique village and rural residential locality set within the heart of the Gippsland Lakes.

Its bushland setting, natural values and quiet lifestyle will be maintained and it will be recognised as a destination where sustainability is a key element in all activities conducted on the Island.

Limited new low intensity development, consistent with this vision will be provided for and the Island will be seen as an attractive visitor destination for nature based tourism experiences. Non-car based circulation on the Island will be well provided for and promoted.

Raymond Island will be conveniently accessed from adjacent Paynesville, which will also provide most essential goods and services for Raymond Island residents and visitors.”

This final report details an Urban Design Framework for Raymond Island that will assist the realisation of this Vision over the next 15 - 20 years.

The preparation of this document was initiated jointly by the Department of Sustainability and Environment, East Gippsland Shire Council and the Gippsland Coastal Board.

This document is the result of the combined contributions of:

- The community of Raymond Island
- East Gippsland Shire Councillors & officers
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1. INTRODUCTION

Meinhardt Infrastructure & Environment Pty Ltd heads a planning consortium that was engaged by the East Gippsland and Wellington Shire Councils, in association with the Department of Sustainability and Environment and the Gippsland Coastal Board to prepare a Coastal Towns Design Framework for 19 towns within East Gippsland and Wellington Shires.

The project team for Raymond Island comprised Meinhardt Infrastructure & Environment Pty Ltd, Urban Initiatives Pty Ltd, Urban Futures Consulting and Saturn Corporate Resources Pty Ltd.

What is an Urban Design Framework (UDF)?

An Urban Design Framework provides strategic guidance for the future development of urban areas (which can range from specific sites to small townships and metropolitan suburbs). It establishes an integrated design vision that involves the generation of ideas and the preparation of realistic design concepts based on community consultation, research and analysis. The vision is realised through tools such as planning scheme changes, capital works projects and guidelines for private development.

In preparing a UDF it is critical to:

- Adopt a long term view (15-25 years);
- Identify strategic goals and actions;
- Examine social, cultural and economic opportunities as they affect physical form; and
- Examine and identify synergies with neighbouring towns and the region.

Project Objectives

The objective of the Coastal Towns Design Framework Project is:

“To provide a sustainable vision for the future form, image and function of these settlements and give greater certainty to the local communities and investors about what is possible and appropriate in terms of future development.”

Particular project objectives are:

- Assist the implementation of the Victorian Coastal Strategy and the Integrated Coastal Planning for Gippsland Coastal Action Plan.
- The preparation of objectives, strategies, policies and plans to support the vision for each town.
- The provision of detailed design guidance and planning provisions for the settlements and development pressure areas.
- The identification of priority actions and an implementation program that respond to identified needs.

2. PROJECT SCOPE AND APPROACH

The Coastal Towns Design Framework project is aimed at providing guidance on the location, type and extent of future development along the coast of the Wellington and East Gippsland Shires, with specific emphasis on nominated settlements. The project covers approximately 40% of the Victorian coastline from the NSW / Victorian border in the east and almost to Wilsons Promontory in the west (refer Figure 1 Raymond Island Location Plan). The individual towns for which a UDF is being prepared are:

Wellington Shire	East Gippsland Shire
<ul style="list-style-type: none"> • Robertsons Beach • Manns Beach • McLoughlins Beach • Woodside Beach • Seaspray • The Honeysuckles • Paradise Beach / Golden Beach • Loch Sport 	<ul style="list-style-type: none"> • Paynesville • Raymond Island • Eagle Point • Metung • Nungurner • Lakes Entrance • Lake Tyers Beach • Marlo • Bemm River • Mallacoota • Gipsy Point

The project is part of a suite of studies being undertaken in the region, including the Coastal Spaces Initiative, which aims to improve strategic planning for sustainable development in coastal Victoria. The Initiative includes the Coastal Spaces Landscape Assessment Study (September 2006), which is a key strategy document commissioned by the Department of Sustainability and Environment. The study focuses on the coastal areas of Gippsland (Bass Coast to the NSW border), the Bellarine Peninsula and the coast west of Warrnambool to the South Australian border. The project identifies and maps individual landscape characteristics within these coastal regions, identifies significant landscapes and provides an implementation framework to assist local government and other agencies in managing development impacts within coastal landscapes.

The Coastal Spaces Initiative also includes the Recreational Nodes Study, work on Coastal Acid Sulphate Soils, the Geelong Corridor Strategy and Bellarine Strategic Plan, Urban Design Frameworks for South Gippsland, as well as the Urban Design Frameworks in this project.

Each project will be informed by complementary work from other projects, as appropriate, including the Domestic Waste Water Management Plan in the Gippsland region, the Tourism Strategy in East Gippsland Shire and the Subdivision Strategy in Wellington Shire.

There are a number of regional studies that will also inform the development of the coastal towns in this project, including the Integrated Coastal Planning for Gippsland Coastal Action Plan (CAP), Gippsland Lakes

CAP and Gippsland Estuaries CAP. The Integrated Coastal Planning for Gippsland CAP provides for an integrated approach to coastal planning policy and management in Gippsland and will help ensure that coastal development occurs in a sustainable manner. The Gippsland Lakes CAP recognises that the region faces increasing development pressures and seeks to provide for and direct development that respects environmental values. The Gippsland Estuaries CAP aims to develop a strategic framework that will support planning and management processes for estuaries across Gippsland, whilst providing for the protection and enhancement of significant features (environmental, economic, social and cultural) of Gippsland’s estuaries.

The final output from the Coastal Towns Design Framework project comprises three volumes: Volume 1 contains the Strategic Regional Background Report; Volume 2 contains the Between Settlements Strategic Framework; and Volume 3 contains the 19 individual Urban Design Frameworks.

Figure 1 Raymond Island Location Plan



Report Structure

The report structure for each UDF commences from Section 3 with a review of the settlement study area, starting with the regional influences and a description of the settlement (under the headings of township profile, coastal settlement framework and role, population profile, natural resources and cultural heritage values).

The next section (Section 4) focuses on the planning and development context, commencing with a review of the state/regional planning policy and the East Gippsland Planning Scheme. A review of any significant previous strategic planning studies is also included. The summary of development related issues covers building approvals, land supply and infrastructure.

Community and stakeholder consultation forms a critical part of the information gathering process and Section 5 outlines the issues raised through the consultation process.

The principles that underpin the UDF are outlined in Section 6 followed by an analysis of the specific issues and opportunities of the settlement (in Section 7).

The strategic framework is presented in Section 8, which includes the vision and key objectives and strategies.

The implementation plan is outlined in Section 9 and includes the site/s chosen to be the subject of a master plan, any planning scheme provisions required to implement the UDF and the priorities and programs (including project cost estimates).

3. SETTLEMENT STUDY AREA

3.1 REGIONAL INFLUENCES



McMillan Strait separates Raymond Island and Paynesville

Raymond Island is located in East Gippsland Shire, approximately 300 kilometres east of Melbourne, and 16 kilometres south of Bairnsdale. The Island is situated at the centre of the Gippsland Lakes district, surrounded by Lake King to the north and east, Lake Victoria to the south and McMillan Strait to the west, and is accessed by ferry via Paynesville, which is the neighbouring township.

Raymond Island is approximately 6.4 km long and 1.8 km wide (at the widest point) and has a total land area of 761 hectares. This is comprised of 250 hectares of Crown Land or Foreshore Reserve, and 511 hectares of privately owned land, of which 57 hectares is developed and serviced by roads, power, water, and sewerage infrastructure.

A residential area has been developed on the western coast of the Island with frontage to McMillan Strait and opposite Paynesville. The Island does not contain any commercially zoned land and residents rely on the commercial area of Paynesville or travel to Bairnsdale for shopping or business purposes. Rural residential uses predominate over the balance of the Island.

The predominant recreational activities available are fishing, boating and marine activities, walking/bushwalking, cycling and nature-related activities such as koala spotting and bird watching.

The Strategic Regional Background Report contained in Volume 1 provides an overview of the key regional issues and pressures that will affect the development of the Gippsland region.

Of particular relevance to the future of Raymond Island are the following points:

- East Gippsland Shire as a whole is likely to grow strongly and will age significantly over the next 30 years.
- The ageing of the population requires particular services and generally slows the economy. This demographic change affects the types of activities undertaken within a town and the community dynamic.
- The “Seachange” phenomenon contributes to the ageing of the population. Seachangers also often seek part-time work or small business opportunities and sometimes have a relatively high level of disposable income due to the sale of assets. As new members of a community, seachangers often seek opportunities to become involved in town life. Raymond Island is attracting a ‘sea change’ demographic, and the future availability of services to meet those needs is an important consideration.
- Development must not adversely impact upon the water quality of the Lakes.

3.2 SETTLEMENT DESCRIPTION

3.2.1 Township Profile

The ferry access point to Raymond Island is located at the southern end of McMillan Strait. The western ferry terminus is located adjacent to the Paynesville commercial area. On the eastern side of McMillan Strait the entry point to the Island is located in the heart of the residential area, and functions as a local activity node. The ferry terminus is adjacent to an area of public open space which contains public amenities and community and visitor information. A community hall located within walking distance of this area acts as a community focal point.

The Raymond Island community, most of whom live in the western parts of the Island is supported by the facilities and services available in Paynesville. The Island does not contain any commercial areas, and the only businesses located on the Island are a restaurant and a cafe. Retirees comprise a majority of the permanent population.

The residential area contains a mixture of owner occupied dwellings and holiday houses, most of modest scale and one or two storeys. Significant native vegetation remains throughout most of the residential area.

The majority of the Island contains low density farmlets, some cleared as a result of earlier agricultural activities and others with substantial areas of remnant vegetation. Approximately 40% of the Island is Crown Land, which is generally located in the southern and eastern portion of the Island and in a wetland area towards the north-east corner of the Island. There are large areas of undisturbed native vegetation throughout the Island, which provides habitat for a wide range of fauna. Koalas have also been introduced onto the Island and provide both an attraction and a natural environment management challenge.

Raymond Island has little topographical variation and little of the land rises higher than 3-4 metres above the surrounding lakes. Parts of the northern coast in particular are prone to inundation. The southern coast has several stretches of attractive narrow sandy beaches.

Roads within the residential area are generally sealed and a simple network of gravel roads in the central parts of the Island provides access to the balance. A full range of services of services (reticulated water, sewerage, electricity) are provided to the western parts of the Island.

3.2.2 Coastal Settlement Framework and Role

The analysis of broader regional trends and prospects in the Strategic Regional Background Report has provided the basis for the formulation of a strategic approach to managing development of the 19 towns in this study. Regional demographic projections, economic growth prospects, infrastructure availability, environmental sensitivity and strategic policy directions are key determinants.

This broader analysis in combination with investigations focused on the individual settlements has enabled the development of a simple framework of settlements for this coastal project.

This framework identifies the role of each settlement in the region, and its capacity for growth and expansion. In turn the defined place in the



Ferry access to Raymond Island



Southern foreshore

framework has implications for the expansion of each settlement beyond existing boundaries, the protection of high value environmental resources within or adjoining the settlement, the nature of local character and its protection and the capacity of infrastructure and services and future provision.

Based on this framework an overview of the role and development potential is provided in Appendix A. In this context the future for Raymond Island in relation to the other coastal towns within the study area is as a **Village**. Some of the attributes of a Village include a population between 200 and 500 that has very limited commercial and community services, and a community hall.

Raymond Island has some vacant land zoned for residential purposes and infill potential. Some growth beyond the general Village population range may eventually occur, however the close proximity of services and facilities available in Paynesville will limit the need for and viability of other services and facilities that might otherwise be desirable.

3.2.3 Population Profile

The estimated population at the time of the 2001 Census was 317 persons. The age distribution was relatively skewed with 42.5% of the population aged 65 and over, (compared with 31.4% in Paynesville, 18.3% for East Gippsland Shire, and 14.3% for Regional Victoria). 46% of the Island's population was aged between 40 and 64. These two age groups combined represented 88.6% of the Island's population. Further analysis reveals that 4.7% of the population surveyed was aged 80 or above, whilst only 10.4% of the Island's population was aged 39 and under.

As of Census night there were 328 dwellings on the Island in 2001, 46.3% of which were unoccupied at that time. By comparison, Paynesville had 1,835 dwellings, 25% of which were unoccupied on Census night 2001. The mean household size on the Island was 1.05 persons, whereas Paynesville's mean household size was almost double at 2.04 persons.

The Island's occupied households on Census night 2001 consisted of 17.7% single person households, and 29% two person households, while family households represented 4.9% of occupied dwellings.

Only 8.6% of local residents held a bachelor's degree or higher qualification, which is only slightly lower than Paynesville's 9.7%, but a relatively high 23.6% of Raymond Island's residents held trade or diploma qualifications. A low 22.4% of residents were employed, which is well below that of Paynesville (38.6%) and the Shire (54.6%) however the unemployment rate was also low, at 0.95% (as compared with Paynesville and the Shire at 8.4% and 8.8% respectively). The education and the health and community services sectors were the main employers, employing 2.8% and 3.2% of local residents respectively. By contrast, 72.6% of the population were not in the labour force in 2001, which is consistent with the predominant age groups being of retirement age.

3.2.4 Natural Resources

General Description

Raymond Island is part of the Gippsland Plains Bioregion. Lakes King and Victoria, surrounding Raymond Island and portions of the Island are part of the Gippsland Lakes Ramsar site.

Flora Values

It is estimated that approximately 56.9% of Raymond Island is covered with native vegetation of varying quality (Waldegrave-Knight and Clausen 2006). The township covers approximately 8.6% of the island, which contains scattered indigenous eucalypts, including many large old trees (as per DSE's framework). 34.5% of the island contains less than 10% tree cover, and includes farmland and wetlands.

The vegetation types with eucalypt overstorey are woodlands. As indicated, the quality of the vegetation varies considerably, with areas dominated by Coast manna gum in generally poor condition (Waldegrave-Knight and Clausen 2006). In addition, the understorey of some of these areas is dominated by bracken, with few other flora species. Generally, areas dominated by Mahogany appear to be in much better condition, although there has been little study of the condition of the vegetation as a whole on the Island. The vegetation on the Crown Land is relatively undisturbed, but species diversity has been reduced by controlled burning.¹

The urban areas contain native eucalypts of varying age and condition. There are many Manna gums that are near dead or dead due to Koala overbrowsing. There are some very large remnant red gums, particularly along roads, some of which are under some threat as a result of road access and construction. Some foreshore fringing vegetation still exists on the south-western and southern foreshores around the township, but the condition varies. Other areas are mature but have a considerable weed cover, including bridal creeper and Polygala.

The remnant trees on private land are under considerable threat. Some tree removal has been required due to dieback and many more have been removed in association with residential subdivision and dwelling construction. Trees and other plants have been removed by adjoining landowners to protect or provide views, particularly on or near the foreshores.

The local Landcare group has undertaken revegetation both within the township and elsewhere on the island, with varying degrees of success. Koala browsing and poor growing conditions contribute to the difficulty of revegetating degraded areas.²

The vegetation within the township still appears to retain intrinsic and landscape values. Apart from the western urban areas, Raymond Island appears well vegetated when viewed from the surrounding lake areas.



Centre Road- damaged vegetation

¹ p.3, Raymond Island Strategy, Shire of Bairnsdale 1992, also FFG Action Statement No.182 (DSE).

² DSE website

There are six Ecological Vegetation Classes (EVC) mapped for Raymond Island. (See Plan 1) Plains Grassy Woodland (EVC 55) and Wetland Formation (EVC 74) are listed as endangered. These are relatively small areas in several locations throughout the Island with a large area of EVC 55 to the east of Twelfth Avenue. Damp Sands Herb-rich Woodland (EVC 3) is listed as Vulnerable. This is a large area (370 ha) that covers most of the southern part of the Island and includes large areas of Crown Land and also private land.

ESO41 (see Section 4.2.4) identifies Coastal Grassy Forest, Gippsland Plains Grassy Woodland and Wetlands as environmentally significant. (See Plan 1)

Fauna Values

The natural environment of Raymond Island and the surrounding waters provides habitat for a wide range of fauna species.

Most popular is the Koala, which was introduced to the Island in 1953. The Koala population has grown significantly since its arrival in 1953 to a peak of approximately 600 in 2003, and Koala-spotting is a common activity for tourists and many locals. A decline in the availability of habitat and food availability has seen this number reduced by over two-thirds primarily through a translocation program. Surveys in early 2006 have concluded that the current population level is still unsustainable with continuing habitat dieback.³ Management decisions on the size of a sustainable Koala population are required.

Lake King to the north of Raymond Island and Lake Victoria to the south are part of the Gippsland Lakes Ramsar site. The Lake King wetlands are part of a major drought refuge for fauna (ANCA 1996, DSE 2003b). Forty-six waterbird species have been recorded at Lake King, including Little Tern (listed under the Victorian Flora and Fauna Guarantee Act 1988 or FFG-listed, and listed as vulnerable in Victoria under DSE 2003a), Fairy Tern (FFG-listed and endangered - DSE 2003a), Eastern Curlew (near threatened - DSE 2003a) and White-bellied Sea-Eagle (FFG-listed and vulnerable - DSE 2003a) (ANCA 1996, DSE 2003b). Lake King has supported 1% of the Australian population of the Little Tern (up to 194 birds), 5% of the State population of the Common Tern (up to 402) and 10% of the regional population of the Black Swan (up to 10,000).

Forty-four waterbird species have been recorded at Lake Victoria. Threatened species include Little Tern, Fairy Tern, Eastern Curlew, Freckled Duck (FFG-listed and endangered - DSE 2003a) and Ground Parrot (FFG-listed and endangered - DSE 2003a) (ANCA 1996, DSE 2003b). A significant roosting site for both Little Tern and Fairy Tern occurs at Point Wilson, which also acts as a post-breeding site for adult and fledgeling Little Terns. Lake Victoria has supported more than 5% of the State population of Great Cormorant (500 birds, but over 7000 were sighted in January 1992) and Great Crested Grebe (248 birds). Lake Victoria is also an important wintering area for Common Terns (up to 80 birds). Other waterbirds to occur in large numbers include Black Swan (1700), Grey Teal (2500), Chestnut Teal (1000), Eurasian Coot (1000), Caspian Tern (FFG-listed and Near Threatened - DSE 2003a; 44) and Little Tern (110).

³Overstorey (Koala Browse) Mapping & Coastal Manna Gum Dieback Assessment Raymond Island, Waldegrave-Knight L. & Clausen L., DSE, Jan 2006



There is abundant birdlife on the Island

The area immediately surrounding Paynesville/Raymond Island provides feeding habitat for FFG-listed Great Egret (vulnerable - DSE 2003a), Little Egret (endangered – DSE 2003a) and Intermediate Egret (critically endangered – DSE 2003a), and State-significant Latham’s Snipe and Pacific Gull (both near threatened - DSE 2003a) (DSE 2004b records).⁴

The White-bellied Sea-Eagle, listed under CAMBA is present on Raymond Island. These birds require large areas of habitat and fragmentation or removal of vegetation places them under pressure.

ESO41 includes the White-bellied Sea-Eagle and Koalas in the statement of environmental significance.

Raymond Island also contains a Biosite that provides habitat for the Black-faced Cormorant (*Phalacrocorax fuscescens*) and Lewin’s Rail (*Rallus pectoralis*) plus two confidential assets. (See Plan 1)

A detailed assessment of Raymond Island flora and fauna by the Raymond Island Advancement League Inc (1995) describes over 150 fauna species found on the Island and the surrounding waters.

Environmental Constraints

A large part of the Island is low-lying and susceptible to flooding. This includes a significant portion of the township area (see LSIO map in Plan 1), which should be recognised as a constraint on the creation of additional residential-sized lots.

Much of the Island has international recognition as a significant wetland under the JAMBA/CAMBA and Ramsar agreements. Development involving the removal of vegetation could potentially impact on the adjoining wetlands.

Koala over-browsing has caused considerable stress and death to most of the manna gums within the township. DSE surveys have indicated that the island is probably carrying more koalas than it can sustain, despite a number of relocation efforts. Reduced rainfall and increased salinity have also had impacts on the native vegetation, contributing to its decline (DSE pers com).

Much of the foreshore, particularly within the township, appears prone to erosion. Little fringing vegetation exists on the western foreshore throughout the residential area and rock has been placed along much of this foreshore in an attempt to control this erosion. The effectiveness of this treatment varies. The foreshore along Western Boulevard north of Eleventh Parade is particularly devoid of vegetation, with some scattered red gums, melaleuca and Phragmites persisting near the water’s edge. The remainder of the foreshore area is introduced grasses, mostly Kikuyu, which is mown regularly.

Fire is also a concern, given that fire has been excluded from the Island for a long time. There is considerable build-up of fuel (CFA pers com), and many native species are being suppressed by other dominant vegetation (such as bracken). Regeneration of eucalypts is poor in many areas, and revegetation has not been very successful.

⁴ Bird data extracted from Ecology Australia research for Paynesville Urban Design Framework (2007).

As response to the natural resources of significance identified in ESO41 the following management practices are advocated in the planning scheme.

- Encourage landholders to exclude stock from vegetation remnants and wetlands by fencing.
- Develop and encourage application of an appropriate weed control program.
- Encourage co-operative fox control programs, which minimise risk to non-target species.
- Encourage application of an appropriate fire regime.
- Design a road maintenance strategy, which minimises damage to roadside vegetation.
- Location of White-bellied Sea-Eagle nests are to remain confidential.
- Encourage revegetation projects involving replanting and protecting Coast Manna Gum.

Flood Level Modelling

A study for the West and East Gippsland Catchment Management Authorities (and other agencies) has been undertaken by the University of Melbourne's Centre for Environmental Applied Hydrology that established a methodology for calculating the 1 in 100 year flood (as well as the 1 in 50 year and 1 in 20 year floods) for the Gippsland Lakes. The Gippsland Lakes Flood Level Modelling Project 2004 notes that inundation of estuary fringes is a complex problem resulting from the interaction between river flows, tidal and sea level effects and, if the estuary is large, local wind effects within the estuary itself.

These processes occur within the Gippsland Lakes system and the report establishes new design flood levels (and Annual Exceedence Probabilities – AEPs) for various parts of the Gippsland Lakes.

For Raymond Island, the declared 1 in 100 year flood level is 2.0 metres AHD. The Victorian Planning Provisions contain guidance for Councils and applicants in relation to development in flood prone areas. The East Gippsland Catchment Management Authority advises that the Nominal Flood Protection Level (minimum floor height of habitable buildings) is 2.3 metres AHD.

The declared flood level affects considerable areas of Raymond Island including a large proportion of the existing settlement area and most of the north coast and the area from Point Scott to Point King. Consideration also needs to be given to arrangements for management of a flood emergency and the Island's relative isolation in such circumstances.

3.2.5 Cultural Heritage Values

All of the settlements covered by the Coastal Towns Design Framework project are likely to contain sites of Aboriginal heritage value, due to their location in coastal and/or riverine environments, which were preferred occupation areas for Aboriginal people. Comprehensive cultural heritage surveys in and around these settlements are very limited, although a number of sites of value have been identified in many of the towns. New

legislation (the Aboriginal Heritage Act 2006) to protect Aboriginal cultural heritage is expected to take effect during 2007.

Given the sensitivity of these areas, the very limited previous cultural heritage assessment and the high likelihood of further Aboriginal sites to exist in the relevant locations, it is strongly recommended that further investigations are undertaken prior to development in these settlements.

Based on information provided by Aboriginal Affairs Victoria (AAV) and drawn from the AAV register and other sources, on Raymond Island there exist a number of known pre-contact sites of Aboriginal heritage value.

Under Part IIA of the Commonwealth Aboriginal and Torres Strait Islander Heritage Protection Act 1984, Raymond Island is associated with the Gippsland and East Gippsland Aboriginal Co-operative Ltd.

There are two Native Title claims under the Commonwealth Native Title Act 1993 (NTA) on the Island. The NTA requires notification of development on, or uses of public land and waters to claimants, potential claimants or owners. The NTA also makes provision of Indigenous Land Use Agreements concerning the use of land where native title has been determined to exist or where it is claimed to exist. Native title needs to be considered as part of the normal approval processes for activities proposed on public land. Early consultation with the Department of Sustainability and Environment should occur on these processes and requirements.

It is important to note that the potential for further (unrecorded) Aboriginal heritage sites to occur on Raymond Island is high.

It is also noted that in relation to post-contact heritage sites a draft Local Heritage Study has been undertaken for East Gippsland Shire and may include additional places of heritage importance on Raymond Island. The community has provided information regarding a number of sites of historical significance that are distributed across the Island, which need further assessment.

4. PLANNING AND DEVELOPMENT CONTEXT

4.1 STATE / REGIONAL PLANNING POLICY

Various policies for the State and region are applicable to Raymond Island. The **Victorian Coastal Strategy** is the overarching policy and is supported by a range of documents, including:

- Integrated Coastal Planning for Gippsland - Coastal Action Plan;
- Gippsland Lakes Coastal Action Plan;
- Gippsland Boating Coastal Action Plan;
- Victoria’s Tourism Industry Strategic Plan 2002-2006;
- Gippsland Regional Tourism Development Plan 2004-2007;
- Victorian Tourism Infrastructure Development Strategy;
- State Environment Protection Policy (Waters of Victoria);
- State Planning Policy Framework contained in the East Gippsland Planning Scheme; and
- Other local and regional policies and strategies.

The relationship between these State and regional policies and local policies is shown in the following diagram.

Figure 2 Policy Structure

	COASTAL PLANNING	OTHER RELEVANT POLICY (Strategic Planning and Tourism)
STATE	<p>Victorian Coastal Strategy (VCS)</p> <p>State Environment Protection Policy (Waters of Victoria)</p>	<p>State Planning Policy Framework (SPPF)</p> <p>Victoria’s Tourism Industry Strategic Plan 2002-2006</p> <p>Victorian Tourism Infrastructure Development Strategy</p>
REGIONAL	<p>Integrated Coastal Planning for Gippsland Coastal Action Plan (Integrated CAP)</p> <p>Gippsland Lakes Coastal Action Plan</p> <p>Estuaries Coastal Action Plan</p> <p>Gippsland Boating Coastal Action Plan</p> <p>Climate Change in Eastern Victoria</p>	<p>Municipal Strategic Statements (East Gippsland and Wellington Planning Schemes)</p> <p>Gippsland Regional Tourism Development Plan (GRTDP) 2004 - 2007</p> <p>Domestic Wastewater Management Plan</p>
LOCAL	<p>Foreshore Management Plans</p>	<p>Local Planning Policy Framework (LPPF)</p>

4.1.1 Victorian Coastal Strategy

The Victorian Coastal Strategy is based on four hierarchical principles to guide decision making in relation to coastal activities. They are:

- Provide for the protection of significant environmental features.
- Ensure the sustainable use of natural coastal resources.
- Undertake integrated planning and provide direction for the future.
- With the satisfaction of these principles, facilitate suitable development on the coast within existing modified and resilient environments.

Some key policies and directions contained in the Victorian Coastal Strategy relevant to this project are:

Coastal Land

- Protect and improve biological diversity, coastal habitats and flora and fauna.
- Identify significant natural values on freehold land and conserve them through planning scheme mechanisms.
- Integrate catchment and coastal management.

People on the Coast

- Actively seek opportunities to carry out improvement works along the coast that provide safe, family friendly beaches (eg. access tracks, disabled access, car parks and amenities).
- Identify and manage on going and emerging public risks along the coast with emphasis on issues such as dangerous and unstable cliffs, changed climatic conditions and enhanced erosion and maintenance of coastal infrastructure (eg. seawalls, breakwaters).
- Crown land camping grounds – improve user amenity and ensure accessibility to sites and facilities by all prospective users.
- Tourism activities and development – provide for quality development, diversity of experience, encourage nature based tourism, give priority to tourism ventures that relate to the coastal context.

Coastal Access

- Regional boating infrastructure plans will address safety, tide and weather constraints.
- Manage vehicle access and rationalise foreshore parking.
- Encourage alternatives to car circulation around townships.
- Encourage public transport services (eg. buses) to and along the coast.
- Improve access for all levels of mobility.
- Progressively establish coastal walks to improve opportunities to enjoy the coast by foot.

Built Environment

- Protect the character of coastal settlements.
- Manage growth through defined township boundaries.
- Prevent development proliferation outside of existing settlements.
- Manage development in visually prominent and sensitive areas.
- Improve, remove or relocate infrastructure to less physically and visually sensitive inland sites as the opportunity arises.
- Maximise the use of community facilities on the foreshore.
- Encourage development of planning scheme overlays to address significant environmental issues.

Some of the key tenets contained in the supporting policies are summarised as follows:

- Coastal development proposals should be evaluated on the basis of an assessment of infrastructure capacity and environmental, cultural and landscape values.
- Tourism policy seeks to maximise the social and economic benefits of tourism development while maintaining regional community lifestyles. The development of the Gippsland Lakes as Victoria's premier boating destination and the promotion of Mallacoota as a blue water and nature based tourism destination are the two top priorities for the Gippsland region.
- State planning policy encourages urban consolidation and housing diversity to accommodate population growth, promotes tourism development in regional Victoria, seeks to integrate land use and transport planning and provides for high quality urban design.
- Environmental objectives included in State planning policy provide that planning and responsible authorities should have regard to Victoria's Native Vegetation Management – A Framework for Action (Department of Natural Resources and Environment 2002). This means that if native vegetation is proposed to be removed, a Net Gain outcome needs to be achieved. This usually involves an offset action of some kind.

4.1.2 Climate Change and Sea Level Rise

The world's climate is changing and Australia's average temperatures have increased 0.8°C since 1900. It has been concluded by the Intergovernmental Panel on Climate Change (IPCC) that the activities of humans are interfering with the climate.

Carbon dioxide emissions caused by burning fossil fuels for electricity and transportation, as well as land clearing and the release of methane and nitrous oxide are the key contributors to climate change.

Climate change can affect precipitation, wind patterns and the frequency and severity of extreme weather events. Potential impacts of climate change include: reduced agricultural production due to higher temperatures and rainfall decreases affecting grazing and horticulture; rainfall and evaporation changes affecting the Mitchell, Tambo and Snowy Rivers and the water quality of the Gippsland Lakes and wetlands; and threats to

marine biodiversity and estuarine ecosystems due to changes to salinity, sea-level rise and loss of vegetation on the coastal fringe.

The issue of sea level rise is an important consideration for coastal communities. A report prepared by the CSIRO titled Urban sea level rise projections for urban planning in Australia (2003) reviews the latest estimates for both global mean and regional sea level changes. The study notes that the current estimates for global mean sea level rise range from 3-30 centimetres by 2040.

The study discusses ways in which sea level rise predictions can be dealt with by Councils/Shires, including artificial beach nourishment and establishment of sea walls.

The CSIRO has also recently prepared a series of reports identifying some of the key factors influencing climate and weather events along the Gippsland coast. This first phase of the Climate Change Study predicts that impacts to be expected include more frequent and more extreme storm events and a range of sea level rise implications.

The Gippsland Coastal Board is now seeking to use the knowledge gained during Phase 1 of the Climate Change Study to model the vulnerability (exposure) and risk (probability of change) for the Gippsland Coast, its geomorphological features and processes, and the associated built and natural assets.

The Board should continue its work in assessing climate change impacts on the coast in Gippsland together with East Gippsland and Wellington Shire Councils and other government agencies.

4.2 EAST GIPPSLAND PLANNING SCHEME

4.2.1 Municipal Strategic Statement

The East Gippsland Municipal Strategic Statement (MSS) identifies key influences for the municipality and includes a range of objectives and strategies (21.05) relating to: community development; economic development and employment; conservation and natural resource management; and land use and development.

Other specific strategies included in 21.06 Strategies for Sub-regions, Towns and Localities, support Raymond Island's existing role as a residential and retirement community that contains a limited range of community and sporting/recreation facilities. The policy also supports the Island's role as a significant holiday location, particularly for water-based and nature-based activities, including Koala viewing, and seeks to enhance the nature-based tourism role provided it is in keeping with the character and natural values of the Island.

The policy states that future residential development should be contained within the current township area with infill development meeting future residential growth needs due to access, servicing and environmental constraints, however development for some low-key tourist accommodation may be appropriate in areas zoned for rural living purposes, subject to evaluation of the location and characteristics of each proposal (and the provisions of Clause 22.06 and 22.07 discussed further in Section 4.2.2 below). A convenience shop could be accommodated in the township (Residential zone) should demand be sufficient to justify its construction.

Sensitive areas of native vegetation and habitat are identified by an Environmental Significance Overlay in the Planning Scheme (discussed further in Section 4.2.4).

4.2.2 Local Policies

Local policies most relevant to the coastal towns of East Gippsland include: Heritage Policy (22.10), Aboriginal Heritage Policy (22.11) and Significant Landscapes Policy (22.12).

The Heritage Policy (22.10) and the Aboriginal Heritage Policy (22.11) apply to all land in the municipality.

The Heritage Policy closely relates to the Heritage Overlay although it is noted that recent heritage studies of many of the coastal towns are yet to be implemented through a Heritage Overlay amendment. The Policy aims to conserve and enhance heritage places of natural and cultural significance, including heritage rivers, as well as those elements, which contribute to the significance of heritage places.

The Aboriginal Heritage Policy aims to promote the identification, protection and management of Aboriginal cultural heritage values and to ensure that the views of local Aboriginal communities are taken into account in providing for the conservation and enhancement of places, sites and objects of Aboriginal cultural heritage value. In relation to development proposals, the policy seeks to ensure the conservation of known or potential indigenous cultural heritage sites is addressed through expert evaluation and assessment of such sites as part of the application process.

The Significant Landscapes Policy applies to the majority of Raymond Island (outside of the township area), due to its location within the Gippsland Lakes system. (Refer Clause 22.12 Map 1). The Policy is designed to ensure that all significant regional landscapes are protected and enhanced and not compromised by development.

The Policy is implemented through the consideration of applications in terms of impacts on landscape values and visual amenity and it is envisaged that Significant Landscape Overlays may be introduced in the future.

Local policies contained within the planning scheme relating to the broader municipality include: Special Water Supply Catchment Areas; Industry Development; Dwellings in Rural Areas; Tourist, Commercial or Industrial Development in Non-Urban Areas; Identification of Development Constraints; and Small-lot Subdivision in Rural Zones. The Tourist, Commercial or Industrial Development in Non-Urban Areas Policy (22.06) seeks to protect the amenity and environment of non-urban areas in relation to tourist and similar development proposals. The Dwellings in Rural Zones policy (22.07) discourages the development of dwellings at a density greater than is required for rural use of the land, except in areas close to tourist activity centres, along major travel routes or on host farms – where additional dwellings for use as tourist accommodation may be approved, subject to the merits of the proposal.

The Small Lot Subdivisions in Rural Zones Policy (22.08) is aimed at providing subdivision flexibility for appropriate activities in rural zones that require a site less than the zone minimum. The policy also assists the creation of a site for tourist purposes in non-urban areas.

Identification of Development Constraints Policy (22.09) applies to all land for which detailed hazard (flooding/inundation, erosion, salinity) mapping is not yet available, and provides an interim means of ensuring that potential constraints are identified and taken into account in decisions on land use and development.

4.2.3 Zoning

The south-western edge of the Island contains the township and is zoned Residential 1 (R1Z). A ribbon of R1Z stretches north along the foreshore facing Paynesville for approximately one kilometre. At its northern end an area of land abutting this ribbon of R1Z is zoned Low Density Residential (LDRZ), which provides for minimum subdivision of 0.4 hectare. The balance of the private land on the Island is zoned Rural Living (RLZ2), which provides for rural residential uses with a minimum subdivision size of 4 hectares.

Some of the R1Z and LDRZ land is currently undeveloped. These are largely the parcels of land behind the foreshore strip of allotments that mostly do not have the benefit of water views.

The Public Conservation and Resource Zone (PCRZ) has been applied to the remaining areas of Crown Land.

Refer to Appendix A for further explanation of land use zones.

Refer to Plan 2 Raymond Island Zoning and Overlays (DSE 2005)

4.2.4 Overlays

Vegetation Protection Overlay (VPO1) – Tambo-Bairnsdale Roadside Vegetation Protection Network

This overlay is designed to protect roadside vegetation, and generally applies to an area of land to the south of Eleventh Avenue and narrow corridors along Centre Road and Gravelly Point Road. It often includes stands of remnant native vegetation that contribute significantly to environmental and aesthetic values. A permit is generally required to remove, destroy or lop native vegetation.

Vegetation Protection Overlay 2 (VPO2) – Raymond Island Vegetation Protection Area

This overlay seeks to conserve high conservation value vegetation and vegetation with high aesthetic and landscape value. It applies to the township area and the northern section of the Island including Point King. The significance of the vegetation is described in Schedule 2 as, "Remnant native vegetation contributes significantly to (the) aesthetic values of the island and provides for a unique rural and urban character in a lake shore setting in a highly attractive area to both local residents and visitors." A permit is generally required to remove, destroy or lop any vegetation within this overlay area.

Environmental Significance Overlay 41 (ESO41) – East Gippsland Site of Biological Significance

The objective of this overlay is to ensure that the environmental or any other values of the land are not adversely impacted upon by development. This overlay applies to the majority of the Island with the exception of the township area and the Point King area, ie areas covered by VPO2. The



Remnant native vegetation

overlay encourages specific management practices such as vegetation protection and maintenance, application of weed control programs, fire regimes, fox control programs and protecting white-bellied sea-eagle nests.

A permit is generally required to construct a building or construct or carry out works, construct a fence, subdivide land, or remove, destroy or lop vegetation unless certain conditions of the overlay schedule specifically state otherwise.

4.3 PREVIOUS STRATEGIC PLANNING STUDIES

There have been two previous strategic planning studies that examined the future for Raymond Island. Some of the policies produced in those studies remain relevant today and are referenced in the East Gippsland Planning Scheme. Some aspects of those studies are summarised below.

4.3.1 Raymond Island Strategy 1992

Prepared by: Shire of Bairnsdale
Status: Adopted by Council

This document examined existing controls and strategies that affect the Island and provides a strategy to guide future development.

The report states that *'The issues facing Raymond Island and the pressures for development that are evident must be resolved so that the Island retains its character that is so valued by residents and tourists alike.'* Furthermore, that the *'natural bush character of the Island and its flora and fauna values will be preserved and enhanced by regulating development to a level that will sustain the natural values.'*

The study emphasised that the future of Raymond Island should include:

- Preservation and enhancement of the natural bush character of the Island and its flora and fauna values.
- Maintenance of the Island's development status.
- Protection of the quiet lifestyle valued by the community

The objectives and strategies articulated in the document generally seek to maintain a low level of development on Raymond Island, with consolidation of the urban area and measures to ensure vegetation protection generally and in particular to ensure that a network of habitat corridors are maintained and enhanced around the Island.

4.3.2 Foreshore Planning Study 1989

Prepared by: Perrott Lyon Mathieson
Status: Adopted by Council

This study focuses on the foreshore areas of Eagle Point, Paynesville and Raymond Island. The purpose of the study was to prepare comprehensive development and management plans to guide the future use of the foreshore, and a series of objectives were identified including:

- Upgrading the general appearance and overall amenity of the study area.

- Facilitating public access to and along the foreshore.
- Recognising the twin role of the study area as a place for permanent residents and as a tourist destination.
- Recognising the fragility of the natural environment and protect flora, fauna, soil and water resources.

In reference to Raymond Island, the report identifies foreshore areas in need of improvement, such as:

- Areas containing individually licensed private jetties, which clutter the foreshore.
- The ferry terminal, which is the entry point to the Island and is visually unappealing as an arrival point, with inefficient traffic management, public car parking and poor pedestrian ferry-waiting facilities.
- The northern side of the Island, which comprise large rural-residential and farming properties where the foreshore is subject to erosion.
- Appropriate locations on the northern and southern sides of the Island for public access/walking tracks.

The report specifically recommends that improvements be made to the arrival point, including provision of information boards and directional signage, as well as retention of native vegetation on the foreshore in the McMillan Strait area.



Moorings in McMillan Strait

4.4 DEVELOPMENT SUMMARY

4.4.1 Building Approvals

Between the 1994 and 2006, an average of 9 single dwellings were approved per annum, which equates to 109 building permits for the period. In addition, 79 building permits were issued for alterations and additions. During 2003/4, 12 building permits were issued for multi-unit development on three different sites. Dwelling approval rates have generally increased over this period with approximately 15 – 20 dwelling approvals per annum recorded in 2002 – 2004. Approval rates appear to have declined significantly since then. Given that only 328 dwellings were recorded in the 2001 Census, the annual rate of approvals since then is significant for a town of this size and reflects its popularity for both holiday and retirement purposes.

4.4.2 Land Supply

Raymond Island consists of a large proportion of privately owned land zoned for residential purposes at various densities.

The main residential area (Residential 1 Zone) is largely developed with approximately 401 dwellings currently existing (2006), however some large or vacant lots located at the northern end of the residential area could potentially accommodate an estimated additional 140 dwellings. Potential exists for infill development of approximately 45 more dwellings within the remaining R1Z area. It is important to note that these parcels are covered by a Vegetation Protection Overlay which may limit the development potential on some sites.

The area zoned for Low Density Residential (LDRZ) can potentially be



New housing development

further subdivided to yield an estimated 30 lots, and the Rural Living zoned land (RLZ2) that makes up the balance of the privately owned land on the Island presents an opportunity for further residential development yielding up to an estimated 29 lots, subject to environmental protection limitations.

In summary, across the Island there exists potential to subdivide land to create sites for 240 - 250 additional dwellings. Based on the rate of development over the last decade (10-12 dwellings per annum), this is supply for 20+ years.

4.4.3 Infrastructure

Raymond Island has reticulated water and sewerage, provided by East Gippsland Water, which is supplied to the Residential 1 Zone on the western part of the Island. The water is reticulated from Eagle Point and the sewerage network is connected to the Paynesville Wastewater Treatment Plant. These systems are adequate to accommodate current growth potential in this residential portion of the Island.

Reticulated electricity is provided by T Squared throughout the residential area and the northern parts of the rural residential area. Upgraded high voltage (HV) supply and additional substations may be required to meet substantial longer-term growth. Reticulated gas supplies are not available and although a mains service is being provided to Paynesville an extension to Raymond Island is not considered to be viable at present and would require upgrade works in Bairnsdale to support the service.

Telecommunication (land-line telephone, broadband and mobile) services are available throughout the Island and have capacity to cater for longer term growth.

East Gippsland Shire Council has progressively sealed and provided kerbs to streets in the urbanised western portion of the Island. Outside of this area roads are sand and gravel with little provision for drainage. Planned infrastructure provides for the construction of a boat ramp on the Fourth Avenue foreshore south of the ferry terminal.



Overhead powerlines on Western Boulevard

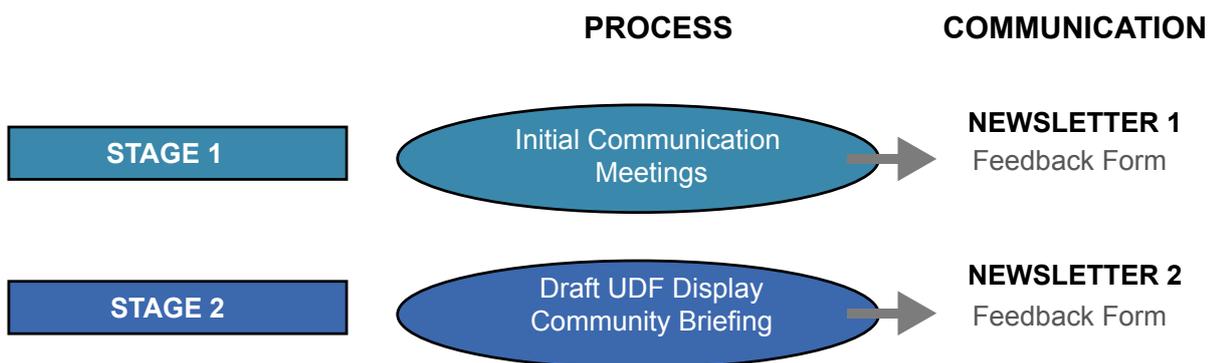
5. COMMUNITY VIEWS

5.1 CONSULTATION PROGRAM

Community consultation has been a vital component of the Urban Design Framework process and public input has provided a clear direction for the improvement of each settlement.

In June 2006 a community meeting was held to explain the project and its objectives. The meeting included a workshop session that enabled smaller groups to identify key values and explore major issues. The outcomes from each working session were reported back to the community at the conclusion of the meeting. Newsletter 1 was distributed at the consultation session. The Newsletter contained information on the project scope and preliminary issues for the Island. A Feedback Form was prepared and all community members were invited to complete the form or make submissions on the town. The results of the feedback were collated and analysed.

Figure 3 Overview of Consultation Process



Approximately 100 people attended the Stage 1 consultation session at Raymond Island and 30 submissions were received.

As part of the Stage 2 process the current draft UDF is available for further review and comment. Newsletter 2 summarises the main elements of the draft UDF and a further Feedback Form has been prepared to assist public comment.

The Newsletters, reports, feedback and other documents generated for the project have been available through the Wellington and East Gippsland Council websites. Direct mail-out and press publicity has also occurred.



Community Hall - important focal point

5.2 KEY MATTERS FROM COMMUNITY FEEDBACK

A summary of the information provided by the Raymond Island community in Stage 1 of the consultation process is provided in Appendix D – Community Consultation Summary.

The following table highlights the key community views expressed in the completed stage of the consultation program.

<p>Stage 1</p> <p>Raymond Island</p> <p>Key Issues from Public Consultation</p> <p>(Approximately 100 people attended the consultation meeting and 30 submissions were received)</p>	<p>Community Values</p> <ul style="list-style-type: none"> • Proximity to Paynesville • Surrounding environmental values • Neighbourhood character • Lifestyle • Identity as an island <p>Key Issues</p> <ul style="list-style-type: none"> • Overdevelopment • Management of native flora and fauna • Road infrastructure quality and safety <p>Priority Improvements</p> <ul style="list-style-type: none"> • Settlement entry point/ferry terminal • Pedestrian/bike circulation • Review / improve building restrictions / guidelines
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6. URBAN DESIGN FRAMEWORK PRINCIPLES

Urban Design Frameworks provide a strategic planning tool to guide the development of urban places, ranging from metropolitan suburbs to small townships. An Urban Design Framework establishes an integrated design vision for a place in consultation with the community and assists the realisation of the vision through planning scheme changes, capital works projects and guidelines for private development.

The preparation of an Urban Design Framework for each town in the study area is based upon a process of: analysis, the formulation of a structured approach/objectives and the identification of actions to achieve desired outcomes. This process is illustrated in the following diagram.

Figure 4 Urban Design Framework Process



The existing State, regional and local policies provide the primary policy foundation for the Urban Design Framework. This is supported by local analysis, the identification of issues and broader areas of research, including regional trends and strategic approaches to similar issues elsewhere.

The analysis is based on four broad subject areas:

- local character – including landscape setting, building form and scale, key activities and public spaces;
- the environment – including natural and cultural resources;
- activities – including land use, economic development, recreation, social and community activities;
- movement and access – including traffic and pedestrian circulation, parking, safety and linkages between activities.

While these subject areas overlap, they can be seen as a group of influences that work together to form the character of the settlement.

From this foundation a set of design principles have been formulated to guide the development of the 19 coastal towns. These principles underpin the Vision and proposed improvement actions for each of the towns.

GENERAL DESIGN PRINCIPLES

ENHANCE LOCAL CHARACTER

The existing local character of each settlement should be protected and / or improved where appropriate. The land use types, style of built form, extent of development, landscape setting and public realm experience all contribute to the character of a locality and should be carefully considered within each unique context.

CONSERVE THE ENVIRONMENT

The coastal environments within which these settlements are located are important ecosystems that must be conserved for the future. The National Parks, marine and coastal parks and Ramsar wetlands are all significant natural assets and environmental impacts associated with development must be minimised. Many coastal areas contain sites and localities of indigenous cultural heritage importance and impacts on these assets must similarly be minimised.

PROMOTE ACTIVITY TO SUSTAIN COMMUNITIES

Community development is vital for any settlement and these small, regional communities require particular support with regard to the provision of services and facilities as well as economic stimulation. Vibrant public spaces that encourage social interaction can help engender a strong sense of community.

IMPROVE ACCESS

Accessibility should be inclusive of all and walkable settlements that allow safe and enjoyable pedestrian movement are desirable. A sense of arrival, effective circulation and wayfinding are also important features of a settlement.

These four principles underpin each of the Urban Design Frameworks and the settlement Vision outlined in Section 8 incorporates each principle as much as applicable for the local context.

7. ANALYSIS

Analysis of Raymond Island is underpinned by the Design Principles listed in Section 6 and a range of issues and opportunities relating to Raymond Island have been categorised appropriately. These are described below according to character, environment, activities and access and are documented in **Plan 3 Raymond Island Urban Design Analysis**.

The extensive analysis work has incorporated field work, environmental assessment, policy analysis and community feedback, as discussed in preceding sections of this report.

7.1 ISSUES AND OPPORTUNITIES

7.1.1 Local Character

The special nature of the character of Raymond Island has been identified in previous studies and highlighted in the community consultation undertaken as part of this project. Through this work the major elements that contribute to this character have been identified as:

- The extensive remnant natural vegetation (and the associated fauna) on the Island, which provides a bushland setting for most development and frames vistas to and from the Island.
- The detachment from the mainland fosters a quiet and tranquil lifestyle for residents and visitors.
- There is a low intensity of development and activity exemplified by buildings that are generally modest in height and mass with interspersed vegetation, unmade roads, few hard edges.

Over the past 10 years growth has impacted on these values in some areas. There remains considerable development potential within the Residential 1 zoned area. New development potential is more limited within the Rural Living Zone. The flat topography of the Island and existing vegetation limit the opportunities for water views. There has been an incremental loss of vegetation along some parts of the McMillan Straits foreshore. The desire for water views has also driven the redevelopment of some sites along the foreshore and further redevelopment can be expected. Similarly, consistent with development elsewhere, proposals for taller buildings might be anticipated on sites close to the foreshore in attempts to obtain views above adjacent rooflines or trees.

The vista of Raymond Island viewed across McMillan Strait from the Paynesville foreshore is one of an attractive mix of moored boats, small cottages and interspersed vegetation. The vegetation is a backdrop to the view and also largely frames the development due to the relatively flat topography of the Island and the low scale of most development. This setting provides Raymond Island with a strong identity as a village with a boating focus nestled into the surrounding bush. Vegetation protection and management of future building scale are critical management actions required to maintain this character. New development up to two storeys (7.5 metres), which retains significant trees on the site and incorporates design approaches that avoid buildings with a large mass or footprint would be consistent with the desired local character and setting.



Tourist accommodation in rural area

Overhead powerlines are prominent along most of the McMillan Strait foreshore. Undergrounding of powerlines would enhance the foreshore landscape and reduce potential safety hazards in relation to boat movement.

The ferry trip across McMillan Strait provides a unique entry onto the Island. The sense of arrival is diminished however, by a poor quality public space and a lack of signage adjacent to the ferry landing. This arrival / departure point should be enhanced to reinforce this key focal point. Improved landscaping, expanded public amenities and additional heritage/environmental interpretive information should be provided at this location.

With a significant retiree population, it is anticipated that as further ageing of the community occurs there will be demand for some smaller unit development as an alternative to the larger treed allotments with their attendant management demands. While this type of development could be anticipated in Paynesville, it should not be precluded on Raymond Island and attention to integrating building design with the site features, avoidance of high site densities, vegetation protection and landscape screening will be required as part of the design and approval process.

The development rates recently recorded and analysis of vacant zoned land for residential and low density residential development indicates there is sufficient land supply for these purposes for the planning period currently provided for in the planning scheme. Further expansion of these zones is not justified. This conclusion is consistent with current MSS policy.



Existing Ferry Park playground

7.1.2 Environment

The natural vegetation that exists in various parts of the Island heavily influences local character. The landscape of the Island varies notably as different vegetation communities are encountered. The vegetated condition of Raymond Island is also a notable contrast with the cleared and modified setting of adjacent Paynesville and its rural surrounds.

The existing VPO/ESO provisions in the planning scheme enable some management of remnant vegetation to occur. VPO2 specifically identifies the importance of remnant vegetation to the landscape quality of the urban areas. The ESO provisions are less specific in this regard. Some strengthening of these controls is desirable through additional design and development guidelines.

There is also some gaps and overlap between the ESO and VPO areas and also in relation to the identification and protection of EVC areas listed under the Flora & Fauna Guarantee Act. In this regard it is noted that the EVC mapping does not identify areas of remnant vegetation in the Point King locality. These gaps and overlaps need to be resolved.

The 1989 Foreshore Planning Study for Eagle Point, Paynesville and Raymond Island provided some general principles and guidance on the future use of the foreshore of Raymond Island. Continuing loss of vegetation, increased visitor use, greater boating activity, erosion and a range of other factors require that a comprehensive foreshore management plan be prepared. Council has responsibility for the preparation of this plan.

Koalas are a species of importance to the Island. Vegetation degradation

(Manna gum woodland) is still occurring due to over-browsing. To ensure the sustainability of the Koala population and the vegetation resources on the Island there is a need for further management of the number of Koalas.

Sustainability / Community Image

Raymond Island has a combination of setting, physiography, environmental resources, character and development that is unique in the region. The Island is part of a designated Ramsar Wetland, both around the island and within it. A significant Biosite has been identified in the central parts of the Island and there are several species and communities of statutory significance identified under the various applicable environmental legislation. The natural environment of the Island is sensitive to change and the landscape is an essential part of its character. The Island will continue to rely on adjacent areas for services and infrastructure. From the consultation conducted ensuring the long term sustainability of these circumstances is important to the community of the Island. This theme is reinforced by the Victorian Coastal Strategy and several other State policy statements such as Victoria's Native Vegetation Management – A Framework for Action and more recently by the Government's Environmental Sustainability Action Statement – Our Environment, Our Future (July 2006).

An opportunity exists to provide a strong policy commitment to a sustainable future. Such an approach will help maintain local character, enhance the environment, provide an image/theme for tourism, minimise infrastructure upgrade requirements and assist in guiding development decisions.

7.1.3 Activities

Residential land use dominates the Island. The urban area is dispersed along the McMillan Strait foreshore. The non-urban parts of the Island have a low suitability for agriculture and provide a low density residential environment. The close proximity to Paynesville and relatively small and dispersed permanent population on the Island has precluded the development of local commercial outlets, which is limited to a seasonal café. The development of the eastern part of the Paynesville commercial area in close proximity to the ferry terminus, reflects in part demand from Raymond Island residents and visitors. Similarly, most community and health services are accessed in Paynesville.

The establishment and sustainable operation of commercial outlets on Raymond Island is likely to be constrained by economic and seasonal realities, even with some population growth. Specific provision for future commercial development should be made on the basis of a rezoning of a suitable site. If there is demonstrated need for a specific commercial activity generally only the area between Fifth Parade and Eleventh Parade, in close proximity to the foreshore and the ferry terminal should be considered for such development. Convenient and equitable access to Paynesville needs to be available as a complement to this approach.

There are few focal points on the Island. The ferry terminal, public hall and boat launching ramp are important within the residential area. These sites need to be reinforced as community gathering points through appropriate design and landscaping. Outside of these areas there are



Recent visitor accommodation



Montague Point foreshore

several destinations that could be enhanced as local focal points. They include Point Montague, Harrington Point, Point Scott and the former school site in Gravelly Point Road.

Some growth of tourist activity has occurred with a small number of accommodation developments being established that cater for these needs. Raymond Island has few other facilities that provide for visitor needs. This may be seen as a desirable situation that maintains the informal quiet lifestyle of the Island. It also creates a management gap – given the popularity of the Gippsland Lakes generally, if visitors are not managed or provided for there are likely to be resultant pressures that will result in environmental damage in popular areas. This has implications for appropriate management responses in relation to beach access, water views, the provision of boating facilities, destination identification and facilities, circulation and movement provision.

Raymond Island is well placed to provide a variety of nature based tourism experiences – hiking and bicycle routes, guided walks, specialist flora or fauna sites and interpretation (Koalas, bird watching, wetland areas), kayaking and water based experiences. Nature based tourism is supported in Council's current MSS. Public infrastructure that encourages such activities, together with suitable accommodation options for visitors throughout the Island should be encouraged.

In particular, the scale of Raymond Island and the extent of Crown land throughout the Island provide a major opportunity for the Island to be a haven for bicycle tours and walking. There is little formal provision for such activities at present and a network of tracks and trails with interpretive information and rest/viewing facilities could be developed around the Island.

There are a number of sites and structures on Raymond Island of heritage interest. They include both Aboriginal cultural heritage and post European settlement sites. A number of sites have been identified, with local community input, but the significance of many of the sites requires further expert evaluation. Notwithstanding this need, these sites do provide a basis for enhancing local character, attraction and context through the development of a heritage route for walkers or cyclists with appropriate on-site interpretive information.

Tourism marketing should develop the image of Raymond Island as a key nature based visitor destination within the Gippsland Lakes region.

Boating is an important activity on the Island. Most of the infrastructure is contained along the McMillan Strait edge. The major facilities are the ferry terminal point, public boat launching ramp to the south and the public jetty to the north of the ferry. There are numerous small private jetties dotted along the Strait foreshore. Investigations by Gippsland Ports indicate there is potential for additional mooring capacity within the Strait. Planning for the provision of new moorings is required to integrate the land based requirements for these facilities. Improvements to the boat launching arrangements have been mooted. The foreshore edge is extremely narrow and/or constrained by wetland areas along most of this frontage. Provision for car parking, access and vehicle circulation must not dominate this edge and compromise other uses and values. As a principle new moorings should be consolidated into defined areas with good access and capacity to provide for parking and circulation. The provision of some limited additional public mooring facilities should be considered around the Island for visitor access.



Public boat launching ramp

7.1.4 Movement and Access

Access to Raymond Island is an important community issue. The ferry service has been improved over the years and has distinct benefits and limitations. Further upgrading of this service has been sought in the past and the construction of a bridge or other permanent road link has been advocated. The scope of this UDF does not include an examination of this issue.

It is noted however that the ferry based service sets the scene for the Island's character. Raymond Island is clearly separate from Paynesville, the pace of life is slower and the level of activity less. The process of catching the ferry reinforces this transition. There is an initial wait, anticipation, a short but slow journey and dispersal into a different environment. The ferry reinforces the fact that Raymond Island is not part of or a mere extension of the mainland. This arrangement is unique in the region. However, notwithstanding the views concerning the importance of the ferry service to the character of the Island, there are clearly other issues regarding access that need to be addressed, such as convenience, equity, safety, cost and commercial opportunity.

This UDF acknowledges the operation of the ferry service as part of the existing infrastructure on the Island and addresses design and function issues related to this service. Consideration of alternative access arrangements (as distinct from an improved ferry service) would need to carefully evaluate the impact on local character and lifestyle of such alternatives.

The Raymond Island road system contains two distinct components – the sealed and kerbed network in the urban area and the gravel/sand roads on the balance of the Island. Whilst the Island is relatively compact, way-finding generally is not convenient. The road system within the urban area has no definition and little signage. Access to the rural parts of the Island is unclear for visitors as are destinations and circulation in the urban area, eg return route to the ferry, Point Montague, Centre Road.

The arrival/departure point for the ferry provides rudimentary information services and public amenities. Additional interpretive information and signage should be provided. Improved landscaping and park furniture would create a more notable entry point and make the area more useable by residents as well as visitors. Directions to destinations around the Island need to be clearly provided at this location, which should also be a key commencement point for pedestrian and bikeway systems around the Island.

Raymond Island is relatively compact with the potential to walk the length of the Island in a few hours. Consistent with the tranquil lifestyle that exists on the Island movement by non-car means should be promoted. A network of pedestrian pathways and bicycle routes should be developed to provide for circulation and recreation for both resident and visitors. Roads outside of the urban settlement could be developed with a narrow spray seal (~4 metres width with formed shoulders) and signed as a shared car/bicycle route with a 60 kph speed limit.

The initial pedestrian pathway/boardwalk along McMillan Straits should be extended the length of Western Boulevard and linked into routes providing access to the centre of the Island and its eastern parts. Informal pathways exist in several parts of the Island, particularly through Crown



Gravel road in rural area



Boardwalk on McMillan Strait foreshore

land and along foreshore reserves. Many of these routes could be refined, developed and incorporated in the overall network.

The enhancement of the ferry terminal site, the development of pathways, better signage, the provision of interpretive information should all utilise an integrated suite of streetscape elements. This will enhance the image, character and quality of the Raymond Island environment.

8. STRATEGIC FRAMEWORK

The strategic framework for Raymond Island embodies the four General Design Principles described in Section 6 and reflects the analysis presented.

The Vision outlines the future for the settlement and the subsequent key objectives and strategies are intended to facilitate a range of projects and other actions that will contribute to the development of the township expressed in the Vision.

Objectives for the settlement support the existing policy context and reflect community issues. The strategies detailed identify key actions to achieve the objectives, and the Master Plan provides a design response to some of the strategies, while others may be addressed over time.

8.1 VISION

The way forward for Raymond Island addresses the significant issues identified during the analysis and consultation processes and builds on the key opportunities for enhancing the special qualities of the settlement.

The proposed vision for Raymond Island is stated below and key objectives and strategies designed to realise this vision are also included.

The vision has been drawn from the values expressed by the community, planning policy and relevant influences.



Quiet beaches and sheltered water

“Raymond Island will be acknowledged as a unique village and rural residential locality set within the heart of the Gippsland Lakes.

Its bushland setting, natural values and quiet lifestyle will be maintained and it will be recognised as a destination where sustainability is a key element in all activities conducted on the Island.

Limited new low intensity development, consistent with this vision will be provided for and the Island will be seen as an attractive visitor destination for nature based tourism experiences. Non-car based circulation on the Island will be well provided for and promoted.

Raymond Island will be conveniently accessed from adjacent Paynesville, which will also provide most essential goods and services for Raymond Island residents and visitors.”

8.2 KEY OBJECTIVES AND STRATEGIES

OBJECTIVE 1:

To protect and maintain the well vegetated coastal settlement and low intensity character of Raymond Island.

STRATEGIES:

- 1.1 Prepare and implement design and siting guidelines for development.
- 1.2 Enhance vegetation protection measures in ESO areas of Raymond Island.
- 1.3 Contain residential and low density residential development to currently zoned areas.
- 1.4 Direct commercial/retail development, subject to a demonstration of need into the area bounded by Fourth Avenue, Fifth Parade, Sixth Avenue/Ninth Parade (to Tenth Avenue) and Eleventh Parade through a planning scheme amendment process.
- 1.5 Remove overhead powerlines along the McMillan Strait foreshore.

OBJECTIVE 2:

To have Raymond Island acknowledged as a sustainable, environmentally based community.

STRATEGIES:

- 2.1 Develop and implement a sustainability plan for Raymond Island and encourage the community to develop a code of conduct for sustainable living.
- 2.2 Adopt a logo/brand for Raymond Island as a sustainable community that is used in all promotional material.
- 2.3 Promote sustainability on Raymond Island through signage and interpretive boards at key focal points on the Island and within Paynesville.
- 2.4 Promote Raymond Island as a key nature based tourism destination in the Gippsland Lakes region.
- 2.5 Use indigenous planting in public areas and promote this approach on private land.
- 2.6 Utilise and support Paynesville's commercial and community services to meet local needs.
- 2.7 Encourage the incorporation of low resource consumption and energy efficient design and development approaches.



Enhance vegetation protection measures



Utilise Paynesville's commercial services

OBJECTIVE 3:

To enhance the opportunity, convenience and safety of movement for pedestrians and cyclists throughout the Island.

STRATEGIES:

- 3.1 Develop a comprehensive pedestrian pathway and bicycle network around and throughout the Island.
- 3.2 Provide a signage system throughout the Island for effective way-finding.
- 3.3 Provide footpaths and identify crossings to provide safe and convenient pedestrian circulation in all streets that provide access/ egress to the ferry terminal.
- 3.4 Define major routes connecting to Gravelly Point Road and Centre Road with planting and signage.
- 3.5 Provide a narrow sealed surface with formed shoulders along Gravelly Point Road and Centre Road to their intersection and promote this route for shared car/bicycle use.



Resides Jetty - south coast destination

OBJECTIVE 4:

Manage the foreshore to ensure environmental protection, preserve landscape quality and facilitate community access.

STRATEGIES:

- 4.1 Protect, maintain and enhance vegetation on and adjacent to the foreshore in all public realm development.
- 4.2 Ensure that provision is made for convenient and safe pedestrian access around foreshore parking and activity areas.
- 4.3 Rationalise foreshore parking areas.
- 4.4 Establish a foreshore and waterway management plan that integrates the further development of water and land based facilities.
- 4.5 Improve facilities and vehicle management adjacent to the ferry terminal.
- 4.6 Expand access for disabled persons to foreshore areas.
- 4.7 Develop a consistent set of streetscape elements – lighting, bins, seats, benches, paving – for the McMillan Strait foreshore and all foreshore focal points elsewhere on the Island.



Improve facilities at Ferry Park

8.3 MASTER PLAN PROJECTS

The ferry terminus park and boat launching area is the point of entry and the primary activity site on the Island. Improvement to the function, appearance and facilities in this area is required

There are few other major activity nodes on the Island, but key points of recreation interest should be improved with signage, facilities and access. They include Point Montague, Point Scott/Gravelly Point and the central wetland area.

Proposals for these key areas are provided in the following section.

9. IMPLEMENTATION

9.1 INTRODUCTION

The Urban Design Framework for Raymond Island provides the basis for a number of short and longer term implementation actions. They include the following:

- A framework for capital works expenditure on priority projects for the public realm is provided through the preparation of a Master Plan for those projects. Subject to the preparation of detailed design plans for construction these works may be carried out according to the availability of funds. The Master Plan proposal and other improvement concepts, together with associated cost estimates for Raymond Island are detailed in Section 9.2.
- Changes to the planning scheme have been considered that will assist in achieving the strategic and design outcomes sought for Raymond Island. These include changes to the Municipal Strategic Statement, local policies, zone boundary amendments, overlays and guidelines as may be required. These proposals are detailed in Section 9.3.
- The priority implementation actions for the UDF are indicated (Section 9.4) and a range of supporting actions are identified (Section 9.5), such as further investigations or design, supporting sources for capital works through applications to government and private funding bodies and the continuing involvement of the local community in the implementation process.

This section also outlines the process for the finalisation of the UDF through public display, review and Council adoption (Section 9.6).

9.2 MASTER PLANS

The analysis and consultation processes have generated specific projects to become the subjects of Master Plans as part of the Urban Design Framework.

The criteria used to select projects for Master Plans are:

- Meets expressed community views on importance and priority.
- Relevance to our recommended UDF general design principles and the town vision statement.
- Importance to the strategic future of the town.
- Feasibility for implementation (ie, ability to be funded by Council and / or external grants).

The Master Plans aim to provide a vision for how both the public and private realm could be developed over the time horizon of the study.

Master Plans are conceptual design proposals developed over limited base plan information, typically Council's cadastral property boundary information and air photography. They are not accurate drawings that take full account of detail such as services and other existing conditions. Each Master Plan will need another phase of design refinement, consultation and documentation before they can be implemented. They are big

Definition of master plan:

"A document that describes, in narrative and with maps, an overall development concept. The master plan is used to coordinate the preparation of more detailed plans or may be a collection of detailed plans. The plan may be prepared by a local government to guide private and public development or by a developer on a specific project."

Source: Dictionary of Real Estate Terms. Copyright 2004 by Barrons Educational Series, Inc.

picture ideas that show a clear and coordinated way forward that can be developed and refined over time as funds become available to implement them.

The importance of good design and professional project management in the delivery of all master plans is emphasised. While specialists should design and coordinate the implementation of these projects, the community should be encouraged at all levels to assist with that process.

9.2.1 Master Plan Description

The Master Plans prepared for Raymond Island are comprised of three components. Plan 5A details proposals for the primary entry point to the Island – Ferry Terminus and adjacent Ferry Park and the public boat launching ramp to the south of the Ferry Terminus. Plan 5B outlines the proposed development of a bicycle trail throughout the Island with points of interest, facility provision and staging identified. Plan 5C describes a Heritage Trail for the Island with heritage points of interest identified. The Heritage Trail is largely based on the Bicycle Trail route. Key features of these plans are outlined below.

Plan 5A – Ferry Park & Foreshore Reserve

It is proposed to widen the ferry access road to allow two loading lanes with new kerbing and line marking. Turning movement into Seventh Parade is to be improved and 90 degree parking (approx. 29 spaces) provided along its northern kerb to replace the existing ferry car park. Overhead powerlines in this locality are to be placed underground. (See Plan 5A, Items 1,2 & 10 and Table 1, Item 1)

In addition to the car park relocation, Ferry Park is to be enhanced with the development of a secured children’s play area, additional planting and pathway along the park’s western edge interface with the residential area, improved drainage and an expanded grassed area. Additional signage and visitor information is also proposed. (See Plan 5A, Items 3, 4, 5 & 9 and Table 1, Item 2)

Council has had proposals developed for the upgrade of the adjacent boat launching ramp and parking area. These proposals have been adapted and expanded upon to provide not only improved boat launching facilities, but enhanced provision for safe pedestrian circulation, landscaping and drainage. (See Plan 5A, Items 7 & 8 and Table 1, Item 3)

Plan 5B – Cycle Trail

The proposed Cycle Trail network covers the whole of the Island and is proposed to provide safe bicycle access to both key foreshore destinations and internal points of interest. Sealing of sections of Gravelly Point Road and Centre Road (6 m wide bitumen) to be signed as a shared bicycle/vehicle route will improve access and the amenity of this area. Elsewhere shared bicycle/pedestrian pathways would be provided on compacted gravel surfaces and boardwalks through low lying and sensitive areas. The trail provides access to various parts of the foreshore, picnic spots and localities of environmental and historical interest. These proposals help to reinforce Raymond Island’s appeal to tourism and environmental interests. (See Plan 5B and Table 1, Items 4, 5, 6 and 7)

Plan 5C – Sites of Heritage Interest



Enhance boat launching area



Historic cottage

A Heritage Trail concept has been developed based on community supplied information of sites of local heritage interest. This trail utilises the bicycle trail route and the facilities developed as part of the route. Interpretive plaques are envisaged at each of these sites. A specific cost for this project has not been included in Table 1 as the primary infrastructure has been allowed for and further community input may assist in the provision of brochures, plaques and related information.

9.2.2 Cost Estimates and Implementation Program

Indicative cost estimates for these projects have been prepared by measuring quantities from the drawings and making appropriate allowances for a range of factors that could not be measured from the drawings. Detailed design can make each project more economical or more expensive. The figures provided are a realistic guide for budgeting purposes enabling quality and durable new development. Variation of at least plus or minus 35% should be expected as projects are formulated in more detail.

The factor of cost escalation to the time of implementation should be anticipated in planning future project development. All costs quoted in this report are in 2007 dollars and future budgets will need to be adjusted to the anticipated time of construction.

An indicative program for implementation is suggested in the following table. This has been determined considering the time required to plan and seek funding for projects, the logical order of development and the need to spread projects over the time horizon of this study. Project priorities are indicated on the basis of High (within 3 years), Medium (within 6 years) and Low (beyond 6 years). Many projects are likely to be staged over a number of years. This outline is a starting point for planning these projects. This programming is likely to change to fit availability of funds and even private sector and other community initiatives. Funding sources are discussed in Section 9.5.

Table 1 Master Plan Projects, Indicative Costs 2006

Project Summary	Anticipated Cost (Government Sector 2007)	Project Priority
1. New parking area, ferry access and upgrade of Seventh Parade	\$362,200	Medium
2. Ferry Park improvement	\$447,285	Medium
3. Boat Ramp upgrade	\$252,920	High
4. Sealing of selected internal roads	\$461,160	High
5. Trail system Stage 1	\$141,155	High
6. Trail system Stage 2	\$1,150,580	Medium
7. Trail system Stage 3	\$631,865	Low
Total	\$3,447,165	

9.3 PLANNING SCHEME PROVISIONS

To assist the implementation of the vision, objectives and strategies for Raymond Island a number of planning scheme modifications are proposed.

9.3.1 Municipal Strategic Statement

Amendments to the MSS are required to provide for the Coastal Settlement Framework as described in Appendix A. Appropriate notations should be shown on the Strategic Framework Land Use Plan (Clause 21.04-3). Clause 21.06-2 'Lakes and Coastal' should be amended to reflect the Coastal Settlement Framework in the introductory section of that Clause.

In addition, Clause 21.06-2 should be amended to include the following specific township provisions:

"Facilitate development in accordance with the Raymond Island Strategy Plan included in this clause.

Manage the future development of Raymond Island in accordance with the following vision.

(Insert Vision as per Section 8.1 of this report.)

Manage development of Raymond Island so as to implement the following objectives and strategies.

(Insert Objectives and Strategies as per Section 8.2 of this report)"

(Insert any particular strategies that relate to the implementation of key development sites or Master Plan proposals.)"

9.3.2 Zones

There are no changes proposed to the existing Residential 1 Zone, Low Density Residential Zone or Rural Living Zone. These areas are appropriate for the time frame of this framework.

9.3.3 Overlays

The design and siting of buildings and associated development on Raymond Island should be managed through a comprehensive Design and Development Overlay. The proposed Design and Development Overlay Schedule - Development in Coastal Settlements (East Gippsland) as detailed in Appendix E should apply to the areas zoned Residential, Low Density Residential and Rural Living. Design Guidelines (see Section 9.3.5) also assist in achieving good design outcomes.

There also should be variation to the areas covered by VPO2 and the ESO to eliminate overlap and rectify gaps in relation to the coverage of listed communities.

9.3.4 Other Planning Scheme Actions

In addition to these specific amendments to the planning scheme it is also recommended that Council adopt the draft UDF as policy and incorporate it as a reference document in the planning scheme.

Based on these proposed changes to the East Gippsland Planning

Scheme and the policy analysis contained in the Strategic Regional Background Report, a review of the structure of the MSS and local policy in the planning scheme is recommended to provide greater clarity on policy direction and priorities.

9.3.5 Design Guidelines

Design Guidelines have been prepared to assist in the interpretation of the objectives and strategies in this UDF (see Appendix F). The guidelines identify the valued characteristics of the town and its surrounding context. Taking into account the vision and strategic objectives, design objectives have been developed that seek to ensure new development reinforces and contributes positively to the valued elements of the town and surrounds. Guidance is provided in relation to approaches to development that are likely to achieve the design outcomes sought.

Administration of performance based guidelines may require additional resources, public/community education and more particular information in relation to planning permit applications. These matters need to be considered in the implementation phase of this project.

9.4 PRIORITIES

The priority actions for the implementation of this UDF are:

1. Council adoption of the UDF as planning policy for the Island.
2. Implementation of the statutory components of the UDF through amendments to the planning scheme. This would entail refinement of the recommended amendments, consideration of further scheme modifications that may be required, review of current State, MSS and local policy requirements and integration with regional policies.
3. Allocation of resources in relation to:
 - Communication of the UDF vision, strategies and objectives to the community (the general public and organisations), government and statutory authorities, development interests.
 - Capital works components of the UDF (the priority projects for funding in coastal areas need to be considered in relation to the needs of the Shire as a whole).
 - The administrative requirements to implement this plan.

9.5 OTHER ACTIONS

9.5.1 Further Investigations

The research and consultation conducted for this project have identified several areas where better information should be obtained to understand some of the processes and pressures in coastal areas and hence refine the strategies to manage these issues. These matters include the issues listed below. They have been identified across the Coastal Towns Design Framework project area and their relevance may vary in some parts of this coastal region.

- Recreational boating demand, the facilities required to support boating activities – both land and water based requires better information and

planning. This applies particularly to the Gippsland Lakes region.

- While some flood studies have been undertaken and Land Subject to Inundation Overlays applied in a number of instances, there are some gaps in this analysis and from community feedback there are a range of issues associated with adequate local storm water drainage management, particularly where tidal movement can impact on such systems.
- The issue of sea level rise in this region is under investigation in other related coastal studies. There is noticeable and active erosion of foreshore areas in some localities. The outcomes from these studies need to be considered in detail in relation to works to be carried out within foreshore reserves.
- The project area as a whole has been identified as likely to contain many areas and sites that are of indigenous cultural heritage significance. Detailed archaeological appraisal of foreshore and other lands where development is proposed should be undertaken.

Most of these actions require cooperation with or leadership from various government departments or authorities such as DSE, Parks Victoria, Gippsland Ports, Catchment Management Authorities, Gippsland Coastal Board and others. Close liaison of Council with these organisations in the implementation of this UDF is required.

9.5.2 Funding Sources

Funds to supplement Council budgets for capital works and more detailed investigations may be sourced from the Federal and State governments and from a range of private philanthropic bodies.

Commonwealth Government

Regional Partnerships

The Commonwealth Government provides funds through the Regional Partnerships program to assist communities to develop greater self reliance through: the provision of opportunities for economic and social participation; improved access to services; planning assistance, and assistance with structural adjustment.

Australian Tourism Development Program (ATDP)

The ATDP provides support for projects that will promote tourism development in regional and rural Australia; increase tourism expenditure, visitation and yield and enhance Australia's competitiveness as a tourism destination. This program provided \$8 million for 53 projects throughout Australia in 2005.

Victorian State Government

There is a range of State government funds from which grants may be available for the works proposed in the Master Plans and other supporting projects.

Regional Infrastructure Development Fund (RIDF)

The RIDF is an umbrella State fund managed by Regional Development Victoria that has several relevant programs within the 'Moving Forward in

Provincial Victoria' initiative established by the Government in November 2005. Specific programs under this initiative relevant to the Coastal Towns Design Framework project include:

- Arts, Cultural and Recreational Facilities – This program is focused on building arts facilities in key locations across the State and enhancing existing facilities. Contribution to the economic growth of an area is an important criterion for these facilities.
- Local Ports – This program is aimed at assisting the upgrade of regional ports and the replacement of existing infrastructure. In the Gippsland region ports in the Gippsland Lakes, Mallacoota and Snowy River areas are identified as likely to benefit from this program.
- Small Towns – Eligible projects under this program include pathways, heritage buildings and sites, industrial estates, civic enhancement (town entrances, streetscaping, signage, open space upgrades), community facilities and tourism infrastructure. These projects must be located on public land.
- Provincial Pathways – These funds provide for works to develop rail trails, walking tracks and pathways. Projects that assist the development of linkages, encourage tourism and facilitate bicycle use are likely to be given priority.

The funding arrangements for each program vary and grants can match or exceed local contributions, which may be capital and also in-kind for some programs.

Community Support Fund (CSF)

The CSF is administered by the Department for Victorian Communities and provides grants aimed at strengthening communities through the establishment of programs and facilities. Activities that may be eligible under this fund include community centres, sports and recreation facilities, community skill development, arts programs and facilities and tourism programs and facilities.

Council Funds

An annual capital works allocation should be made by Council to fund the implementation of the Coastal Towns Design Framework project. Allocations should consider project elements that:

- Will attract external support funding.
- Will facilitate or encourage private sector investment.
- Will be supported by community action programs.
- Are essential to the project but may not be eligible for external funding support.
- Should be funded through special rate schemes.

Consideration should also be given to the allocation of additional resources to Council's planning department to assist the initial implementation of the planning scheme changes and the on-going administration of the planning controls proposed for these areas.

Other Funding Sources

Other government funds and programs that should be considered for grant applications include: Coast Action / Coast Care, Coastal Risk Mitigation Program, Crown Land Reserves Improvement Program (Department of Sustainability and Environment); Boating Safety and Facilities Program (Marine Safety Victoria); Heritage Assistance Fund, Public Heritage Program (Heritage Victoria); Community Grants Program (Parks Victoria).

In addition to government funding sources a range of private philanthropic organisations exist to provide funding assistance for tourism, community development and cultural development, eg BHP Trust, Esso Australia Grants, Ian Potter Cultural Trust, McPherson Smith Community Alliance and others. These and similar sources provide grants and/or matched funding for a wide range of projects.

9.5.3 Community Involvement

The Coastal Towns Design Framework project has generated considerable community interest and involvement. There has been substantial community response to public discussions and all newsletters and publicity provided on the project. The process of information provision and updates on the implementation of the UDF should continue through Council's regular community updates and newsletters.

Direct community participation in the implementation process should also be considered. The consultation process has tapped into the considerable skills and knowledge that are available within each town. A local forum to discuss ideas, priorities and action projects may provide an additional valuable resource for the implementation process.

Such a forum could be established in each town (provided there is local interest in doing so) and could comprise representative(s) of existing key community organisations in the town (progress groups, foreshore committees, sports clubs, historical societies, land care etc). Tasks for such groups could include:

- Refinement of master plans.
- Local initiatives for grant applications.
- Community involvement in public realm works.
- Dissemination of information on progress and input/comment on plan reviews or updates.
- Collect data on issues or investigate them with Council staff, eg local character definition as proposed in the Design Guidelines.
- Make recommendations to Council on annual capital works programs.

In addition, these bodies could actively share skills and information and discuss issues with other towns in the region to develop more broadly based responses to regional issues. Such processes may be of particular benefit in relation to the social and economic issues facing these coastal communities.

9.6 FINALISATION OF UDF

9.6.1 Display Period

This draft Urban Design Framework is provided for public comment for a period of eight weeks via Council's web site and at its information centres. A community briefing, early in the display period will outline the draft UDF proposals. Comments should be directed to East Gippsland Shire Council. A Feedback Form is available to facilitate comment or views may be submitted in other formats as may be preferred.

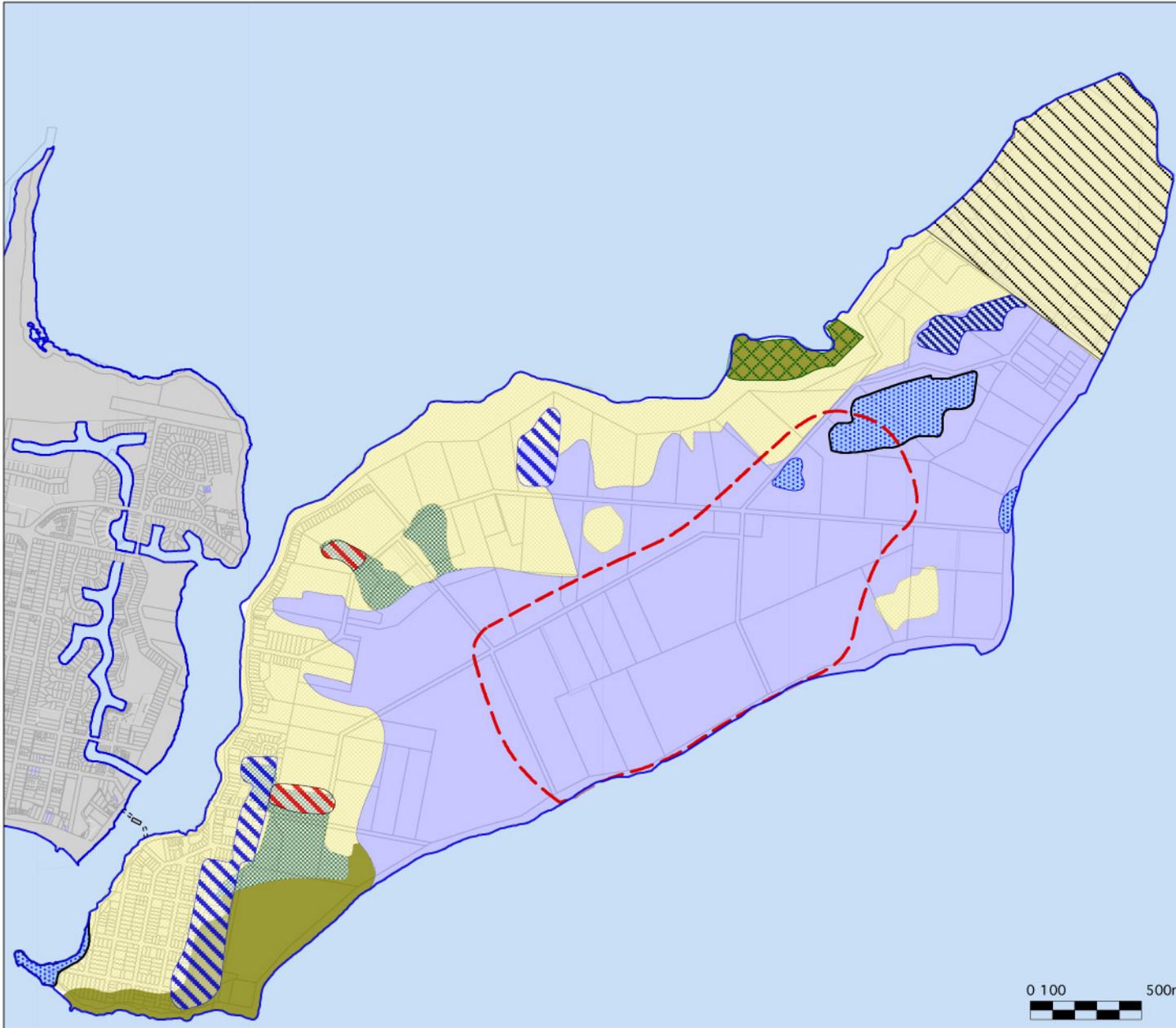
9.6.2 Review

All comments received in relation to this draft will be reviewed by Council staff in conjunction with the Consultant team, discussed with the Project Steering Committee and the Council. A final report will be prepared that incorporates amendments and modifications as may be required from the display process.

9.6.3 Council Action

Council will give consideration to the final report and the comments made by all stakeholders. Implementation of the Urban Design Framework through planning scheme changes will require Council to follow the requirements of the Planning and Environment Act 1987 in relation to planning scheme amendments. This process includes a statutory notification and exhibition process as detailed in the Act. The process would be likely to include hearings before an independent Panel appointed by the Minister for Planning.

PLANS



Key:

--- Indicative area of Biosite 1675

Ecological vegetation classes

-  Wetland formation (3)
-  Estuarine wetland (10)
-  Damp sands herb-rich woodland (3)
-  Coastal saltmarsh (9)
-  Plains grassy woodland (55)
-  Heathy woodland (48)
-  Cleared land

Areas for further investigation:

(See section 9.3.3 of report)

-  EVC 55 area not currently included in ES041 overlay
-  Undeveloped area containing native vegetation not classified as an EVC
-  ES041 - VP02 overlap

Source: Department of Sustainability and Environment





Key:

Character	Environment	Movement and Access	Activities
Precinct boundary	Significant view points	Boat entry	Activity nodes/ Community Hall
	Views / vistas	Boat ramp	Recreational fishing
	Public land	Vehicular entry	Swimming beach
	Local park	Vehicle / pedestrian Conflict points	
		Decision points	
		Jetty	
		Cyclist / pedestrian desire line	
		Pedestrian / vehicular dirt tracks.	

Character Zones:

Raymond Island, with an area of 840 hectares, (one third public land) is separated from the mainland town of Paynesville by McMillian Strait, about 200 metres wide at its narrowest point.

The Island was home to the Tatungalung clan of the Kurnai tribe. A few canoe trees are testimony to the island's aboriginal past.

1 Residential Precinct: Approximately 400 residential lots containing a mix of permanent and holiday accommodation. Buildings are generally low-scale and set amongst established gardens and canopy trees. Some vacant lots still exist in this area.

2 Farmlet Precinct: This area contains approximately 50 farmlets, many of which are sparsely vegetated and may be used for hobby farming.

3 Ferry Precinct: The ferry operates every day, transporting up to 18 cars and sixty pedestrian passengers per trip. Being the entry point to the Island, this precinct is the activity hub which includes a cafe, a marina, and medium density accommodation. A public park directly opposite the ferry terminal contains a visitor information board.

Environment:

Koala Population: The Koala population is one of the main tourist draw cards. However, today's koala population is thought to suffer ill health, with high levels of inbreeding.

Bushland: The Island contains significant vegetation and species variation. Some areas are more open than others due to land clearance that occurred in the past for agricultural purposes. The quality of the vegetation varies - some areas contain canopy trees that are in poor condition or dead, and weed species are a problem in some areas.

Movement and Access:

- 4** Pedestrian desire lines along the foreshore.
- 5** Pedestrian / vehicular tracks throughout Bushland.



WELLINGTON EAST OPHLAND
COASTAL TOWNS DESIGN FRAMEWORK
Raymond Island
URBAN DESIGN ANALYSIS
 PLAN 3

Meinhardt . Urban Initiatives . Urban Futures Consulting . Ecology Australia . Saturn Corporate Resources

Provide interpretive information at key destinations and sites of interest.

Retain rural residential uses and support low intensity development for tourism.

Upgrade for shared vehicle/ bicycle use.

Identify pedestrian pathways through residential area.

Enhance signage to improve wayfinding at key intersections.

0 100 500m



Key:

-  Town Entry Treatment
-  Residential Development Area to year 2020
-  Low Density Residential Area
-  Priority Location for Commercial Development
-  Proposed Dual Use Pathway System
-  Proposed Town Boundary < 15 year
-  Key Public Facility Sites

WELLINGTON EAST OTAGO REGIONAL COUNCIL

COASTAL TOWNS DESIGN FRAMEWORK

Raymond Island

STRATEGY PLAN
PLAN 4



Legend:

Private land	Proposed pedestrian priority paving	Picnic table
Existing building	Existing tree	Proposed seat
Roadway	Proposed trees	Proposed fence
Proposed bitumen paving	Proposed garden bed	Existing electricity pole
Proposed gravel paving	Grassed area	Existing phone booth
Proposed play area	Irrigated lawn	Overhead powerlines

PLAN CONTEXT

This area is the primary activity area and open space for Raymond Island. It is the point where visitors arrive and leave, and is also the location most heavily used by residents as a community space. The reserve has been developed incrementally over the period of occupation of the Island, and while many of the infrastructure and facilities are functional they are generally not very well designed or coordinated.

This plan deliberately looks at how the existing area could be changed so it is more attractive while serving visitors and residents better into the future. The plan could be implemented gradually but it could also take advantage of an existing grant for the boat ramp to be substantially developed. This plan was developed over the best available base information, rather than a full feature survey. All components will need further design and documentation to a professional level if the vision is to be fully realised.

KEY DESIGN PROPOSALS

- 1 Improvement of the ferry access and removal of the adjoining car park**
This car park is very convenient but in a poor location in terms of road access and its location within the park on the waters edge. It is currently undeveloped and therefore is easily removed. It can also be adequately compensated through the provision of re-designed car parks, in an area directly connected to the ferry by pathways. It is proposed that the ferry access road could be widened to include two loading lanes, with new kerbing and line-marking.
- 2 Enhancement of Seventh Parade**
A new concrete barrier kerb is proposed from the ferry entrance with a larger radius into Seventh Parade to better accommodate large vehicles. This kerb should extend for the length of the 90 degree parking area to separate vehicles from the wide footpath behind. All pine log vehicle barriers should be removed from the park. A break in the existing median barrier in Fourth Avenue is suggested to accommodate normal circulation.
- 3 New children's play area and picnic facilities.**
This design proposes a fenced area with two child proof entry gates. New play equipment is located on a well designed soft fall area with quality edging and adequate subsurface drainage. A paved area would accommodate the existing shelter, and additional tables and seats could be provided. Planting of garden areas along the fence line will help conceal fencing and screen the view of cars from the play area.
- 4 Passive park edge**
The southeastern section of the park has a grove of excellent mature and semi mature eucalyptus trees which add significant character to the park. However these need to be retained and protected. We propose a new meandering gravel path between the trees along the eastern park boundary to effectively form a loop system. The existing storm water drainage channel could be developed to form planted sections which might hold water seasonally, and also showcase indigenous reeds and ferns.
- 5 Open lawn area**
The reconfiguration of paths, play equipment and removal of the car park will enable the development of a larger informal open lawn area that could be used for informal ball games and a wide range of community events. Consideration should be given to improved soil and turf quality, and some form of second class watering system implemented to extend the attraction of this area throughout summer.
- 6 Ferry waiting area**
This section of the park requires substantial upgrade but should keep all healthy existing eucalyptus trees. Good path connections through this area are important as well as the development of attractive sitting areas under shelter and in the sun. Buildings and information boards in this area are rudimentary and should eventually be upgraded with quality custom designed buildings when funds allow. Planting of indigenous shrubs and groundcover in garden beds in this area could be both educational and help provide better separation of pedestrians from vehicles. This area should be well illuminated with attractive quality lighting.
- 7 New trailer and car parking area and foreshore landscape.**
This area is currently crudely developed and an unattractive 'front door' to Raymond Island. Grant funding for upgrade of the boat ramp facility needs to address amenity and appearance, as well as deliver a more functional ramp. We propose a simple bitumen paved car park that can be used by cars at parked at 90 degrees and cars with boat trailer parked at 45 degrees. While it is recognised this is not ideal it formalises the way the area is naturally used now and it will offer maximum flexibility. A planted drainage swale at least 2m wide is suggested to separate the car park from Fourth Avenue. This swale will be planted with reeds to treat stormwater and it can also accommodate a new formal planting of Norfolk pines to add scale, shade and identity to this area. The foreshore edge will have a lawn with matching Norfolk pines aligned to preserve water views. Beside the lawn is a paved, shared path at least 2.5m wide that provides circulation along the foreshore and access to jetties. The water edge should be stabilised with rock benching and planted with low indigenous plants.
- 8 Boat ramp**
The boat ramp should be upgraded as proposed by Tibar Services. Care needs to be taken to ensure pedestrians understand that boats and trailers have priority at the intersection with the ramp.
- 9 Visitor information**
The park currently has a number of information boards, signs and shelters. We recommend that eventually they should all be replaced with new coordinated information signage. Information on ferry operation and local news should be concentrated at the ferry departure point, and incorporated into a new shelter so it can be seen by pedestrians and from queuing vehicles. A second tourist information board should be located as shown between the sewer pumping infrastructure and the car park. A park identity sign and direction to the information board and toilets could be located directly opposite the ferry exit aisle.
- 10 Removal of overhead power lines**
All overhead powerlines along this section of Fourth Avenue, through Ferry Park and along Seventh Parade should be put underground as a matter of priority for visual and public safety reasons. Council should seek grant assistance for this work.





Legend:

- Stage 1 Cycle Route
- Stage 2 Cycle Route
- Stage 3 Cycle Route
- Proposed extension of boardwalk
- Proposed Picnic Facilities
- Proposed Car Parking Facilities
- Existing Ferry Dock
- Proposed Toilet Facilities
- Heritage Feature

PROPOSED DEVELOPMENT STAGES

STAGE 1: The proposed cycle trail has minimal new paths. It follows existing paths and roadways criss-crossing the island, however a track is required to be constructed around the southern portion, through coastal scrub. Minimal establishment costs are anticipated, with few impediments to immediate availability. Sealing of sections of Gravelly Point Road and Centre Road are proposed.

STAGE 2: Involves extension of the trail to the north east and along the foreshore. New overland access is required to existing inland wetlands and bird colonies. A moderate amount of construction work will be required to provide visitor facilities/amenities at the wetland at this location. A continuation of the trail around north-eastern coastline, which may need to be cut through coastal scrub and constructed in places. Environmental assessment required.

STAGE 3: May involve an extension of the trail across a raised timber boardwalk (in places). This could be constructed around the foreshore within the high water mark. An assessment of costs, potential environmental impact, feasibility studies and landowner consultation is advised.

CYCLE TRAIL FEATURES:

- 1 Track begins:** Cyclists can choose their route around the island from here, south towards Point Montague north along the coastline or directly east across the island to the southern coastline.
- 2 Following the coast:** The track continues north on a level, unsealed path alongside the water. Cyclists travel past the Marina, and on towards the northern coast of the island.
- 3 Boardwalk potential:** Potential exists for a raised timber boardwalk to be established along the edge of the foreshore Reserve at this location. There is a significant opportunity here to access the estuarine wetland with minimal disturbance, and for cyclists to obtain distant views across the water to the mainland in the north west.
- 4 Boardwalk Extension:** The Boardwalk could be extended along here, however engineering solutions and feasibility options would need to be discussed by Council and the community due to the nature of the coastline, and the potential for adverse tidal effects upon any structure. Consultation with adjacent landowners would determine the exact route along this part of the trail.
- 5 Inland Trail:** Trail departs the Coastline at this point and re-joins the existing roads crisscrossing the island. Cyclists can loop back to town, completing a 60-80 min ride. Heritage sites from the turn of the Century can be visited along the way, including the original school site and Presbyterian church. The trail also passes the location where oil exploration was once attempted on the island.
- 6 Elevated Wetlands:** Cyclists continuing to the north-east would follow a raised boardwalk which will allow access to inland wetlands and a nice sand dunes deposited in the centre of the island. A path established here will enable visitors to climb the small hill to the lookout, and cross a pedestrian-only bridge across the gully. It is proposed that interpretative signage could be located here describing the flora and fauna in abundance at this location, and bird watching facilities provided (batouts, screens etc). Limited facilities including picnic tables, timber seating and rubbish bins would be provided at this location. All proposed amenities are to be designed and located to ensure minimal impact on this sensitive environment.
- 7 Point King:** Cyclists can continue along established roads towards Point King to the north east, passing by the location where the first Raymond Island settlement was surveyed in the late 1880's, but which was never established. Here the trail also re-joins the coastline, where it follows established tracks and paths through coastal vegetation.
- 8 "Gravelly Point Road":** The cycle trail could continue down the coast from here to the south, or divert easterly to Centre Road to enable a shorter and more direct route to town (1.5 hr ride).
- 9 Point Scott:** It is proposed that toilet facilities, a gas BBQ and picnic tables will be provided at Point Scott, where people informally gather for recreation (boating and camping).
- 10 Centre Road Loop:** The trail could potentially include a track back up the Centre Road at this location, or riders can continue back around to the Township riding alongside the foreshore.
- 11 Flora and Fauna:** The ride down Centre Road would pass through an area of mature endemic vegetation, including Forest Red Gum (Eucalyptus blakelyi), Gippsland Coastal Grey Gum (Eucalyptus quadriculata) and Mahogany. At this location there are also wild flowers and an abundance of toads.
- 12 Short cut to town:** A deviation away from the coastline is proposed here as part of this coastal route, taking riders directly back toward the ferry dock via Eleventh Parade (2.5 hr ride).
- 13 Tenth Avenue:** A further deviation on the trail is proposed via Tenth and Twelfth Avenue, leading directly into town. Cyclists would pass through an area of mature Manna gums. This part of the trail would be aligned with the existing fire track, and would wind its way past a number of heritage sites, and back to the ferry dock ultimately.
- 14 Point Montague:** The coastal trail is proposed to continue at this location past W Bectell Park and onward to Point Montague. This area could be developed with basic amenities including toilets, rubbish facilities and picnic tables. The area enjoys commanding views to the south and access to the mainland in a westerly direction and northerly views up McMillan Street.
- 15 Southern Boardwalk extension:** It is proposed that the existing boardwalk which follows the coastline in front of the ferry dock is extended to reach Point Montague. This would be wide enough to allow both pedestrian and cycle traffic through this area of the foreshore, and would complete the cycle path at its longest and most circuitous route (approx 3 hour ride).





SITES OF HERITAGE INTEREST

- 1 Present day Ferry landing area:
Panelboard and photomontage history of the modern-day ferries which have traversed McMillan Strait through time could be documented at these two locations. Remnant parts of an early steel ferry's engine housing and chain case have been acquired, and could be erected here at 'Ferry Park'. The timber ferry jetty itself dates from the 1950's.
- 2 Espas cafe:
This cottage was constructed in the late 1800's or early 1900's. It was more recently relocated 50 metres north on the site when the site was converted from a residence to the cafe currently located here.
- 3 'Ferryman's Cottage':
On the corner of Seventh Avenue and Eighth Parade, this cottage belonged to successive Ferryman over the early part of the Twentieth Century. Harry Wikinson occupied the cottage from the 1930's and in 1940 Arthur Williams "Budgie" began to reside here.
- 4 Emily's place:
A cottage dating back to 1890 which was occupied for 50 years (since 1935) by one of the longest standing residents in the Raymond Island community - Mrs Emily Smith. This cottage was used for social gatherings during the War years to raise money for the 'Comfort Fund' for servicemen abroad. The first ferry shed which housed the winched punt is located behind the house.
- 5 Historic steamer landing point:
A historic point of departure across the channel where the steam boat was loaded with local produce such as maize, onions, potatoes, peas and beans. Transport of goods continued to Sale, and onward to Melbourne, during the early part of the 20th Century. It is proposed that interpretative information could be posted on boards or other photomontage and signage boards documenting the Steamer's passage through the decades.
- 6 153 Gravelly Point Road:
A historic wooden cottage situated on 3.54 hectare allotment, surviving since the turn of the Century. With a northerly aspect the cottage enjoys a large site and views to the northeast, and is reminiscent of the Island's few remaining cottages built in the Victorian architectural period.
- 7 Site of original Township:
Raymond Island was named after retired NSW Magistrate W.O Raymond, in 1842. The original pastoral lease was granted to Patrick Cody Buckley in 1856, and an early Township surveyed to the north-east. By mid 1880's the current Township however was laid out to the south west. It is proposed that interpretative signage documenting this history could be erected.
- 8 Commemorative pines:
This stand of Macrocarpa was planted on the southern shore of the Island to commemorate New Years day at the turn of the 20th Century, and these still stand today on Lot 38, Bk C.
- 9 Original church site:
This site was where the original Presbyterian Church was established on Raymond Island in the 1890's.
- 10 Original school site:
This site contains a plaque commemorating the original school, established on Raymond Island in 1902.
- 11 Oil bore exploration track:
In the 1960's exploration for oil occurred on the Island at this location.
- 12 Remnant vegetation:
Remnant stands of Mahogany dating from the late 1800's are visible from the road. It is proposed that interpretative signage documenting this could be erected.
- 13 Southern coastal vegetation:
The southern shoreline is dominated by sparse Eucalyptus viminalis (Manna gums) 3-5 metres high, currently being overbrowsed by koalas resident in the area. Regenerative planting of Eucalyptus camaldulensis (Red Gums), and Banksia marginata (Silver banksia) are being fostered in this area by local people. Coastal Mannagum E.pryoriana is to be revegetated by Raymond Island Landcare and Community.
- 14 Fisher man's Cottage also known as 'Skipper's cabin':
A historic wooden cottage surviving since the turn of the Century, complete with mature vegetation and resident Rainbow lorikeets. Mr J. L. Gettens built the original hut on the corner of Fourth Avenue and Fifth Parade in 1885. It was later occupied by Mr Klemtz, a Ferryman until the mid-1930's. It has since been extensively renovated and is now a private dwelling.
- 15 Pratt Hall:
The distinctive A frame Hall built on the site on 12 November 1965 characterises this site. It was designed and built by H.N Oliver of Lucknow, and subsequently gifted to the community by R.E Pratt and his four sisters.
- 16 St Barnabas Chapel, A'Beckett Park:
A'Beckett Park and garden areas were established on the Island in the 1920's. After 80 years of residence at Bundalagwah, the St Barnabas Chapel was relocated to the A'Beckett Park in 1990, where it currently remains, actively utilised by the community.
- 17 Historic ferry landing area:
An interpretative panel-board and/or photomontage history documenting the first landing of the wooden punts in 1889 and the regular service established in 1901 could be erected here. This would ensure the history of Strait crossings and the movement of passengers and produce by early ferry is documented in situ.

Legend:

-  Proposed Picnic facilities
-  Proposed Car Parking facilities
-  Proposed Toilet facilities
-  Proposed Heritage Trail
-  Heritage Feature
-  Existing Ferry Dock



APPENDIX A - COASTAL SETTLEMENT FRAMEWORK

COASTAL SETTLEMENT FRAMEWORK AND ROLE

The analysis of broader regional trends and prospects in the Strategic Regional Background Paper has provided the basis for the formulation of a strategic approach to managing development of the 19 towns in this study. Regional demographic projections, economic growth prospects, infrastructure availability, environmental sensitivity and strategic policy directions are key determinants.

This broader analysis in combination with investigations focused on the individual settlements has enabled the development of a simple framework of settlements for this coastal project.

This framework identifies the role of each settlement in the region, and its capacity for growth and expansion. In turn the defined place in the framework has implications for the expansion of each settlement beyond existing boundaries, the protection of high value environmental resources within or adjoining the settlement, the nature of local character and its protection and the capacity of infrastructure and services and future provision.

Settlement Framework

Settlement Type	Population ¹	Services & Facilities ²	Infrastructure ³
District Town	2,000 - 10,000	Wide range of commercial and community services, numerous accommodation stocks, Local Government sub-branches, police stations, medical facilities, secondary school.	Reticulated water, sewerage and electricity.
Town	500 - 2,000	Range of commercial and community services, community hall, school.	Reticulated water, sewerage and electricity.
Village	200 - 500	Very limited commercial and community services, community hall.	Reticulated water and electricity. No reticulated sewer.
Small Village	<200	General store or no facilities.	Reticulated water or on site water collection. On site waste disposal. Reticulated electricity.

Notes

1. Population range reflects ultimate population within the planning framework.
2. Facilities and services may vary according to geographical location in the region and the availability of services in accessible higher order settlements.
3. Assessment has included consideration of the Coastal Settlement Infrastructure Development Rating as provided in the Integrated Coastal Planning for Gippsland – Coastal Action Plan.

Based on this framework an overview of the role and development potential is provided in following figure (Overview of Settlement Futures). In this context the future for Raymond Island in relation to the other coastal towns within the study area is as a **Village not likely to expand beyond the existing settlement area.**

Overview of Settlement Futures

	DISTRICT TOWN	TOWN	VILLAGE	SMALL VILLAGE
SIGNIFICANT EXPANSION OF EXISTING AREA	Paynesville	Lake Tyers Beach Eagle Point		
MINOR EXPANSION OF EXISTING AREA	Lakes Entrance	Mallacoota	Marlo Seaspray	Nungurner Woodside Beach
DEVELOPMENT WITHIN EXISTING AREA		Metung Loch Sport Golden Beach / Paradise Beach	Raymond Island	Gipsy Point Bemm River The Honeysuckles McLoughlins Beach Manns Beach Robertsons Beach

The future development of Paynesville and Lakes Entrance will be important for Eagle Point and Lake Tyers Beach respectively and partly allow for the expansion of these towns.

APPENDIX B - ENVIRONMENTAL DETAILS

Descriptions of Ecological Vegetation Classes occurring on Raymond Island

This information has been extracted from the Gippsland Biodiversity Assessment Report, joint Commonwealth and Victorian Regional Forest Agreement Steering Committee, Commonwealth of Australia, 1999, Appendix C.

EVC 3 Damp Sands Herb-rich Woodland

Floristic Community:

3-01 Gippsland Lakes Damp Sands Herb-rich Woodland

Gippsland Lakes Damp Sands Herb-rich Woodland typically occurs on Pleistocene aeolian and marine sands on the Gippsland plains and coastal areas inland from Coast Banksia Woodland. Soils are relatively fertile black to grey sands that remain damp through close association with the underlying water table. Average annual rainfall is 500-1000mm and elevation is approximately 5-100m above sea level.

The vegetation is mainly an open woodland with an understorey that includes both heathy and herbaceous species. It is commonly dominated by Coast Manna Gum *Eucalyptus viminalis* ssp. *pryoriana*, and Shining Peppermint *E. willisii* but Bangalay *E. botryoides* is found in the group on Raymond Island and elsewhere eastward through the Gippsland Lakes area. Narrow-leaf Peppermint *E. radlata*, Yellow Box *E. melliodora* and But But *E. angophoroides*/*bridgesiana* are also sometimes present.

Tall shrubs or small trees of Black Wattle *Acacia mearnsii*, Coast Banksia *Banksia integrifolia* and Saw Banksia *Banksia serrata* are often found together with smaller shrubs including Prickly Tea-tree *Leptospermum continentale*, Coast Tea-tree *L. laevigatum*, Coast Wattle *Acacia longifolia* var. *sophorae*, Common Heath *Epacris impressa*, Honey-pots *Acrotriche serrulata* and Spike Wattle *Acacia oxycedrus*. The climbers, Common Apple-berry *Billardiera scandens* var. *scandens* and Small-leaved Clematis *Clematis microphylla* are also frequently present.

The herb-rich ground cover which reflects the relatively fertile sandy soils on which it grows includes Stinking Pennywort *Hydrocotyle laxiflora*, Creeping Wood-sorrel *Oxalis corniculata* spp. agg., Kidney-weed *Dichondra repens*, Common Lagenifera *Lagenifera stipitata*, Ivy-leaf Violet *Viola hederacea* s.l., Hairy Pennywort *Hydrocotyle hirta* and Knobby Club-sedge, *Isolepis nodose*. Austral Bracken *Pteridium esculentum* is typically present with the tussock-forming grass *Poa labillardieri* and mats of the widespread palatable native Weeping Grass *Microlaena stipoides*. Spiny-headed Mat-rush *Lomandra longifolia* tussocks are also common. Blady Grass *Imperata cylindrica* is a good indicator of this group although it would probably be much more frequent with a higher fire frequency.

The group has close floristic and geographic affinities with Coast Banksia Woodland as halophytic species such as Bower Spinach *Tetragonia imp/exicoma* and Seaberry Saltbush *Rhagodia candolleana* ssp. *candolleana* appear in the understorey near the coast. Where copses of old-growth Saw Banksia *Banksia serrata* occur, a dense ground cover of leaf litter can develop which inhibits herb diversity due to low light levels and possibly chemical influences. This situation represents the most species depauperate form of the group and approaches closely to the floristic composition of old-growth Heathy Woodland.

EVC 9 Coastal Saltmarsh

Coastal Saltmarsh is restricted to the low energy coastal flats subject to tides and periodic inundation by saltwater but not exposure to excessive wave action. It is widespread in the Gippsland Lakes area and the inlets of the South Gippsland coastline where saline poor drainage conditions occur. As this community is tide affected, the elevation is to 1m above sea level. Average annual rainfall varies from 550-900 mm.

Coastal Saltmarsh comprises several zones. The lowest and most frequently inundated zones are dominated by Beaded Glasswort *Sarcocornia quinqueflora*. The next most landward zone is herbs represented by Salt-grass *Distichlis distichophylla*, Creeping Brookweed *Samolus repens*, Shiny Swamp-mat *Selliera radicans*, Rounded Noon-flower *Disphyma crassifolium*, Creeping Monkey Flower *Mimulus repens*, Sea Celery *Apium prostratum* and Streaked Arrow-grass *Triglochin stricta*. The most landward zone is dominated by Sea Rush *Juncus kraussii* and Chaffy Saw-sedge *Gahnia filum*.

EVC 10 Estuarine Wetland

Estuarine Wetland is usually found growing on anaerobic peat-rich muds in areas of poor drainage with intermediate salinity conditions, inland from saltmarsh. It occupies the estuarine equivalent to Swamp Scrub and is widespread along the estuarine coastline of the Gippsland Lakes and South Gippsland area, occurring on the edges of estuarine waterbodies such as creeks, rivers and lagoons. Rainfall is generally between 600-900 mm per annum and elevation is 0-1m above sea level.

Swamp Paperbark *Melaleuca ericifolia* and Common Boobialla *Myoporum insulare* dominate the scrub overstorey and often form a fringe on the edges of estuarine waterbodies. Occasional emergent trees of Forest Red Gum *Eucalyptus tereticornis* may be present in the lower rainfall areas adjacent to the Gippsland Lakes. These areas are typically near occurrences of Gippsland Plains Grassy Woodland.

As conditions become progressively more waterlogged, localised patches of halophytic herbland and rushland can occur with species present including Common Reed *Phragmites australis* and Cumbungi *Typha* spp.

The groundcover often includes salt-adapted, succulent species such as Karkalla *Carpobrotus rossii*, Shiny Swamp-mat *Selliera radicans*, Seaberry Saltbush *Rhegodia candolleana*, Creeping Brookweed *Samolus repens*, Water Buttons *Cotula coronopifolia*, Coast Saltbush *Atriplex cinerea*, Sea Celery *Apium prostratum*, Goosefoot *Chenopodium* spp. and Beaded Glasswort *Sarcocornia quinqueflora*. The grasses, Australian Salt-grass *Distichlis distichophylla*, Blue Tussock-grass *Poa poiformis* and Common Tussock-grass *Poa labillardieri*, may also be found.

EVC 48 Heathy Woodland

Heathy Woodland is mainly confined to the Gippsland plains, South Gippsland and the northern part of Wilsons Promontory. Geology consists of Tertiary and Quaternary sands. This EVC develops on the most infertile deep uniform sands with the topsoil being a light grey, loose sand, grading into a bleached greyish-white to yellow-brown sand (sometimes gravelly) subsoil. Sometimes a gravelly sand surface over a cemented yellow-brown gravelly hardpan is present. Elevation is from near sea level to 350m at Toms Cap and rainfall varies from 1000 mm at Wilsons Promontory to less than 500 mm per annum in the Sale area.

Heathy Woodland merges into Sand Heathland where sites become extremely well-drained, infertile and drought-stressed. As conditions become more poorly drained, the group merges into Sand Heathland/Wet Heathland Mosaic through to Wet Heathland and Riparian Scrub. Floristically, the EVC is closely related to Damp Sands Herb-rich Woodland which occurs on more fertile sands and is characterised by a more diverse herbaceous ground cover of forbs and grasses as well as a complement of heathy shrubs indicative of araneous soils.

The canopy consists of low scattered trees of Messmate *Eucalyptus obliqua*, Narrow-leaf Peppermint *E. radiata* and Shining Peppermint *E. willisii* as well as Yertchuk *E. considiniana*. Messmate *E. obliqua* is only ever found in this EVC in exposed near coastal situations in a stunted form. The shrub-dominated heathy understorey lacks grasses and herbs and is characterised by prickly-leaved shrubs of the Myrtaceae, Epacridaceae, Dilleniaceae, Fabaceae and Mimosaceae families. Banksias (Proteaceae family) are also common with Saw Banksia *Banksia serrata* often being a conspicuous species. The most frequent shrubs found in the understorey include Heath Tea-tree *Leptospermum myrsinoides*, Prickly Tea-tree *L. continentale*, Common Heath *Epacris impressa*, Showy Bossiaea *Bossiaea cinerea* and Prickly Broom-heath *Monotoca scoparia*.

Other shrubs present are Sweet Wattle *Acacia suaveolens*, Broom Spurge *Amperes xiphoclada*, Smooth Parrot-pea *Dillwynia glaberrima*, Silver Banksia *Banksia marginata*, Saw Banksia *B. serrata*, Common Beard-heath *Leucopogon virgatus*, Common Correa *Correa reflexa*, Common Wedge-pea *Gompholobium huegelli*, Common Aotus *Aotus ericoides*, Prickly Broom-heath *Monotoca scoparia*, Hairy Pink-bells *Tefratheca pilosa*, Horny Cone-bush *Isopogon ceratophyllus*, Common Flat-pea *Platylobium obtusangulum*, Honey-pots *Acrotriche serrulata* Wedding Bush *Ricinocarpos pinifolius* and Spike Wattle *Acacia oxycedrus*. The Guinea-flowers *Hibbertia* spp. are notably diverse in this group.

Other common species present are Austral Bracken *Pteridium esculentum*, Thatch Saw-sedge *Gahnia radula*, Spiny-headed Mat-rush *Lomandra longifolia*, and Small Grass-tree *Xanthorrhoea minor* ssp. *lutea*, Austral Grass-tree *Xanthorrhoea australis*, Blue Dampiera *Dampiera stricta*, Tassel Rope-rush *Hypolaena fastigiata*, Sand-hill Sword-sedge *Lepidosperma concavum*, and Slender Dodder-laurel *Cassytha giabella*.

Bracken dominated understoreys can develop in this group probably as a result of a high fire frequency or unsuitable burning regime, leading to the elimination of heathy shrubs and *Banksia serrata* from the understorey.

Floristic Community:

48-14 Coastal Barrier Heathy Woodland

Coastal Barrier Heathy Woodland occurs on the shores of Corner and Shallow Inlets, Snake, Sunday and Little Snake Islands in Shallow Inlet, South Gippsland and also on the Boole Poole Peninsula in the Gippsland Lakes. The geology consists of Quaternary barrier deposits of aeolian sand sheets. Rainfall is in the vicinity of 650-750 mm per annum and elevation is up to 10m above sea-level.

This community of Heathy Woodland is notable for the paucity of the usual prickly, narrow-leaved species found in Heathy Woodland elsewhere. In addition, it has a denser, taller shrub stratum including dense thickets of Tree Broom-

heath *Monotoca elliptica* and Saw Banksia *Banksia serrata*. Both these species are sensitive to high fire frequencies and their structural dominance may reflect a lower fire regime.

Apart from the above two dominant species, emergent Manna Gum *Eucalyptus viminalis* is often present over an understorey of shrubs including Prickly Tea-tree *Leptospermum continentale*, Sallow Wattle *Acacia longifolia*, Common Heath *Epacris impressa* and Honey-pots *Acrotriche serrulata*. Austral Bracken *Pteridium esculentum* is present in all sites sampled and common ground cover species include Common Lagenifera *Lagenifera stipitata*, Austral Grass-tree *Xanthorrhoea australis*, Sand-hill Sword-sedge *Lepidosperma concavum*, Spiny-headed Mat-rush *Lomandra longifolia* and Knobby Club-sedge *Isolepis nodosa*.

Coastal Barrier Heathy Woodland may be just a coastal old-growth form of Heathy Woodland.

EVC 55 Plains Grassy Woodland

Floristic Community:

55-03 Gippsland Plains Grassy Woodland

Gippsland Plains Grassy Woodland, also known as Forest Red Gum Woodland, is recorded on fertile soils across the low rainfall Gippsland plains from areas north of the Princes Highway such as Lake Glenmaggie and Briagolong to areas south of the highway, for example, Meerlieu and Moormung State Forest south-west of Bairnsdale with localised patches on Raymond Island. Elevation ranges from approximately 5-80 m above sea level and average annual rainfall is 500-900 mm. It merges into Damp Sands Herb-rich Woodland as soil profiles become more sandy and probably slightly less fertile and seems to have its main distribution inland from the Gippsland Lakes. The well-developed duplex soils consist of Lower Pleistocene gravels, sands, silts and clays with minor Tertiary alluvium. This EVC would have been extensive in the past which is reflected in the large numbers of relict trees of Forest Red Gum *Eucalyptus tereticornis* across the plains with an introduced grassy or weedy understorey but today it is restricted to a few small remnant patches.

Gippsland Plains Grassy Woodland is typically dominated by Forest Red Gum *Eucalyptus tereticornis*, The understorey may include shrubs of Lightwood *Acacia implexa* and is usually grassy and herbaceous with sedges and lilies also present. Frequent grasses are Kangaroo Grass *Themeda triandra*, Weeping Grass *Microlaena stipoides*, Stiped Wallaby-grass *Austrodanthonia racemosa*, Kneed Wallaby-grass *Austrodanthonia geniculata*, Poa spp, and Veined Spear-grass *Austrostipa rudis*. The Common Bog-sedge, *Schoenus apogon*, is often present together with lilies such as Yellow Rush-lily *Tricoryne elatior*, and Vanilla-lilies *Arthropodium* spp. Other species often present are Creeping Bossiaea *Bossiaea prostrata*, Cranberry Heath *Astroloma humifusum* and the herbs Kidney-weed *Dichondra repens*, Star Cudweed *Euchiton involucratus*, Small Poranthera *Poranthera microphylla* and Trailing Speedwell *Veronica plebeia*.

APPENDIX C – SUMMARY OF LAND USE ZONES

SUMMARY OF LAND USE ZONES

Zone	Abbreviation	Intent	Permit Requirements
Residential 1 Zone	R1Z	To provide for residential development.	A permit is not required for a dwelling.
Low Density Residential Zone	LDRZ	To provide for residential development on lots of at least 0.4 hectare that may or may not have reticulated sewerage.	A permit is not required for a dwelling provided the appropriate density of development is retained.
Mixed Use Zone	MUZ	To provide for a range of residential, commercial, industrial and other uses.	A permit is not required for a dwelling on lots greater than 300m ² .
Township Zone	TZ	To provide for residential development and a range of commercial, industrial and other uses in small towns.	A permit is not required for a dwelling, provided certain requirements can be satisfied if reticulated sewerage, water and/ or electricity are not available.
Industrial 1 Zone	IN1Z	To provide for manufacturing industry, the storage and distribution of goods and associated uses.	A permit is not required for a range of industrial uses. Accommodation is prohibited. A permit is required for all buildings and works.
Industrial 3 Zone	IN3Z	To provide for industries and associated uses that have less impact on nearby sensitive uses.	A permit is required for most uses within this zone. A permit is required for all buildings and works.
Business 1 Zone	B1Z	To provide for the intensive development of business centres for retailing and other complementary commercial, entertainment and community uses.	A range of retail and commercial uses do not require a permit. A permit is required for accommodation. A permit is required for all buildings and works.
Rural Zone	RUZ	To provide for the sustainable use of land for Extensive animal husbandry and Crop raising.	Some rural uses do not require a permit. A dwelling does not require a permit.
Rural Living Zone	RLZ	To provide for residential use in a rural environment, while also allowing for agricultural land uses.	A permit is not required for a dwelling provided the lot is at least eight hectares (or as specified in the relevant schedule).
Public Use Zone	PUZ	To provide for public utility use and community services and facilities (eg, education, health and community).	Limited uses are permitted within this zone.

Public Park and Recreation Zone	PPRZ	To provide for public recreation and open space and some commercial uses.	Limited uses are permitted within this zone.
Public Conservation and Resource Zone	PCRZ	To protect and conserve the natural environment, allowing for public education and interpretation facilities and some resource based uses.	Limited uses are permitted within this zone.
Road Zone	RDZ	To provide for significant roads.	Limited uses are permitted within this zone.

APPENDIX D - COMMUNITY CONSULTATION SUMMARY

RAYMOND ISLAND COMMUNITY CONSULTATION

SUMMARY OF STAGE 1 CONSULTATION - 4 JUNE 2006

DISCUSSION GROUPS

THE BEST THING ABOUT RAYMOND ISLAND WAS:	THE BEST THING ABOUT RAYMOND ISLAND WILL BE:
<ul style="list-style-type: none">• 1930-1948 – There were not so many homes or people here then. The beaches were all sandy and erosion wasn't as bad. Everyone worked together and was friendly. We were like a family. That's how I liked it.• Ferry (recorded 5 times)• Lack of development• Trees• Fauna• The tranquillity (X 2)• Community• Koalas (X 2)• No bridge• My 1st Crossing on the Ferry• Lack of children• Neighbourliness• Relaxation• Water, sun, scenery• Manna Gum Forest• Peace and Quiet• Lack of cars and people	<ul style="list-style-type: none">• The ferry (recorded 5 times)• Fauna and flora• No bridge (X 2)• Protected• Lack of people and cars

VISION

What Would You Want Raymond Island To Be Like In 25 Years?

- Remain a true island with improved accessibility
- Good access around the island
- Retain and maintain unsealed roads to keep traffic speed low or sealed roads with speed limits to control speed (sealed roads will allow access by Australia Post) and maintain the character
- Improving environmental quality of Crown land
- See block sizes maintained & treed
- Height restriction – 2 storeys maximum
- Improved relationship with Paynesville
- Retention of koala population and maintenance of koala habitat
- Control over subdivision to retain low density character
- Maintain overall character, "As it is now"
- Low density development
- Low traffic levels
- No commercial development

- Information board at ferry terminal that expresses the values of the island and its residents
- Retention of flora & especially fauna
- Restrict foreshore development
- More parks and playgrounds
- Other recreation destinations around the Island
- Increase public facilities/amenities
- Well managed recreation areas eg. camping
- Erosion control
- Better accessibility to/from Island (ferry service improved)
- Infrastructure that meets the needs of the community including natural gas
- Maintain low density scale of development that enables retention of vegetation
- Water, sewerage, electricity, communication (and natural gas) services maintained for adequate supply
- The natural environment protected and improved
- Increase subdivision minimum
- No canals in the future
- Commercial uses limited – with main facilities in Paynesville
- Trail around the island – pedestrians and cyclists

ENVIRONMENT AND HOUSING ISSUES

Housing and Commercial – Style, lot size, landscape

Existing	Future
Large lots 9 metre height North Point – 6 buildings the same	Close enough to Paynesville Commercial development not important for Raymond Island Height 2 storey (tree line, 6 metres) Block size retained – restrict dual subdivision, no infill Height/overlooking regulations Defined boundary - development has to stop at some point Restrict population numbers If possible house 5 acres (allowed on pension) Limit commercial development around foreshore Avoid Caroline Springs development Beach side/cottage character

Environment – Vegetation Management Issues

Private Land	Crown Land
Tree removal, cleared understorey, permit process	Revegetation project – Landcare, D.S.E. coast care. Parks, Council
Partially cleared	Die Back – drought, rising water table (linked to tree removal)
Moving animal population	Manna Gum
Tree removal – right to remove on private land	Rabbits, foxes over population of koalas
Habitat trees retained on private land	Must remain Crown land
Enforcement tree removal	Revegetate Manna Gum areas, swamps, understorey
Building permits should show all trees and be designed to keep trees	D.S.E. not managing

Environment – Fire Management and Fauna

Fire Management	Fauna
3m around boundaries on private land, Crown doesn't - public land same requirement	Vegetation retention – hollows promote fauna/birds
Vegetation overhanging fire truck access	Wild life corridor around the edge
No responsibility by Council	Manage/control koala numbers
Roadside maintenance Crown/Council land	Kangaroos concern on roads, numbers are increasing (manage numbers)
CFA, Council, D.S.E	
No burn off happens	

- Tourist road – Centre Road and Gravelly Point Road to be sealed with no kerb/channel
- Drainage issues
- Dust control
- Cost assessment
- Lower speed limits

Environment – Foreshore issues – access, erosion, management

Existing	Future
Access Ferry	Continue use
Vegetation on foreshore, current destruction for views	Vegetation on foreshore
Private property fencing on foreshore	Gravel tracks
Natural foreshore erosion	Boardwalk extension (Landcare and Council)
Unsuccessful projects - Landcare	Walking tracks, bike
North side reduction – natural erosion process, Crown land	Limited car access
Deposit sand on McMillan Strait	Private property fencing away from foreshore, pedestrian access only
	Existing views protected
	Montague Point protected
	Government funds required – loss of vegetation and natural process
	Floor levels

Environment – Agricultural and hobby farm impacts

Existing	Future
Some replanting 9m height limit	No more subdivision of rural allotments Strict controls/limits – maintain walking distance
Large lots hard for ageing population to manage Environmental qualities retained	Some development with good controls Keep existing character Not good land for hobby farms Improved access to the east

BOATING ISSUES

- Selling off public jetties – need more
- Increase in cost of private jetties (fees)
- Need to increase ramp launching facilities
- Existing boat ramp poor – question whether it is compliant?
- Raymond Island boat ramp used by Paynesville boats in prevailing weather
- Need improved parking layout
- Public jetties rented out as berths
- More jetties at Ocean Grange
- Enforce time limit on jetties
- Environmental concern – waste on boats
- Don't want boat harbours on McMillan Strait – put jetties further out
- Toilets on Montague Point to serve boat visitors

TOURISM ISSUES

Passive	Active
Guided walks Koala walks with sign posting Wild animals in back yards Photography Unique flora – orchids Naturalness of Island	Nominated group could be contacted for guided walks Interpretive information (signage) Bike riding (groups come to do this) Ferry ride to Raymond Island Explore history of Island Retail? BBQ's – well used Boardwalks Horse drawn carriage Bird watching

- National and international tourists come to see the koalas
- Provide accommodation in Paynesville
- Spasmodic visitor numbers
- Interpretive centre/café/souvenirs
- Threat to wildlife? (RIKAG – Raymond Island Koala Action Group)
- Public liability - increasing cost of insurance
- No wet weather area at park

- Pedestrian friendly location
- Remoteness of Island is an attraction
- Not sure if increase in tourism will support cafes/facilities
- Tourist friendly, not tourist dependent
- Encourage walking to Island – discourage cars on Ferry
- Toilet at Gravelly Point – BBQ's
- Wetlands on Centre Rd need attention (used as off road recreation area)
- Commercial netting in Lakes depleting fish stocks
- Maintain main roads
- Raymond Island map inaccurate – no road around Island (land sold cutting off ring road)
- Speed limit not policed
- Proximity to mountains – Lakes could be a base for snow skiers
- Have information at Hotham on Raymond Island
- Link to North of Vic/NSW – development came from there (not Melbourne)
- Develop trail – lakes & mountains
- Residents don't get visitor passes for ferries
- Improve Gravelly Point Road
- Eastern shore – parking restrictions
- Quiet – nothing to do – that's what people like
- Toilets on school park site – better/safe BBQ's

RECREATION ISSUES

- Existing activities
 - Indoor bowls
 - Card games
 - Tai Chi
 - Scrabble
 - Walking groups
 - Craft group
 - Fishing
- Discourage campers
- Need toilet blocks/showers
- Fishing off jetties poor

OTHER MATTERS

- Island is secure – this is a fact, not just a sense of security
- Mosquitoes a problem – spring

APPENDIX E - PROPOSED PLANNING CONTROLS

SCHEDULE ? TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO ?

DEVELOPMENT IN COASTAL SETTLEMENTS (EAST GIPPSLAND)

1.0 Design objectives

To protect the coastal township character of these settlements.

To ensure that the height and visual bulk of new dwellings and extensions are acceptable in the neighbourhood setting.

To encourage the design of new buildings in residential areas that minimise their impact on the prevailing natural landscape from both visual and ecological perspectives. New buildings should tread lightly and reflect and extend the principles of good design in terms of sustainability.

To ensure that buildings are designed and sited to avoid being visually obtrusive, particularly in terms of creating a silhouette above a skyline or existing tree canopy line when viewed from surrounding streets, properties, lakes or coastal areas.

To recognise where substantial vegetation cover is a dominant visual and environmental feature of the local area by ensuring that site areas are large enough to accommodate development while retaining natural or established vegetation cover.

To ensure that subdivision proposals will enable new buildings to be integrated with their site and the surrounding area in terms of the relationship to existing buildings, open space areas and the coastal landscape.

2.0 Buildings and works

A permit is not required for buildings and works other than in the circumstances specified in the following table.

Settlement	Building height above natural ground level	Total area of proposed works on a site (including building construction)	Slope of land where works are to be carried out	Total building area proposed on a site	External finishes and materials of buildings and works
Mallacoota	Greater than 5 metres	Greater than 150 square metres	Greater than 15 per cent	Greater than 300 square metres	If the external materials, colours and finishes are not: low reflective, subdued tones and colours drawn from nature, natural timber
Gipsy Point	Greater than 7.5 metres			Greater than 300 square metres	
Bemm River	Greater than 5 metres				
Marlo	Greater than 5 metres			Greater than 300 square metres	
Lake Tyers Beach	Greater than 5 metres		Greater than 15 per cent	Greater than 300 square metres	
Lakes Entrance	Greater than 7.5 metres	Greater than 150 square metres	Greater than 15 per cent	Greater than 300 square metres	
Nungurner	Greater than 7.5 metres				

Settlement	Building height above natural ground level	Total area of proposed works on a site (including building construction)	Slope of land where works are to be carried out	Total building area proposed on a site	External finishes and materials of buildings and works
Metung	Greater than 5 metres	Greater than 150 square metres	Greater than 15 per cent	Greater than 300 square metres	If the external materials, colours and finishes are not: low reflective, subdued tones and colours drawn from nature, natural timber
Eagle Point	Greater than 7.5 metres (greater than 5 metres in prominent areas)			Greater than 300 square metres	
Paynesville	Greater than 7.5 metres (greater than 5 metres in prominent areas)				
Raymond Island	Greater than 5 metres	Greater than 150 square metres		Greater than 300 square metres	If the external materials, colours and finishes are not: low reflective, subdued tones and colours drawn from nature, natural timber

In the Shaving Point Residential Area, Metung (insert land description details), buildings and works except landscaping must be more than 6 metres from the mean high water mark of Bancroft Bay.

3.0 Application Requirements

An application for buildings and works must include the following information:

- The location of any proposed building clearly dimensioned on its allotment.
- Information that describes how the proposal achieves the design outcomes of the Residential Design Guidelines for the township.
- The location type and size of any trees to be removed.
- Sufficient spot heights (to AHD) to enable the slope of the site and the slope of the works area(s) to be determined.
- The location, dimensions and depth of any proposed excavations or fill.
- The colour, finishes and materials to be used on all external surfaces, including the roof.
- The location, height and form of any existing dwellings (on abutting and adjacent land, on land within 20 metres of a boundary of the site).
- Proposed new planting or site landscaping works.

4.0 Decision Guidelines

Before deciding on an application, the responsible authority must consider where relevant:

- The design objectives of this schedule.
- Any siting and design guidelines adopted by the responsible authority.
- Any siting and design guidelines prepared by the Victorian Coastal Council or Gippsland Coastal Board.
- The extent of any vegetation to be cleared and the impact of that clearance on the landscape setting of the locality.
- Whether there is a need for landscaping or vegetation screening.
- The extent of earthworks proposed and the means required to ensure site stability, prevent erosion and control storm water flows within the site.
- Whether there is a need to specify that building materials be low-reflective or of colours that do not detract from the landscape setting or from the character of nearby or adjacent buildings.
- The desirability of appropriately replacing destroyed or removed vegetation.
- The impact of any new development on adjoining public land.
- The effect of the proposed building on the availability of solar access to abutting or nearby properties.
- Whether there is a need for specific measures to be taken to ensure that the development minimises the risk of loss or damage from wildfire in accordance with the Australian Standard 'Building in Bushfire-Prone Areas – CSIRO & Standards Australia (SAA HB36-1993)'.
- The effect of the bulk, siting and design of any proposed building on the general appearance of the area, particularly when viewed from adjacent waterways, beaches, tourist routes or viewpoints.
- Whether opportunities exist to avoid a building being visually obtrusive by the use of alternative building designs, including split level and staggered building forms that follow the natural slope of the land and reduce the need for site excavation and filling.

In relation to a proposed subdivision:

- The effect of any proposed subdivision or development on the environmental and landscape values of the site and of the local area, including the effect on streamlines, foreshores, wetlands, areas of remnant vegetation or areas prone to erosion.
- The need to contribute, where practicable, to the development of pedestrian walkways, to link residential areas and to provide access to community focal points, public land and activity areas such as commercial or community precincts, recreation areas or foreshore areas.
- Whether the proposed subdivision layout provides for the protection of existing natural vegetation, drainage lines, wetland areas and sites of cultural or heritage significance.
- The provision for water sensitive urban design.

- Provision in the design for the impact of coastal processes (the impacts from wind, waves, floods, storms, tides, erosion) on foreshore areas.
- Whether the allotment frontage width is consistent with the typical width of existing allotments in the locality.
- Whether the proposed subdivision layout relates sympathetically to the topography of the site and the surrounding land uses.

APPENDIX F - DESIGN GUIDELINES

Raymond Island Design Guidelines



- 1 Residential Precinct:**
Approximately 400 residential lots containing a mix of permanent and holiday accommodation. Buildings are generally low-scale and set amongst established gardens and canopy trees. Some vacant lots still exist in this area.
- 2 Rural Precinct:**
This area contains approximately 50 farmlets, many of which are sparsely vegetated and may be used for hobby farming.



Raymond Island Design Guidelines

INTRODUCTION

The purpose of these guidelines is to encourage better site planning, building and design outcomes on Raymond Island. These guidelines relate to general development within the town and rural residential area and are based upon an analysis of the existing urban character, the vision for the town and the context of the landscape setting as defined in the Coastal Spaces Landscape Assessment Study (DSE 2006).

These guidelines are to be considered in relation to planning permits required under the provisions of the Design and Development Overlay – Development in Coastal Settlements in the East Gippsland Planning Scheme.

EXISTING URBAN CHARACTER ASSESSMENT

Refer to Cover Sheet for map, assessment and photographs.

URBAN DESIGN FRAMEWORK VISION FOR RAYMOND ISLAND

"Raymond Island will be acknowledged as a unique village and rural residential locality set within the heart of the Gippsland Lakes.

Its bushland setting, natural values and quiet lifestyle will be maintained and it will be recognised as a destination where sustainability is a key element in all activities conducted on the Island.

Limited new low intensity development, consistent with this vision will be provided for and the Island will be seen as an attractive visitor destination for nature based tourism experiences. Non-car based circulation on the Island will be well provided for and promoted.

Raymond Island will be conveniently accessed from adjacent Paynesville, which will also provide most essential goods and services for Raymond Island residents and visitors."

COASTAL SPACES LANDSCAPE ASSESSMENT STUDY

Statement of Significance – Gippsland Lakes

The Gippsland Lakes are of state significance as a unique estuarine environment with a network of lakes fringed by Ninety Mile Beach and extensive coastal dune systems. Lakes Victoria and Wellington are the most prominent water features in this landscape but there is also a collection of islands and small peninsulas that contribute to its visual significance. It is the interplay of these features and their vegetated and undeveloped backcloth that make this landscape a valued scenic resource and Victorian icon.



Raymond Island Design Guidelines

As well as its visual qualities, also recognised by the National Trust, this landscape contains some of the most significant and well known environmental and recreational areas in the state. The RAMSAR Convention notes this landscape as a wetland system of international significance, and there is a diverse array of flora and fauna, including many endangered species. There are some 60 sites of scientific interest in the area, including sites of geological and geomorphologic significance associated with the sand barriers that have led to the formation of the Gippsland Lakes. There are 88 recorded Aboriginal cultural heritage sites in the area.

Assessment: State Significance

DESIGN GUIDELINE OBJECTIVES

- To protect those elements of the Island that contribute positively to the on-going maintenance of the valued character of the township and the Island as a whole.
- To ensure that new buildings and works respect those valued character elements.
- To allow new buildings and works that enhance and improve the natural and built environment of Raymond Island.

TOWNSHIP VALUED CHARACTER ELEMENTS

Residential and Low Density Areas

- The views from the surrounding landscape, both rural and views from the water.
- The spacing between buildings and the predominantly indigenous vegetation that in-fills between buildings.
- The low rise form of buildings with roof forms generally below the prevailing tree canopy.
- The generally small building mass of buildings in the landscape.
- The fragmented roof forms and mostly subdued colour of buildings; a result of either their paint or cladding colour or the masking effect of vegetation.
- The open nature of development with an absence of fencing enabling safe wildlife corridors through residential properties.



Raymond Island Design Guidelines

Rural Residential Area

- The views from the surrounding landscape, both rural and views from the water.
- The extensive areas of indigenous vegetation that dominate most inland vistas.
- The low rise form of buildings with roof forms generally below the prevailing tree canopy.
- The generally small building mass of buildings in the landscape.
- The fragmented roof forms and mostly subdued colour of buildings; a result of either their paint or cladding colour or the masking effect of vegetation.
- The open nature of development with an absence of fencing enabling safe wildlife corridors through residential properties.
- The low key impacts of infrastructure and service provision .

OUTCOMES SOUGHT FROM APPLICATION OF THE GUIDELINES

Protecting the valued elements of Raymond Island

- Buildings should be sited to minimise their visual intrusion through and above the surrounding tree canopy especially when they can be viewed from distant viewpoints.
- Buildings and works should be sited to minimise excavation. Site disturbance in the form of fill or cut and fill should be avoided for houses, outbuildings or landscaping.
- The felling of existing native trees and ground flora should be minimised. Where trees or ground flora are removed, new indigenous trees or ground flora should be planted so that in time they create a canopy and masking effect that returns the development site to the natural or semi natural character that is valued by the local community.
- Wildlife corridors should be maintained though residential areas equivalent to the development conditions. This involves limiting fencing and maintaining natural vegetation on all development sites.



Raymond Island Design Guidelines

New buildings and works to respect the valued character of Raymond Island

- The State Government has developed Siting and Design Guidelines for Structures on the Victorian Coast. Landscape Setting types have been defined for the Gippsland coast. These Guidelines express generic principles for sustainable coastal design and are to be considered in relation to all site specific design responses.
- The Coastal Spaces Landscape Assessment Study has analysed the significance of coastal landscapes in the region. Protection of the valued landscape character elements of the area is to be achieved through the application of Significant Landscape Overlays in the non-urban areas and Design and Development Overlays in the urban areas. The valued coastal landscape character elements of the applicable sub-region are to be considered in relation to proposals for development. Projects are to be implemented having regard to the Best Practice Policies.
- New or renovated residential and service buildings should be complementary and subservient within the designated landscape. New buildings derived from another context and poorly sited can intrude upon a coastal town's landscape in a way that is disappointing to the local community and visitors alike.
- While there is a place for new and old architecture in every context, coastal towns in Gippsland generally derive their character from the prevailing natural landscape and a built form of modest buildings with framed construction, coloured and clad to merge with the local natural landscape character. These are the attributes, expressed through contemporary architecture that the guidelines seek to encourage.
- Buildings should be sited to respect the amenity and privacy of neighbouring properties.

PARTICULAR CHARACTER ELEMENTS OF RAYMOND ISLAND THAT SHOULD BE RESPECTED AND REINFORCED.

Residential Development Area

The area is a single consistent precinct with coastal vegetation being the dominant element of character. As lots are varied in size with many suburban size lots that are yet to be developed, the current character of the area will be under some pressure as new houses are constructed.



Raymond Island Design Guidelines

Design Guidelines:

- Minimise building footprint and site excavation.
- Avoid native vegetation removal particularly, eucalypts and other indigenous trees, in siting buildings and providing access to and within the site.
- Limit fencing that restricts native wildlife movement.
- Gardens should be developed with predominantly indigenous species.
- Maintain the informal road construction character and provide crossings and hard surface areas with low key, porous surfaces.
- Maximum building height to be 7.5 metres to keep buildings below the typical tree canopy height.
- Heritage building styles and suburban project homes should be avoided with preference to simple recessive contemporary architecture.

Rural Character Area

This area is a mix of crown and private land with large areas of remnant and regrown natural vegetation. A considerable portion of the private land has been cleared for water views, agriculture and hobby farmuse. The dominant aspect of character is natural vegetation and this aspect should be preserved and reinforced at every opportunity.

Design Guidelines:

- Revegetate cleared areas where possible taking account of the need for fire breaks and access.
- Minimise the clearing of native vegetation in the provision of a building site. Utilise existing cleared areas as a preference to additional clearing.
- Special care should be taken to avoid planting of environmental weed species that could endanger adjoining native vegetation.
- New buildings should be designed to have recessive colours and forms. Contemporary building styles are preferred over mock heritage styles.



Raymond Island Design Guidelines

- Maximum building height to be 7.5 metres to keep buildings below the typical tree canopy height.
- Development of private sites should enable, protect and encourage wildlife movement through the area.
- Agricultural buildings, sheds and work areas should be sited to minimise visual impact from existing and proposed roads and shared pathways. These areas should be screened with well designed planting areas.
- Fencing should be traditional farm fencing with timber or metal posts, wire and transparent rabbit proofing mesh in grey and natural materials. Avoid barrier or ornamental fences and gates including white and bright colours, pickets and heavy rails.
- Property identity signage should be discrete and commercial advertising of any kind avoided.
- Development of private land should take account of all existing or proposed public access with new building siting, landscaping and fencing designed to recognize these uses.

