



Department of
Sustainability
and Environment



LAKES ENTRANCE

URBAN DESIGN FRAMEWORK

COASTAL TOWNS DESIGN FRAMEWORK
VOLUME 3

MARCH 2007



EAST GIPPSLAND
SHIRE COUNCIL



Copyright © Meinhardt Infrastructure & Environment Pty Ltd 2007

Disclaimer

Information in this document is current as of March 2007. While all professional care has been undertaken in preparing the document, Meinhardt accepts no liability for loss or damages incurred as a result of reliance placed upon its content.

The mention of any company, product or process in this report does not constitute or imply endorsement by Meinhardt.

CONTENTS

1.	INTRODUCTION	1
2.	PROJECT SCOPE AND APPROACH.....	2
3.	SETTLEMENT STUDY AREA	5
3.1	REGIONAL INFLUENCES	5
3.2	SETTLEMENT DESCRIPTION	7
4.	PLANNING AND DEVELOPMENT CONTEXT	14
4.1	STATE / REGIONAL PLANNING POLICY	14
4.2	EAST GIPPSLAND PLANNING SCHEME.....	17
4.3	PREVIOUS STRATEGIC PLANNING STUDIES.....	22
4.4	DEVELOPMENT SUMMARY	26
5.	COMMUNITY VIEWS.....	28
5.1	CONSULTATION PROGRAM.....	28
5.2	KEY MATTERS FROM COMMUNITY FEEDBACK	29
6.	URBAN DESIGN FRAMEWORK PRINCIPLES	30
7.	ANALYSIS.....	32
7.1	ISSUES AND OPPORTUNITIES.....	32
7.2	STRATEGY AND POLICY	39
8.	STRATEGIC FRAMEWORK.....	43
8.1	VISION	43
8.2	KEY OBJECTIVES AND STRATEGIES	44
8.3	MAJOR DEVELOPMENT OPPORTUNITIES	47
9.	IMPLEMENTATION.....	48
9.1	INTRODUCTION	48
9.2	MASTER PLANS.....	48
9.3	PLANNING SCHEME PROVISIONS	55
9.4	PRIORITIES	58
9.5	OTHER ACTIONS	59

PLANS

PLAN 1	LAKES ENTRANCE NATURAL SYSTEMS ANALYSIS
PLAN 2	LAKES ENTRANCE VEGETATION QUALITY PLAN
PLAN 3A	LAKES ENTRANCE ZONING PLAN
PLAN 3B-3F	LAKES ENTRANCE OVERLAY CONTROLS PLAN
PLAN 4	LAKES ENTRANCE RESIDENTIAL LAND SUPPLY
PLAN 5A	LAKES ENTRANCE URBAN DESIGN ANALYSIS
PLAN 5B	LAKES ENTRANCE URBAN DESIGN ANALYSIS – TOWN CENTRE
PLAN 6	LAKES ENTRANCE STRATEGY PLAN

PLAN 7A (PART 1)	LAKES ENTRANCE MASTER PLAN – ENTRY AND FORESHORE WEST
PLAN 7A (PART 2)	LAKES ENTRANCE MASTER PLAN – FORESHORE EAST
PLAN 7A (PART 3)	LAKES ENTRANCE MASTER PLAN STREET SECTIONS
PLAN 7A (PART 4)	LAKES ENTRANCE MASTER PLAN STREET SECTIONS
PLAN 7B (PART 1)	LAKES ENTRANCE MASTER PLAN – PROPOSED NEW GATEWAY
PLAN 7B (PART 2)	LAKES ENTRANCE – PROPOSED NEW GATEWAY 3D PERSPECTIVE
PLAN 7C	LAKES ENTRANCE MASTER PLAN – BULLOCK ISLAND

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

Appendix G

COUNCIL CONSIDERATION OF PUBLIC SUBMISSIONS

COASTAL TOWNS DESIGN FRAMEWORK

THE VISION FOR LAKES ENTRANCE

“Lakes Entrance will continue its role as the largest coastal town in the Gippsland area, with a strong focus on commercial fishing and recreational boating activities. The protection and enhancement of environmental and landscape values will be a key priority.

Residents will enjoy an easily accessible town with a variety of housing types, employment opportunities and retail and commercial uses.

The town will remain popular with visitors, offering a range of quality accommodation and attractions. The maritime theme will be strengthened to provide a unique tourist experience and give the town a strong identity.

The commercial centre of Lakes Entrance will be a focus for high quality design and continue to offer a range of retail and commercial services, as well as restaurants, accommodation and entertainment.

The foreshore and Esplanade precinct will be the focal point for the town providing an attractive, safe and pedestrian friendly environment.

Bullock Island will remain a centre for industry and research and will also be an important recreational/tourist destination.”

This final report details an Urban Design Framework for Lakes Entrance 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, Wellington Shire Council and the Gippsland Coastal Board.

This document is the result of the combined contributions of:

- The community of Lakes Entrance
- Project Steering Committee

Kate Nelson,
East Gippsland Shire

Alan Freitag,
Department of Sustainability &
Environment

Kim Phillips,
Wellington Shire

Barry Hearsey, Department of
Sustainability & Environment

Brett Millington,
Gippsland Coastal Board

Peter Boyle, Department of
Sustainability & Environment

- East Gippsland Shire Councillors & officers
- Wellington Shire Councillors & officers
- Consultant Team

David Fetterplace,
Meinhardt Infrastructure & Environment

Lidia Orsini,
Meinhardt Infrastructure & Environment

Sarah Davison,
Meinhardt Infrastructure & Environment

Dominique Miot,
Meinhardt Infrastructure & Environment

David Hudson,
Meinhardt Infrastructure & Environment

Bertha Polianlis,
Meinhardt Infrastructure & Environmen

Christine Wallis,
Urban Futures Consulting

Stephen Axford,
Urban Futures Consulting

Bill Unkles,
Saturn Corporate Resources

Emma Moysey,
Ecology Australia

Geoff Carr,
Ecology Australia

Darren Quin,
Ecology Australia

Bruce Echberg,
Urban Initiatives

Leila Heggie,
Urban Initiatives

Jen Petrie,
Urban Initiatives

Sally Malone,
Urban Initiatives

Thomas Sichelkow,
Urban Initiatives

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 comprised Meinhardt Infrastructure & Environment Pty Ltd, Urban Initiatives Pty Ltd, Urban Futures Consulting, Saturn Corporate Resources Pty Ltd and Ecology Australia 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 Lakes Entrance 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.

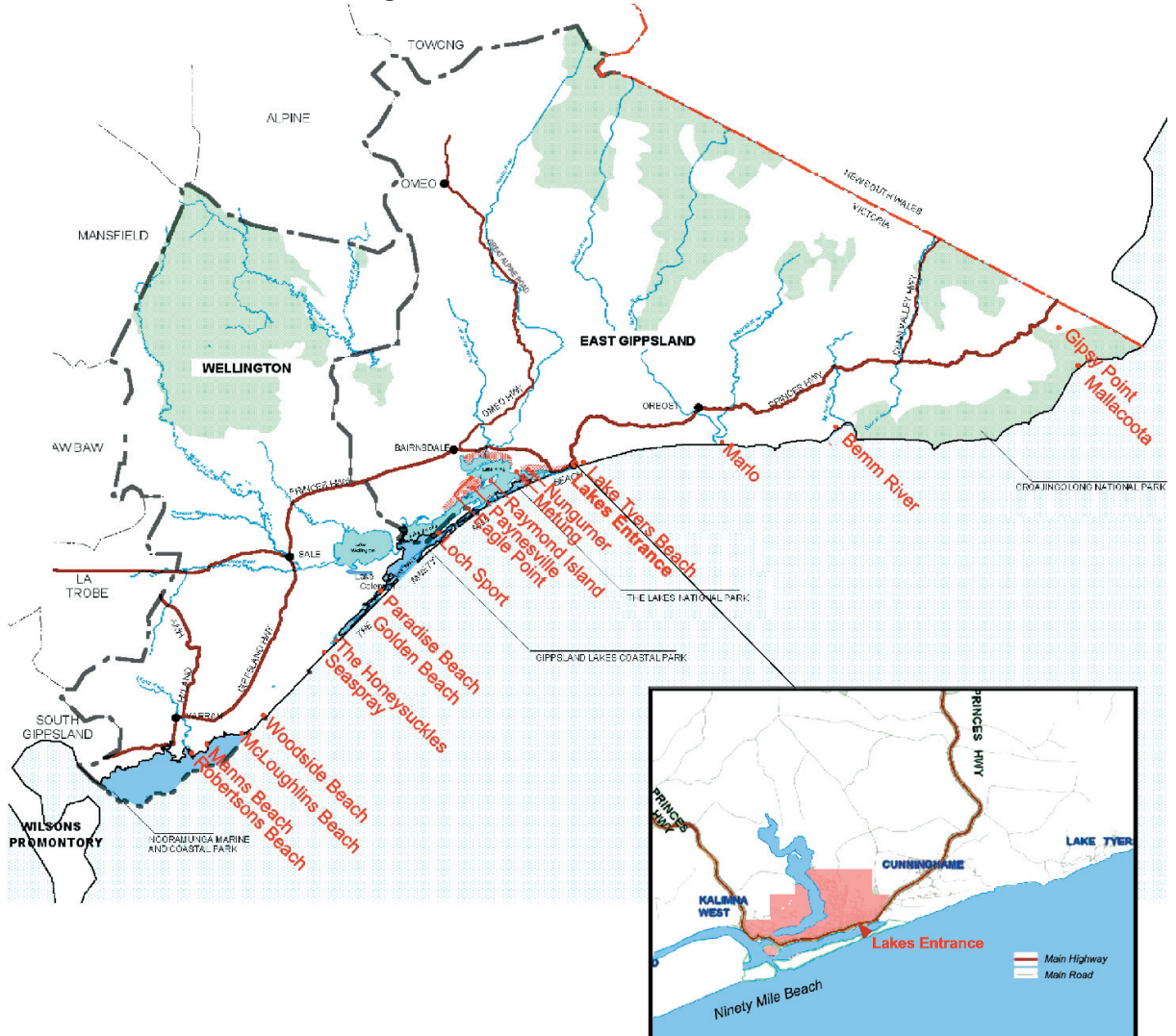
Each project will be informed by complementary work from other projects, as appropriate, including the Domestic Waste Water Management Plan in the Gippsland region, the Tourism Strategy in East Gippsland Shire and the Subdivision Strategy in Wellington Shire.

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 Lakes Entrance 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 costings).

3. SETTLEMENT STUDY AREA

3.1 REGIONAL INFLUENCES

Lakes Entrance is located in East Gippsland Shire, approximately 320 kilometres east of Melbourne. The town is located near a man-made channel connecting the Gippsland Lakes to Bass Strait. The Ninety Mile Beach separates the lakes system from the ocean.

Lakes Entrance is built around Cunninghame Arm and North Arm and extends to the north to higher ground, from which there are significant views across the Ninety Mile Beach to Bass Strait. It is home to a large commercial fishing fleet and recreational boating is a popular activity.

The town has a population of over 5,000 people and is a large residential centre in the Gippsland context (it is the second largest town in East Gippsland). There is a significant commercial precinct within Lakes Entrance and a wide range of facilities service the community, including health services, retail and education.

Tourism is important to Lakes Entrance and numerous accommodation establishments exist within the town, ranging from camping grounds and motels to serviced apartments. There are various recreational attractions (including boating, fishing, swimming, walking) and The Esplanade is a hive of activity during holiday periods.

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 Lakes Entrance 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. The natural beauty and established infrastructure of Lakes Entrance will be driving factors for potential new settlers.
- Lakes Entrance is a key tourism destination and has the potential for growth in the tourism sector due to the proximity of the town to both the Lakes and the beach and associated boating opportunities.
- Lakes Entrance is experiencing significant development activity around the town, within both the commercial and residential areas.
- Development must not adversely impact upon the water quality of the Lakes.

The study area selected for this UDF extends well beyond the Lakes Entrance township and into the hinterland. An extensive area has been

chosen to ensure that issues that may impact on the township are taken into consideration when making decisions about its future direction, eg. land use, topography/natural systems and vegetation quality. This is especially important when proposing an appropriate town boundary.

Figure 2 outlines the study area that is the focus of this UDF. The area comprises land generally bounded by Bass Strait to the south, Lake Bunga to the east and Kalimna Jetty to the west.

Figure 2 Lakes Entrance UDF Study Area



3.2 SETTLEMENT DESCRIPTION

3.2.1 Township Profile



Commercial Fishing Boats



Site of Proposed 8 Storey Development

Lakes Entrance is located between and around Cunninghame Arm and North Arm, which form part of the Gippsland Lakes. The town occupies a peninsula that lies between the two Arms, as well as a significant area of surrounding land extending to the north to higher ground.

Many areas of Lakes Entrance have significant views across the Ninety Mile Beach to Bass Strait and the water plays an important role in town life. Lakes Entrance is home to a large commercial fishing fleet and recreational boating is a popular activity.

The town is a popular tourist destination and it supports a significant amount of visitor accommodation, particularly located along The Esplanade, fronting the foreshore. This area is the key activity zone, with a significant retail strip and other commercial uses, as well as the recreational area along the foreshore.

There is currently development pressure in and around the commercial centre of town. In addition to existing multi-storey buildings, there has been planning approval of a couple of 5-6 storey developments along The Esplanade and an 8 storey apartment building containing 65 apartments behind No. 1 The Esplanade, facing Marine Parade. The capacity for water views and the demand for holiday accommodation drive this style of development.

The geography of the town ensures that development is spread in a linear manner and connectivity is lacking as a whole. The different residential areas of Lakes Entrance are disparate and stretch from east to west, essentially along the Princes Highway. The majority of houses are single storey and detached and streetscapes include some vegetation.

The area of Kalimna is located at the western end of Lakes Entrance and there is an area located to the east of the town that is sometimes referred to as Cunninghame on maps. Due to topography, as well as zoning constraints, development has not spread too far to the north of the town and has instead developed along the highway.

The Princes Highway / The Esplanade is the key access route and the busiest thoroughfare, resulting in some traffic and car parking issues in this area. Otherwise, there is suitable access throughout the rest of the town, although pedestrian access along the foreshore and between the foreshore and commercial area could be improved.

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 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 Lakes Entrance in relation to the other coastal towns within the study area is as a **District Town likely to experience minor expansion of the urban area** (as envisaged in the Lakes Entrance Strategy Plan 1987). Some of the attributes of a District Town include a population between 2,000 and 10,000 people, a wide range of commercial and community services, various accommodation stock, medical facilities and secondary school. Lakes Entrance will experience a significant population increase, with a large proportion of this being accommodated in existing residentially zoned land and infill development. As a result, Lakes Entrance will remain a major centre within the broader region, with the capacity for a moderate extension to the urban area.

There is demand for further development in Lakes Entrance, particularly for retirement and holiday accommodation (ie. medium density) and there exist some infill or redevelopment opportunities within the town. In terms of larger areas of new residential development, the topography surrounding Lakes Entrance presents some constraints to expansion, for example, the rural land between Ostlers Road and Colquhoun Road. The town is also linear in nature and further sprawl to the east and west is not wholly desirable due to a resulting lack of connectivity in the town.

3.2.3 Population Profile

The current population of Lakes Entrance is approximately 5,475 persons (2001 Census). Over the 15 years to 2001, the average rate of population growth in Lakes Entrance has been 2.0% per annum, a rate almost three times higher than that of East Gippsland Shire. In that period, Lakes Entrance recorded the largest population growth of any coastal town in the region (1,400 persons). As the second largest town in the Shire and the major coastal town in the Shire, it has tended to attract a relatively high proportion of retirees and other persons seeking a slightly lower cost seachange experience.

Lakes Entrance is the largest fishing port in the Eastern Fisheries zone of Victoria, home to a scallop fleet and other ocean fisheries. The town is also a tourist destination and local service centre, though a large part of this latter function is fulfilled by Bairnsdale.

Immediately following the Council amalgamation in 1994 Lakes Entrance was made the administrative centre of the Shire and this helped to stimulate growth in the township. Whilst the Shire currently has two offices in Lakes Entrance, a large part of this function has now been moved to Bairnsdale.

As the town is likely to remain a drawcard for population growth, it should maintain its stronger than Shire average growth, which is projected by the Department of Sustainability and Environment to average 0.6% per annum for the period to 2031. Assuming the town continues to maintain

existing growth rates in the early part of the forecast period, it is anticipated that the town's population could reach 7,110 by 2031, an increase of 30% on the current population. The annual average growth rate is based on the current growth rate of 2% initially, which declines progressively as the population ages.

As of Census night in August 2001, there were 2,893 dwellings in Lakes Entrance, with 22.4% being unoccupied on the night. Whilst this is a higher ratio than the Regional Victorian average, it is significantly lower than many of the smaller settlements in the region, making it an important location for permanent residents, as well as a holiday destination and local centre. The mean number of persons per occupied dwelling was 2.32, this has fallen from approximately 3.2 persons in 1981. Assuming this trend continues, as it has across the State, a fall to around 2.0 persons per occupied dwelling may be likely by 2031. On this basis, if the population was to increase by the expected 1,635 persons, a further 1,180 new dwellings would be required. This includes dwellings for non-permanent residents / visitors.

The median age of the Lakes Entrance population in 2001 was 43 years, some 2 years older than the Shire average and well above the Regional Victorian average of 35 years. This is not unexpected in an area attracting 'seachange' in migration. The employment participation was a relatively low 48.1%, compared to 54.6% for the Shire. While this partly reflects the age of the population (22.4% above 64 years), it may also reflect the period in which the Census is taken, being the low tourism season. The local unemployment rate was 11.3% in 2001, 2.5 percentage points higher than the Shire average.

The main employing industry is the Retail sector (19.4% of all employed local persons), followed by the Accommodation, Cafes and Restaurants sector (16.8%). This latter sector, combined with the Cultural and Recreational Services and Personal Services sectors, form the basis of tourism employment. Total employment in these sectors for Lakes Entrance was 24.2%, or almost a quarter of local employment. This was far higher than the Shire average of 13.4%. The Agriculture, Forestry and Fishing industries are also important, employing 9.7% of local residents.

Only 7.0% of Lakes Entrance residents have been awarded a bachelor's degree or higher qualification, approximately a third of the Regional Victorian average. Median weekly household income levels for the town were estimated to be in the \$500-\$599 range, around \$100 below the median Shire range and well below the median Regional Victorian range of \$700-\$799. The high proportion of persons aged above 64 years, combined with the lower employment participation rates, would explain these differences.

Lakes Entrance's growth over the past few years has been largely driven by the tourism sector. As its population and that of the surrounding areas adjacent to the Gippsland Lakes have grown, it has also developed a strong role as a regional service centre. Until 2004, the town's high school only taught to year 10, but has now been extended to year 12. The local fishing industry relies on the Entrance being dredged regularly and the State government appears to be willing to maintain this operation.

The town is not directly reliant on the Forestry sector though it does host the East Gippsland Institute of TAFE's Forestech campus 'The Living Resources Centre' on its north western outskirts. It is well located within a

range of state forests, and offers highly specialised education for students intending to build careers based on living resources such as forestry, fishing and any form of eco-tourism.

The growth of the town is likely to remain largely dependent on the tourism sector.

3.2.4 Natural Resources

General Description

Lakes Entrance township is situated at the extreme east of the Gippsland Plain Bioregion and the extreme west (in its coastal section) of the East Gippsland Lowlands Bioregion; the township thus straddles these bioregion boundaries. The town adjoins Cunninghame Arm on its north side, and North Arm bisects the township at its more westerly part. These extensive waterways are part of the Gippsland Lakes complex, which opens to the sea at Ninety Mile Beach at Lakes Entrance. At its eastern end the town adjoins Lake Bunga Coastal Reserve.

Flora Values

Extensive clearing for agricultural (stock grazing) and, more recently, for residential and commercial developments has ensured the loss of all but a very small proportion of the indigenous vegetation of the township and its hinterland. Gradients around North Arm are very steep, as is the fall along the coastal escarpments in the eastern and western parts of the township. A substantial proportion of the indigenous vegetation remaining occurs along deeply dissected drainage lines, and on steeper slopes.

The indigenous vegetation of the Lakes Entrance area is diverse in response to the heterogenous environments, notably geological, topographic and moisture gradients and discontinuities. Ecological Vegetation Classes (EVCs) have been mapped for the study area as pre-1750 vegetation and all are extant though severely reduced in area. The list of EVCs in Appendix B indicates their conservation status in the respective bioregions.

In terms of potential residential development, the most extensive and significant of these EVCs are Limestone Box Forest and Plains Grassy Forest, both classed as vulnerable and / or endangered in the bioregions. Much of the vegetation on agricultural land historically cleared around Lakes Entrance was Limestone Box Forest. Forest dominants of this EVC include Gippsland Grey-box and Blue Box, which are of restricted distribution in Victoria where they are rare species. There have also been very extensive losses of rainforest typically associated with Limestone Box Forest in drainage lines and protected moist sites.¹

The quality of remnant vegetation around Lakes Entrance is generally severely degraded as a result of environmental weed invasion, particularly weeds that have 'escaped' cultivation (about 70% of the total weed flora). Residential developments typically introduced a train of vegetation and faunal habitat degradation processes – the worst of which is weed invasion.



Remnant Vegetation

¹ A submission to the draft UDF by a community group (East Gippsland Rainforests Conservation Management Network) provided detailed information regarding the extent and condition of rainforest areas. Following expert review, some amendments have been incorporated in the final UDF report. The information submitted requires further investigation of rainforest areas in East Gippsland to be carried out by appropriately qualified persons to identify additional planning scheme or other actions required to ensure the protection of these areas.

All remnant indigenous vegetation within the Lakes Entrance area retains high intrinsic value – as vegetation and fauna habitat in its own right – and for its landscape values. Efforts should be made to afford protection to remnant vegetation from direct impacts (clearing) via appropriate planning controls. Potential indirect impacts as a result of development include fragmentation (so evident from field inspection and air-photo interpretation) and a suite of factors, including weed invasion, causing degradation in adjoining vegetation. These are also of concern under certain development scenarios (eg, increased density in partially developed bushland) and, for example, where downslope vegetation remnants may be impacted by upslope development, such as along the coastal escarpments and in deeply incised vegetated streams in the northern part of the study area.

Fauna Values

The area surrounding Lakes Entrance is important for waterbirds, with numerous records of threatened waterbird species listed for the fauna Data Review Area (DRA), including Little Tern, Caspian Tern, Fairy Tern, Pied Cormorant, Musk Duck, Hardhead, Pacific Gull and White-bellied Sea-Eagle. Great Egrets are common along Cunninghame Arm, and there are also numerous records of Little Egrets. There are records (from 1997) of the Nationally-significant Lewin's Rail from North Arm.

Ninety Mile Beach is an important site in Victoria for the Nationally-significant Hooded Plover, of which less than 400 pairs reside in the State. Terns, shearwaters and gulls are common on this beach (Parks Victoria web page).

Lake Bunga (460 ha) is one of the smaller lakes in the Gippsland Lakes Ramsar site. It is listed under the Directory of Important Wetlands for its geological, geomorphological, botanical and zoological importance. Twenty-one species of waterbird have been recorded, including threatened species such as Little Tern, White-bellied Sea-Eagle and Hooded Plover. Patches of heathy woodland in Lake Bunga Coastal Reserve support the Long-nosed Potoroo.

There are also records of Swift Parrot for Lake Bunga Coastal Reserve, as well as for other parts of Lakes Entrance. The Swift Parrot is rare in Gippsland, with stands of old, winter-flowering Red Ironbark likely to provide feeding habitat eg, at Toorloo Arm approximately 5 km northeast of Lakes Entrance. Stands of Red Ironbark along Seaview Parade to the north of North Arm provide a likely source of food.

Numerous records of Nationally-significant Masked Owl are presented in the database from around Lakes Entrance. It is likely that the interface between Limestone Box Forest remnants and pasture to the north of the town represents important habitat. Kalimna, 4 km west of Lakes Entrance, is the best known site in Gippsland for Masked Owls. These remnants are also potentially used by the State-significant Powerful Owl for feeding.

There are relatively recent records of the Spot-tailed Quoll for the surrounding area (e.g. 1999 at Lake Tyers, 1985 at Toorloo Arm bridge, 1995 at 9 km northeast of Lakes Entrance, and 2001 at Burnt Bridge Road east of Lakes Entrance).

Nearby islands (e.g. Rigby Island) support records of the State-significant Swampland Cool-skink (or Glossy Grass Skink).

The State-significant Azure Kingfisher is regularly recorded in the DRA. Vegetated margins of estuaries and coastal lakes represent important habitat for this species. It is one of 15 rare or threatened animal species that utilise rainforest remnants in the study area.

One hundred and fourteen species listed in the Lakes Entrance fauna DRA are listed under the Migratory and / or Marine-overfly Schedules of the Environment Protection and Biodiversity Conservation (EPBC) Act, highlighting the importance of the area for migratory bird species.

The complete description of flora and fauna values is included in Attachment B – Environmental Detail.

Natural Systems

The land rises steeply from the Lakes Entrance foreshore and the bulk of the town is located on elevated and sometimes quite dissected terrain with deeply incised drainage lines. Several major drainage lines are located close to residential areas.

Refer Plan 1 Natural Systems Analysis, which illustrates the rainforest areas, drainage lines, ridge lines, water bodies and steep slopes in and around Lakes Entrance. This analysis has assisted in identifying areas of vacant land that may be suitable for development.

Vegetation Quality

The vegetation has been mapped according to three categories:

Higher Quality Areas – High quality vegetation with high development constraints.

Existing Modified Areas – Urban, various densities with low to moderate development constraints.

Low Quality Areas – Pasture with scattered or isolated trees and low development constraints.

Refer Plan 2 Lakes Entrance Vegetation Quality Plan.

The mapping indicates that the majority of land within Lakes Entrance has been modified and sustains residential development of various densities. Remnant higher quality areas are confined primarily to drainage lines outside of the developed area and road reserves.

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 Lakes Entrance in



The land rises steeply from the foreshore

particular, the recommended 1 in 100 year flood level is 1.8 metres (an increase of 300mm to the level established in 1981).

These new levels were gazetted in January 2006 and they are expected to be incorporated in appropriate planning scheme amendments during 2007.

3.2.5 Cultural Heritage Values

All of the settlements covered by the Coastal Towns Design Framework project are likely to contain substantial Aboriginal heritage values, 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.

Given the sensitivity of these areas, the very limited previous cultural heritage assessments 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 significant development in these settlements.

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

Under Part IIA of the Commonwealth Aboriginal and Torres Strait Islander Heritage Protection Act 1984, Lakes Entrance is associated with the Lakes Entrance Aboriginal Corporation.

There is a Native Title claim under the Commonwealth Native Title Act 1993 (NTA) in the area. 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 for 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 in Lakes Entrance is extremely high.

With regard to other sites of cultural heritage value, the New Works Historic Complex is listed on the Victorian Heritage Register, the Register of the National Estate Database and National Trust of Australia. The site is also covered by the Heritage Overlay (HO225) and is significant because it relates to the period of construction of the artificial Lakes entrance in 1869 and its opening in 1889.

It is also noted that a draft Local Heritage Study has been undertaken for East Gippsland Shire and may include additional places of heritage importance within Lakes Entrance.

4. PLANNING AND DEVELOPMENT CONTEXT

4.1 STATE / REGIONAL PLANNING POLICY

Various policies for the State and region are applicable to Lakes Entrance. 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 3 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 Bemm River 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 Lakes Entrance's current role as a tourist and retirement town with a strong commercial fishing base. The town's focus on recreation, particularly water-based activities, should continue and new facilities such as a marina are encouraged.

Existing services/facilities available in Lakes Entrance that could be improved include aged-care and health services, educational facilities and commercial entertainment facilities. The town's role as a centre for major events is also to be encouraged. The central business area will be contained between Church Street and The Esplanade west of Myer Street and off-street car parking will continue to be developed between The Esplanade and Marine Parade.

The aesthetic quality and presentation of the town is considered to be one area where improvement is required, including gateway treatments.

Bullock Island will continue to be developed in an integrated manner. There have been discussions regarding the establishment of an interpretive/

educational centre (referred to in the MSS as the Gondwanaland International Voyage and Research Centre).

The MSS states that an area suitable for light industrial purposes in proximity to the town will continue to be sought and the area zoned Business 3 located to the north of The Esplanade is earmarked for large floorspace retail uses and service businesses.

The large rural holding north of Kalimna is considered appropriate for a resort-style development or an integrated residential development with recreational/tourist components.

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 coastal areas of Lakes Entrance (outside of the township area), due to its location within the Gippsland Lakes system. (Refer Clause 21.05 Map 7 of the East Gippsland Municipal Strategic Statement). 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 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.

The basis of the Bullock Island, Lakes Entrance Development Policy (22.14) is to guide development of the Island's remaining vacant Crown land for tourism related purposes as well as passive recreation and other community activities, whilst ensuring that established uses on the Island are not impinged.

4.2.3 Zoning

Lakes Entrance is generally zoned Residential 1 Zone (R1Z), with outlying areas of Low Density Residential (LDRZ), located in the west, north and northeast. The surrounding hinterland is zoned either Rural (RUZ) or Rural Living (RLZ).

Various parcels zoned for Public Use (PUZ) exist, including the cemetery and Lakes Entrance Secondary College. An industrial estate (in Whifers Street) zoned Industrial 1 (IN1Z) is situated adjacent to the high school. There is a significant area located along The Esplanade zoned Business 1 (B1Z) and there is also a parcel of land zoned Business 3 (B3Z) within the commercial area. This B3Z area contains a mixture of business and residential uses and most of the lots are occupied. An additional area zoned Business 1 is located in the eastern part of the town along the Princes Highway. However, it is recommended that commercial/retail uses generally be directed to the town centre.

A large proportion of Bullock Island is covered by the Special Use Zone – Schedule 1 (SUZ1), whilst the eastern side of the Island is covered by Public Use (PUZ7) and Industrial (IN3Z) zones. The SUZ1 requires the preparation of a Concept Plan by the developer, taking into account the policies contained in Clause 22.14.

Within Lakes Entrance there are significant tracts of land zoned for residential use that remain vacant, for example, land on either side of the Princes Highway east of the business area, and land on the west side of Colquhoun Road, to the north of the Whifers Street industrial precinct. Some of this land may not be suitable for development due to topographical constraints.

A ribbon of land along Hunters Lane has been developed for residential purposes, but is not residentially zoned and is located in a Rural Zone – Schedule 3 (RUZ3). The MSS states that the land to the south of these properties, between Hunters Lane and Albatross Road, is considered appropriate for a resort style development or integrated residential development with recreation/tourist elements.

Very limited industrial land is available in Lakes Entrance and this study has investigated suitable parcels of land within the town that could be re-zoned for industrial purposes. The existing industrial estate in Whifers Street is poorly planned and unsightly. It may be possible to provide an alternative location on the outskirts of the township for some of these

businesses to relocate and progressively improve the appearance/function of the Whifers Street estate.

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

Refer Plan 3A Lakes Entrance Zoning Plan (DSE 2006).

4.2.4 Overlays

Design and Development Overlay 5 (DDO5) – Kalimna Subdivision & Development Controls, Lakes Entrance

DDO5 is designed to ensure the preservation of a unique Warm Temperate Rainforest located in the urban area of Kalimna. A permit is required for buildings and works in certain circumstances. In essence, proposals are assessed in terms of effects on the integrity of the Warm Temperate Rainforest Gully.

Design and Development Overlay 6 (DDO6) – Kalimna Access Controls, Lakes Entrance

DDO6 is related to DDO5 and aims to preserve the Warm Temperate Rainforest area through the regulation of access to and from Widdis Road.

Design and Development Overlay 7 (DDO7) – Highway Corridors, Princes Highway & Great Alpine Road

DDO7 applies to the Princes Highway at both the eastern and western ends of Lakes Entrance. This overlay is designed to ensure development in the Highway Corridors in non-urban areas is managed to minimise adverse effects on safe and efficient traffic flow, as well as encourage high standards of design, retention of native vegetation and prevent linear or ribbon development. A permit is not required for as of right development set back 40 metres from the highway frontage.

Design and Development Overlay 10 (DDO10) – 66 Creighton Street and 250 Albatross Road, Kalimna

DDO10 aims to ensure that the design and built form of all new development is compatible with the existing special character, appearance and amenity of the area and has regard to water sensitive urban design principles and energy efficiency. As the overlay does not require a permit for buildings and works, the emphasis is on subdivision design. A Plan of Subdivision exists for the area.

Development Plan Overlay 1 (DPO1) – Bullock Island, Lakes Entrance

This overlay affects most of Bullock Island and requires that any development on the Island is in accordance with an approved Development Plan, which must be prepared in accordance with the Concept Plan for the area (included in Schedule 1 of the Special Use Zone).

Erosion Management Overlay

The EMO applies to most of the Lakes Entrance township, with the exception of the commercial centre and a substantial portion of the adjoining residential area to the east and north east. This overlay aims to minimise land disturbance and inappropriate development in areas prone to erosion, landslip and other land degradation processes. Some buildings and works require a permit under this overlay.

Environmental Significance Overlay (ESO53 Colquhoun and Kalimna & ESO54 Lake Tyers) – East Gippsland Sites of Biological Significance

These overlays apply to specific sites throughout the Shire which represent either: rare or threatened species; restricted, rare or threatened vegetation communities; vegetation which is important as a corridor; high species richness; or other unusual biological features.

ESO53 and ESO54 affect a significant proportion of the land surrounding Lakes Entrance and stretching to the east towards the Lake Tyers Beach area. The majority of developed land is not covered by this overlay.

The overlay aims to conserve and enhance the environmental sustainability and ecological integrity of the identified flora and fauna and ensure that development does not adversely impact on the listed sites.

A permit is generally required for buildings and works and to remove, destroy or lop native vegetation. The schedule provides for a number of exemptions to the permit requirements including where the land can be demonstrated to not support the environmental values, building extensions and building ancillary to dwellings and vegetation clearance for reasonable firewood requirements of owners or occupiers.

Environmental Significance Overlay 96 (ESO96) – Conservation Covenanted Land

This overlay aims to ensure the protection of ecological values on land covered by a conservation covenant, and ensure that development occurs in accordance with the requirements of the covenant.

The covenants have been placed over certain areas of private land with the owners' consent. It should be noted that not all covenanted properties are included in the overlay, due to the fact that there has been no recent amendment to include recent covenants.

A permit is generally required for buildings and works and to remove, destroy or lop native vegetation. The decision guidelines relate to the requirements of the conservation covenant and any comments from the Trust for Nature (Victoria).

Heritage Overlay (HO225) – New Works Historic Complex

The Heritage Overlay has been applied to land located along the Ninety Mile Beach on both sides of the entrance to Bass Strait, and relates to the period of construction of the artificial Lakes entrance in 1869 and its opening in 1889. This overlay aims to conserve and enhance heritage places of natural or cultural significance and a permit is required for virtually all buildings and works.

Land Subject to Inundation Overlay

The LSIO applies to the developed area located between North Arm and Cunninghame Arm, generally around and including the commercial centre. The perimeter of Bullock Island is also affected by the overlay, which aims to ensure that development within the floodplain is appropriate and will not impact on water bodies. A permit is required for building construction works and subdivision and referral to the relevant floodplain management authority is required.

There is no schedule to this overlay so the standard LSIO provisions apply.

Vegetation Protection Overlay 1 (VPO1) – Tambo-Bairnsdale Roadside Vegetation Protection Network

This overlay applies to discrete areas along roadsides and does not significantly affect private land. It is designed to protect roadside vegetation, which 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 7 (VPO7) – Kalimna Vegetation Protection Area

VPO7 relates to the Warm Temperate Rainforest in Kalimna and states that the rainforest gully contributes significantly towards the aesthetic and landscape values of the area, provides a fauna habitat corridor and reduces the effects of sedimentation during high stormwater events. A permit is generally required to remove, destroy or lop any vegetation.

Refer Plans 3B - 3F Lakes Entrance Overlay Controls (DSE 2006).

Summary of Overlay Controls

In summary, there are numerous overlays that apply to Lakes Entrance and generally aim to achieve a range of objectives. There are four Design and Development Overlays, two of which have an environmental basis and relate to the protection of the Warm Temperate Rainforest Gully in the Kalimna area, one that relates to traffic management and the town entry along the Princes Highway and one which applies to two specific sites in Kalimna and provides for the appropriate subdivision of these sites.

In addition, there exists a Development Plan Overlay applicable to Bullock Island, which ensures that all development is in accordance with an approved Development Plan.

The Erosion Management Overlay, Environmental Significance Overlay and Vegetation Protection Overlay all seek to achieve largely environmental outcomes.

The Vegetation Protection Overlay applies to some roadsides and to the Warm Temperate Rainforest Gully in Kalimna and is therefore not widespread. The Heritage Overlay applies to one site only within Lakes Entrance and the Land Subject to Inundation Overlay provides for appropriate infrastructure and siting to address flooding risk generally within and around the commercial centre.

The majority of overlays apply to specific sites within Lakes Entrance and do not have a significant impact on the character of the town. High quality views and landscapes are not addressed by the overlays.

The introduction of new overlays could be considered to address issues that may require further attention, such as urban character.

4.3 PREVIOUS STRATEGIC PLANNING STUDIES

In addition to the planning controls outlined above, Lakes Entrance has been subject to numerous strategic planning studies over the past 20 years. Some of these policies remain relevant today and are referenced in the East Gippsland Planning Scheme. A brief overview of the main documents is provided below.

4.3.1 Masterplan & Development Framework – North Arm - Lakes Entrance 2004

Prepared by: Coastal Engineering Solutions

Status: Incomplete

This study focuses on the southern shoreline between the Princes Highway Bridge and the North Arm (concrete) Jetty. The intended outcomes of the masterplan and development framework include:

- Enhanced opportunities to develop new marine based infrastructure.
- Minimised environmental impacts.
- Protected valued elements in the area, particularly visual.

Proposals outlined in the Masterplan include:

- Marina facilities in North Arm located adjacent to natural deep water areas to minimise overall dredging.
- Retention of the existing gazetted water skiing area.
- Beaches as an almost continuous coastal feature from the marina precinct to the recreation reserve.
- Additional designated car parking.

As part of the study two development options were prepared for public comment. As a result of the feedback received, a revised concept was supposedly produced incorporating elements from both options. This revised concept has not been seen by the Consultant team.

4.3.2 Lakes Entrance Urban Design Framework 1999

Prepared by: MacroPlan

Status: Adopted in principle by Council in March 2000

This prior UDF expressed the following Vision:

“Lakes Entrance will be Victoria’s premier maritime destination offering:

- *Premium holiday accommodation and recreational activities*
- *A vibrant industrial and commercial centre – including commercial fishing centrepiece*
- *Strong links to the region’s environment and heritage.”*

Key Objectives of the framework include:

- To reduce traffic speeds along The Esplanade to 40kmph by introducing new ‘informal’ yet repetitive pedestrian crossings (at 80-100 metre spacing).
- Initiate a street tree replacement program with selected Norfolk Island pines at spacings to maintain views and solar penetration.
- Improve the cultural attributes by initiating a street art program to showcase local artisans and highlight the fishing / maritime themes.
- To provide a comprehensive pedestrian access network which links the Town Centre.
- Increase visitor length of stay by integrating activity nodes with

consistent signage and street furniture themes, and completion of promenade / water's edge respite areas plan.

In terms of implementation, the UDF recommended:

- Inclusion of the Business 1 Zoned area within a new Design and Development Overlay to achieve view and vista protection and appropriate streetscape outcomes.
- It was proposed that the commercial area of Lakes Entrance be divided into three schedule areas: between Tourist Information Centre and Mechanics Street; between Mechanics Street and Stock Street; and between Stock Street and Palmers Road.
- It was also proposed that all these areas be subject to a local variation to the Good Design Guide (ie. Rescode) that would have applied inner urban provisions and therefore encouraged medium density housing development between Marine Parade and Palmers Road.

With regard to building heights, the 1999 UDF recommends maintaining existing viewlines and the dominant horizon, whilst allowing taller building to “pop up” above the horizon. A preferred built form height of between 15-20 metres is specified for appropriate locations (which are not defined).

4.3.3 North Arm Foreshore and Estuary Action Plan 1996

Prepared by: Landsmith Pty Ltd, Vantree Pty Ltd and Frank Hanson Pty Ltd

Status: Not adopted by Council

This Plan aims to:

- Conserve the native flora and fauna of the Arm and its immediate environs.
- Identify measures to ensure appropriate water quality.
- Promote sustainable catchment management practices.
- Provide opportunities for a range of appropriate recreational and tourist activities on and surrounding North Arm.
- Protect and enhance landscape and cultural values of the Arm and its surrounds.
- Improve community understanding of the North Arm ecosystem and its management.
- Provide a framework for effective integrated management of the Arm by the relevant agencies and the community.
- The key management recommendations in the Plan are:
- Improved management of seagrass, jetties, shoreline and landscape in the section of North Arm in the urban area of Lakes Entrance.
- Constructed wetlands to reduce nutrients entering the waters of North Arm from the Lakes Entrance urban areas.
- A walking track system on the foreshore below Seaview Parade and from the Lakes Entrance recreation reserve north toward the Colquhoun Forest.
- Opportunities for commercial uses associated with the Recreation Reserve section.

- Revegetation of public land foreshore areas to the west side of North Arm and weed control programs for the foreshore generally upstream to the Cape Road area.
- Planning guidelines for subdivision and development in the catchment areas north of Lakes Entrance.

4.3.4 Lakes Entrance Strategy Plan 1987

Prepared by: Tract Consultants Australia and JL Sach and Associates
Status: Formally adopted by Council on 22 September 1987

The role of Lakes Entrance supported in this Strategy Plan is as a:

“Tourist destination on the Princes Highway with a strong commercial fishing base. A major holiday destination providing amusements beyond water-related activities. A permanent population that is largely engaged in fishing or the tourist industry with a strong component of people in retirement. The natural and landscape qualities of the town are less susceptible to compromise by building growth.”

Recommended actions for Lakes Entrance include the following:

- Prepare townscape improvement plan for The Esplanade giving particular attention to the area between Barkes Street and Myer Street.
- Limit future commercial development to an area no further east than the lane to the rear of Myer Street.
- Encourage the development of a high quality tourist / commercial / residential development of medium density (up to five storeys) as a gateway to the Lakes Entrance commercial area. Locate the development on the block west of Laura Street or the block west of Carstairs Avenue.
- Limit medium rise development throughout the remainder of the commercial area, with the possible exception west of Bulmer Street. Re-evaluate this policy in five years.
- Encourage tourist residential development in the non-commercial areas west of Barkes Avenue and discourage any further caravan park development in this area.
- Concentrate any new caravan park developments mainly to the east of the commercial centre.
- Encourage the development of a comprehensive commercial scheme (possibly with some residential uses in above storeys) including a public mall or similar public area in a central location. Incorporate significant off-street car parking in the development.
- Investigate a site for a new industrial estate west of Lakes Entrance giving consideration to current residential development.
- Develop five additional residential areas as either residential or rural residential (to the east and west of Colquhoun Road, part of and adjacent to Kalimna and north of Thorpes Lane).

This document is currently referred to in the East Gippsland Planning Scheme with regard to building height and residential expansion.

4.3.5 Foreshore Strategy Lakes Entrance 1987

Prepared by: Tract Consultants

Status: Adopted by Council

The Strategy aims to:

- Create a conservation and habitat area at Eastern Beach.
- Create a new family beach east of the footbridge.
- Develop Cunninghame Quay on the foreshore between Barkes and Mechanics Streets.
- Create a new beach at North Arm at the end of Barkes Avenue.
- Refurbish Apex and Rotary Parks and land opposite these as a major entry and tourist information / interpretation centre and boat launching facility at Lakes Entrance.

Parts of this Strategy have been implemented and it continues to be referred to at present, despite its age.

4.3.6 Outcomes from Previous Strategic Studies

It is clear that a substantial amount of strategic work has been undertaken, however some of it has not been adopted by the Shire. The Lakes Entrance Strategy Plan 1987 remains a significant document and is referred to in the Planning Scheme. Many of the key issues outlined in the document are still relevant and revised strategies have been prepared to deal with them.

4.4 DEVELOPMENT SUMMARY

4.4.1 Building Approvals

Between the 1991 and 2001 Census, Lakes Entrance averaged 46 new dwellings per annum. There were 301 building permits issued for new dwellings in Lakes Entrance between 2000 and 2004, which indicates a significant increase in development. This rate of development is substantial when compared to other settlements within the study area during the same period (eg, Mallacoota: 78; Paynesville: 240). The rate of development in Lakes Entrance is the most rapid of all coastal settlements in the Gippsland area.

4.4.2 Land Supply

An analysis of land supply for residential purposes within Lakes Entrance has been undertaken and is illustrated in Plan 4 Residential Land Supply.

There clearly exist large tracts of land currently developed for residential purposes and these areas spread throughout Lakes Entrance in an east-west direction. There is a strip of land along Hunters Lane that has been developed for residential purposes yet is not zoned as such.

There is significant scope within the broad area of Lakes Entrance for additional residential development on land currently zoned for rural uses, particularly towards the centre of the town between Myer Street / Ostlers Road and Colquhoun Road. There is also a large tract of land south of

Hunters Lane.

Calculations based on eight lots per 1 hectare (including an allowance for roads and public open space and based on the existing typical subdivision pattern), topography and vegetation cover estimate a total of 1,249 lots available for development within the town boundary. Approximately 36% of these lots are located within existing residentially zoned land.

If the current development rate within Lakes Entrance continues at approximately 75 new homes per year, the total land supply within the proposed town boundary will be sufficient for the next 16 years.

It should be noted that the intention of the lot yield is to demonstrate adequate supply of land within the town boundary for the next 10-15 years. The town boundary proposed for Lakes Entrance provides certainty regarding the edge of the town for this period. Whilst the lot yield estimates have considered topography and significant vegetation cover, other issues such as the fragmented nature of land parcels and service programs will impact on the ultimate yield and timing/availability of land. Consequently, the lot yield figures supplied within specific parcels of land are indicative only and further investigation is required to determine the appropriate yield within each parcel. By the same token, there are parcels of land, particularly within and in proximity to the town centre that could provide medium and higher density residential development, resulting in a higher than average yield.

4.4.3 Infrastructure

Lakes Entrance has reticulated water and sewerage supplied by East Gippsland Water and expansion of the town will be accommodated through general upgrade works.

Full electricity and telecommunications services exist, supplied by T Squared and Telstra respectively. There is no reticulated gas supply, however, it is understood that the viability of providing reticulated gas is being investigated.

In terms of drainage throughout the town, an Eastern Creek Drain Treatment Study is currently underway, and publicly funded works have been identified for the near future. Developers are expected to contribute to the costs of new works.



More recent residential development

5. COMMUNITY VIEWS

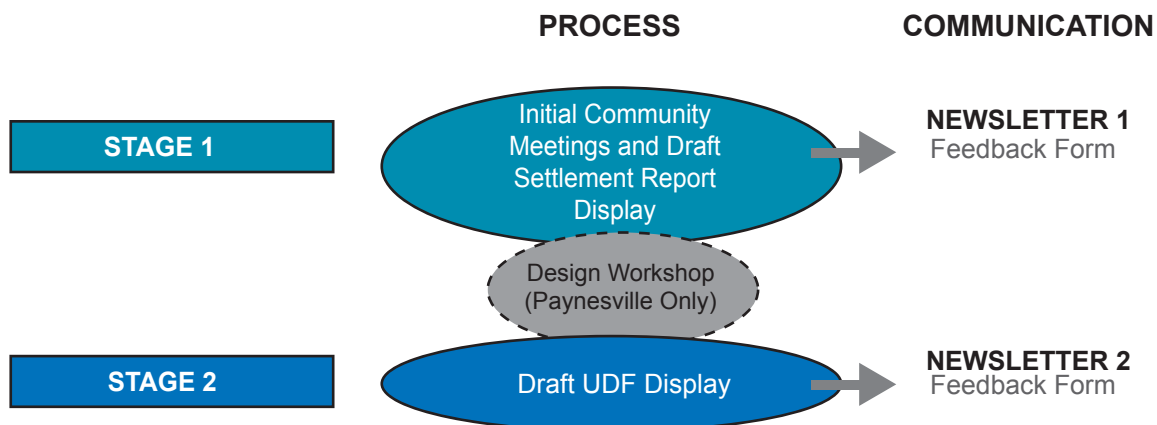
5.1 CONSULTATION PROGRAM

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.

A three stage consultation process has generally formed part of the project approach (comprising Stage 1: Initial Community Meetings and feedback; Stage 2: Draft Settlement Report display and feedback, and Stage 3: Draft UDF display and feedback). This has been applied across the region with some local variation according to identified issues or pre-existing background work.

Lakes Entrance, Paynesville and Raymond Island have followed a modified consultation approach to the other 16 towns, due to their inclusion in the project at a later date (see Figure 4 below). Newsletter 1 was distributed in June 2006 and coincided with a consultation session in each town. Due to the amount of existing background information at Lakes Entrance and Paynesville, Newsletter 1 contained a vision, key objectives and strategies in draft form for public comment. The Raymond Island newsletter contained information on the project scope and preliminary issues for the Island. A Feedback Form was prepared for each town and all community members were invited to complete the forms or make submissions on their town. The results of these were collated and analysed.

Figure 4 Overview of Consultation Process



Over 300 people across the three towns attended the consultation sessions and approximately 100 submissions were received.

A design workshop was held in Paynesville in June 2006 involving 40 community members. The workshop focused on two key foreshore areas within the town (1. Town Centre and associated Foreshore and 2. Slip Road).

The draft UDF was made available for comment in October/November 2006. Newsletter 2 and a further Feedback Form accompanied the public display and were distributed widely. Over 600 further submissions were made in response to the draft UDFs across the region. The Newsletters,

reports, feedback and other documents generated for the project have been available through the Wellington and East Gippsland Shire websites at the various consultation stages of the project. Direct mail out and press publicity has also occurred.

The respective Council, its officers and the consultant team have considered and evaluated the submissions. A number of amendments to the draft UDFs have resulted from the consideration of submissions.

A summary of the key points raised in the submissions and the response considered by Council is provided in Appendix G. There were many matters of detail raised in relation to the draft UDFs including the content of the Master Plans, the proposed planning scheme amendments and other items. These matters will be addressed through the future implementation processes (see Section 9).

5.2 KEY MATTERS FROM COMMUNITY FEEDBACK

A summary of the information provided by the Lakes Entrance 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 earlier stage of the consultation program.

<p>Stage 1</p> <p>Lakes Entrance</p> <p>Key Issues from Initial Public Consultation</p> <p>(Approximately 100 people attended the consultation meeting and 29 submissions were received)</p>	<p>Community Values</p> <ul style="list-style-type: none"> • Fishing and boating. • Proximity to bush and waterways. • Clean beaches. <p>Key Issues</p> <ul style="list-style-type: none"> • Retention of natural environment. • High rise development. • Economic growth. • Car parking, traffic management. • Improve infrastructure (eg. drainage, underground powerlines, street lighting). <p>Priority Improvements</p> <ul style="list-style-type: none"> • Economic development, job creation. • Preservation of natural environment. • Traffic and parking management. • Building/height controls. <p>Feedback on draft UDF</p> <ul style="list-style-type: none"> • Vision – include importance of environmental features; emphasise fishing and boating industries. • Objectives/Strategies – limit building height; address parking/traffic management issues; improve recreation facilities at Bullock Island; concerns regarding building/housing styles; support for infrastructure improvements.
---	---

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 5 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 Lakes Entrance is underpinned by the Design Principles listed in Section 6 and a range of issues and opportunities relating to Lakes Entrance have been categorised appropriately. These are described below according to character, environment, activities and access and are documented in Plan 5 Lakes Entrance 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

Lakes Entrance is quite suburban in character and spread out over a large area. The developed areas run the length of Cunninghame Arm and continue from the northern and eastern shores of North Arm. In addition, there is a significant pocket of development located in the far east / Cunninghame area, along the Princes Highway and towards the nearby town of Lake Tyers Beach.

The residential areas of Lakes Entrance are mixed in character but do not vary significantly. Single storey, detached dwellings set in vegetated gardens are the predominant character element. There also exist numerous two storey dwellings designed to capitalise on views throughout the town. In the Cunninghame area particularly, two-storey dwellings are common due to the steep topography.

There are three parcels of land zoned Low Density Residential (generally located in the west, north and northeast) providing for residential lots of between 0.4 and 2 hectares. In order to protect land for future urban residential expansion, further rezoning of land for this purpose is not supported within or outside the town boundary. Longer term expansion beyond the town boundary (if needed) should be located to the east of North Arm rather than the western side. Any proposals to rezone land outside of the town boundary to Low Density Residential should consider the land's potential to accommodate future urban growth.

The commercial area is extremely linear in nature and runs along The Esplanade from Stock Street (in the east) to approximately the Princes Highway bridge across North Arm. The business zoning generally extends north from The Esplanade to Marine Parade/Rowe Street/Church Street. Within the business area there is a significant proportion of land used for accommodation purposes (both private and tourist). This is also the case in the portion of land zoned for residential purposes along Marine Parade.

The Business 3 zoned land within the commercial centre contains a mixture of businesses and private residences and it is uncertain whether there is demand for a commercial/industrial area of this type. The large floorspace retail uses and service businesses that this zone seeks to attract have located elsewhere in the commercial centre, eg. Marine Parade and Church Street. Consequently, the success of the precinct is questionable and it is considered that its location in the commercial centre is not justified, particularly as many of the office/commercial uses, which

are encouraged in a Business 3 Zone, are also permitted elsewhere in the B1Z. In addition, the type of traffic generated by the manufacturing/industrial uses in a Business 3 Zone is not considered to be appropriate within a centre that has such a strong tourism and commercial role. With regard to the manufacturing/industrial uses currently within the B3Z, it is acknowledged that additional land would be required to allow for the relocation of these uses in the future.

The retail centre has a seaside, tourist character and although parts have been upgraded in recent years, the overall image is slightly dated and rundown. The majority of premises fronting The Esplanade are cafes, take-away food shops, gift shops and convenience type retail. There are also many accommodation facilities located within Lakes Entrance, comprising private rentals, hotels/motels, serviced apartments and caravan parks. Larger premises such as the supermarket and hardware store are sited to the rear of the commercial area and have frontage to various back streets.

There are some medium to high-rise buildings situated along The Esplanade and there is significant pressure for more of this style of development, with a number of applications made to Council in recent times. The character of Lakes Entrance has changed in this respect since the 1980s and a clear direction on building heights along The Esplanade is needed to guide the future of the foreshore area.

The Victorian Coastal Strategy advocates for more intensive use of urbanised areas within coastal towns. Due to its size, Lakes Entrance is in a unique position on the east coast of Victoria to cater for considerable growth within the existing urban area, particularly within or close to the town centre where consolidation can strengthen the commercial/residential mix and tourism focus of the town. A more intensive use of the town centre will also counter the suburban spread of Lakes Entrance in the long term, which must remain a key aim of the Shire. In realising the town's potential for growth, however, care must be taken to achieve a balance that provides for more intensive use of existing urban land, whilst retaining the seaside/coastal character of the town.

Issues often associated with multi-storey buildings and increased density of this nature include traffic problems, overshadowing, changes to streetscape character and potential impacts on the role of the town. Many of these issues have been raised by the community during consultation and several strategies have been included to address these concerns. Design guidelines have also been developed to assist with assessing good design.

In allocating the precincts within the town centre, the existing land uses within the centre have been reviewed and the dominant uses selected to guide the precinct boundaries and future focus. The maximum preferred height of each precinct has taken into consideration the heights of existing and recently approved buildings within the centre, as well as protection of the key water view from Kalimna. It would be preferable to establish an Australian Height Datum (AHD) level for the maximum preferred building height in each precinct, taking into account flood level considerations.

In assessing future developments, a key consideration should be the shadowing impacts on adjoining land and public spaces. This is to be addressed through the design of buildings, including the setting back of upper storeys (above the second storey). Given the fragmented nature of



Large floorspace retail on Church Street

the land holdings, it is unlikely that all land in a precinct will be developed to its full potential. This approach is considered to provide more certainty regarding future urban form within the town centre compared to the 1999 UDF, which advocated taller buildings (up to 20 metres) to randomly “pop up” above the horizon in undefined locations throughout the whole of the commercial area.

The three precincts are as follows:

1. Tourist Precinct

This precinct comprises land at the west end of the town centre between the Lakes Entrance Visitors Centre, Marine Parade, Carstairs Avenue and The Esplanade. It will be the focus of significant tourism and recreation attractions on the foreshore and adjacent Bullock Island.

This precinct already has a notable tourism association with No. 1 The Esplanade and other tourist accommodation, Apex Park, Bullock Island and the adjoining foreshore. The precinct should build on this theme with uses such as holiday accommodation, restaurants and improved public spaces and recreation activities.

The maximum preferred height for this area is proposed to be 18 metres (6 storeys).

2. Lakes Residential/Accommodation Precinct

This precinct is located between Carstairs Avenue, Marine Parade/Barkes Avenue/Rowe Street, Church Street, Mechanics Street and The Esplanade.

This precinct is generally to provide tourist and residential accommodation with active ground floor uses, and be of lower intensity.

The maximum preferred height for this area is proposed to be 10.5 metres (3 storeys).

3. Civic/Village Precinct

This precinct is located between Mechanics Street, Church Street/Roadknight Street, Stock Street and The Esplanade.

This precinct should focus on enhancing its current function by providing services and facilities of a civic nature, as well as providing a retail hub for residents and tourists. It should also aim to include well designed people friendly spaces.

The maximum preferred height for this area is proposed to be 18 metres (6 storeys).

It is anticipated that the character of these precincts will change as development progresses. The existing character of these areas is undistinguished and inconsistent at present and redevelopment offers the opportunity to develop a new character for these areas. The challenge for the Shire is to achieve quality redevelopment that improves building appearances, deals better with car access and parking and achieves a higher quality public realm. There is a need for detailed built environment guidance to manage character, scale and massing and the implications for services, facilities and other infrastructure.

Shadow modelling of the potential effect of future development possible under the proposed guidelines shows that shading of the Esplanade and adjoining foreshore open space is negligible except during the middle of



Streetscape at western entrance to town centre



Residential development at Golf course



Water view from Kalimna

the day in winter. Setbacks proposed at upper levels are not really justified on shading grounds, however, they will reduce the effective visual bulk of buildings when viewed from the Esplanade and nearby open space.

The preliminary modelling analysis has also examined the potential impact of the recommended building height limits on water views from the rising residential land to the north. This preliminary analysis indicates view impacts will be very minimal, but detailed visual assessments should be carried out for proposed buildings in excess of three storeys.

The pressure for redevelopment is not limited to the town centre, with several submissions being received during this study seeking rezoning of rural land for residential purposes. Lakes Entrance is recognised in the MSS as a major urban growth area in the region. The introduction of a town boundary to guide residential growth and protect coastal values, as advocated by the VCS and Coastal Spaces study, will assist to manage this change. The priority for the Shire in accommodating future residential growth should be existing vacant residential zoned land and medium density/infill development in existing urban areas. Rezoning of rural zoned land within the town boundary should occur in an orderly manner starting with land closest to existing Residential 1 zoned land. The demand for growth within Lakes Entrance will need to be handled carefully and consider the character and environmental values of the area, particularly along the foreshores and in the rural areas.

Street tree planting throughout Lakes Entrance has not been widespread and systematic and as a result does not contribute significantly to the character of the town. There is an opportunity to improve the public realm in general, through the implementation of street tree programs, consistent street furniture, as well as changes to road and footpath design.

7.1.2 Environment

Over the next twenty years, Lakes Entrance will experience pressure to accommodate a significant proportion of the regional growth demands. The containment of development will be necessary to ensure the protection of high quality open space and drainage lines. The urban boundary that has been nominated for Lakes Entrance has taken the ridge lines and drainage lines into account.

Water quality throughout the lakes system is important and as development fronts both Cunninghame Arm and North Arm, potential runoff needs to be managed accordingly. The retention of vegetation on foreshore areas is critical.

There exist several important drainage lines in proximity to existing residential areas and any expansion of urban development will need to ensure adequate protection of environmental values, including the retention of significant vegetation and revegetation of denuded drainage lines. Suitable buffers or provision for the treatment of stormwater flows will need to be established between subdivided land and creeks/waterways. Where possible, open space corridors and links should be retained and enhanced.

While it is important to consider the long term effects of global warming, the more immediate threat to Lakes Entrance is the impact of wind and storm surges. A short term strategy to address this threat would be the establishment of a protective structure or sea wall. Further work is



Potential for increased residential density in the town centre

required to determine the impacts of global warming and storm activity and the appropriate measures to be adopted in Lakes Entrance in the longer term. The land affected by the Land Subject to Inundation Overlay should be reviewed as part of the investigations.

7.1.3 Activities

As you approach Lakes Entrance from the west you are greeted by an iconic view of the Lakes that is, for eastern Victoria, the equivalent of the Great Ocean Road. While there are a couple of small viewing areas along the road, including at Jemmy's Point (also known as Mt Barkly) the tourism benefits of this impressive view are not optimised. There is an opportunity to create an iconic tourist attraction that provides a memorable arrival experience and visitor facilities, including a lookout area from which to view the Lakes. Any plans to redevelop this gateway will need to be mindful of existing vegetation.

The Esplanade is the key focus of activity, with its significant retail strip, accommodation facilities and links to the lake foreshore and ocean.

The Esplanade extends along the northern edge of the Cunninghame Arm foreshore, which comprises a shipping yard and commercial fishing infrastructure and experiences a significant amount of boating activity. In the longer term, it is suggested that the shipping yard be redeveloped as a plaza (accommodating new public and tourist related commercial activities) once the fishing and boat service activities are relocated to Bullock Island. The maritime related operations/activities within Lakes Entrance are of interest and should be emphasised and interpreted for visitors.

The foreshore includes a walking path, picnic tables, statues/memorials, etc, and is well-used, particularly during holiday periods. The Esplanade / foreshore is the key node within Lakes Entrance and the improvement of this area provides an opportunity to enhance the appeal of the town as a whole.

A footbridge over Cunninghame Arm (located opposite Myer Street) provides access to the Lakes and the ocean. Discussions are currently taking place regarding its upgrade/replacement.

Activities in other areas of Lakes Entrance include a playground and general recreation area to the north of Marine Parade, fronting North Arm, as well as boat launching facilities located along this stretch of water. This area, which includes Apex Park, is relatively traffic-free and enjoys a pleasant northern outlook, is currently under-utilised, due to poor connections and the lack of signage. Connections between The Esplanade and Marine Parade should be enhanced to attract people from The Esplanade to the North Arm foreshore. This foreshore area is likely to come under development pressure in the future and a master plan is required to guide the future use of both the public and private realms.

The Lakes Entrance Secondary College and associated sports grounds combine to form another node of activity, together with the nearby aquatic centre. The industrial estate located next to the school similarly generates traffic and is a busy destination within the town. This area is fully developed and a new site for additional industrial use should be established in Lakes Entrance. A potential site which requires further assessment, is located north of Thorpes Lane.



Vegetated foreshore at Kalimna



Gippsland Ports Yard



Pedestrian bridge across to ocean beach

Bullock Island is predominantly a man-made island at the western end of Lakes Entrance. It is an important site consisting of a number of Crown land parcels and contains infrastructure associated with Gippsland Ports, the Lakes Entrance Fishing Co-operative (LEFCOL) and East Gippsland Institute of TAFE/RMIT (EGIT). Gippsland Ports hold some of the land parcels as Committee of Management and LEFCOL leases its land. One parcel of land has been sold to EGIT, which operates a marine research and education centre. Most of the built infrastructure is located on the eastern side of the island.

The island also offers recreational opportunities, although organisation of the various uses on Bullock Island needs improvement to ensure effective use by the public. Feedback received from the community demonstrates strong support for additional recreational facilities on Bullock Island. As part of this UDF, a master plan has been prepared for the western part of the island, focusing on the potential recreation/tourist opportunities.

The Kalimna Hotel and surrounds is an area that also experiences a degree of activity and has significant potential for enhancement. Access is a key issue for this area, however improvements to roadways, pathways and signage could provide for increased usage.

Boating is an important activity in Lakes Entrance and there exist proposals to provide separate berthing arrangements in Cunninghame Arm for fishing boats, private boats and tourist operators. These proposals are long-term and costly, however this UDF aims to incorporate the established concept and allow for associated commercial facilities and access.

A review of the Lakes Entrance Foreshore Management Plan is required to provide guidance on how the foreshore should develop, in particular the management of the interface between water based and land based activities. The two options presented in the incomplete North Arm study titled Masterplan & Development Framework – North Arm - Lakes Entrance 2004 should be taken into consideration in the review of this Plan.

As one of the larger towns in the Gippsland region, Lakes Entrance has a significant commercial, tourism and industrial base. These uses provide opportunities for investment and expenditure within the town, as well as significant job prospects for residents of Lakes Entrance and nearby towns. This study seeks to strengthen the commercial/tourist uses within the town centre and to address the shortage of industrial zoned land.

7.1.4 Movement and Access

The Princes Highway, which is the major highway in Gippsland, runs through Lakes Entrance (becoming The Esplanade through the town centre), providing access from the east and west. These two town entry points should be enhanced to signify arrival into the town centre. This could be done via the provision of signage and landscaping. There are two other major roads dissecting the town that run north-south – Myer Street and Colquhoun Road.

The town is fairly spread out in an east-west direction and there is a low level of connectivity between different areas. In addition, North Arm is a significant barrier between the Kalimna area and the rest of Lakes Entrance. The town centre acts as a clear focal point and most vehicular trips are made to and from The Esplanade or in and out of town along the Princes Highway.

As a result of the adjacent commercial land use, as well as the recreational opportunities along Cunninghame Arm foreshore, The Esplanade is a very busy thoroughfare and experiences significant vehicular and pedestrian traffic. Due to the volume of vehicular traffic on The Esplanade, locals often use the Marine Parade/Church Street/Roadknight Street route as an alternative, making these narrow streets quite busy and creating the potential for pedestrian/vehicular conflict, particularly at intersections.

Whilst there are traffic lights at Myer Street, the opportunities for pedestrians to safely cross The Esplanade are limited along the remainder of the strip. Some traffic islands provide refuge in the centre of the road, but this is considered to be inadequate given the volume of pedestrians crossing between the two points. The foreshore is a key destination and it is important that pedestrians are able to access this area safely. Previous design studies for The Esplanade and foreshore have prioritised regular pedestrian crossings, but these have not been realised to date. The calming of traffic should be a key component of any traffic strategy prepared for the area. Other measures that should be introduced as part of an overall upgrade of The Esplanade include consistent footpath treatments, street furniture and street trees.

The car parks along The Esplanade dominate the streetscape and detract from the view along the foreshore. These car parks should be redesigned and rationalised to provide efficient 90 degree double sided car parks, with appropriate landscaping that retains views of the foreshore.

Anecdotal evidence suggests that lack of parking is a key issue within the town centre. An assessment of car parking requirements should be undertaken and include an investigation of the year round demand for parking, as well as recommend appropriate locations for off street parking areas linked to key destinations. There presently are two parcels of land located in the block between Myer Street and Carpenter Street that have been earmarked for future parking provision. A Public Acquisition Overlay (PAO) has been placed on the land. Council recently resolved to seek authorisation to prepare an amendment to remove the eastern end of the PAO, on the basis that it is not required for access or parking purposes. Whilst the Consultant team would disagree with this decision, it is critical that the western portion of the PAO be retained for future off street parking, possibly in a multi level structure, depending on demand.

The Shire should consider a Development Contributions Plan to assist with providing off street car parking and public realm infrastructure such as landscaping, street furniture and picnic facilities.

The road profile varies considerably within the central area of Lakes Entrance and this inconsistency detracts from the pedestrian experience. Ideally, it could be redeveloped from the property line of the shops on the north side of the road, to the water's edge at Cunninghame Arm. The Esplanade could then achieve a consistent design, with a new footpath, removal of overhead powerlines, parallel parking, a bicycle lane, a single carriageway in each direction with a six metre minimum grass median with trees and street lights. Such a redevelopment would require VicRoads approval and significant funding (in the order of \$4-5 million) but could be developed in stages.

The Kalimna area located to the north of North Arm is not only removed from the town centre but also fragmented internally and is difficult to access. Wayfinding throughout this area is not simple and requires improvement.



Bullock Island



Median Strip on The Esplanade provides refuge for pedestrians

7.2 STRATEGY AND POLICY

From the analysis of the planning policies and studies in Section 4, the key issues to be addressed for Lakes Entrance include:

- Victorian Coastal Strategy (VCS)

Some of the principles and objectives/actions contained in the VCS that have particular relevance to East Gippsland include:

- Marine and estuarine environments

Pollution from urban, agricultural and industrial uses can affect the environmental values of the waterways. It is important that measures are put in place to improve the water quality (eg. planting trees to assist with erosion management and designing landscaped areas to treat storm water).

- Access

Relevant actions include making best use of existing infrastructure, minimising car parking on foreshore land, access for all levels of mobility and encouraging alternative modes of transport around coastal townships by providing safe pedestrian and bicycle tracks. These issues are addressed in the strategies and master plans prepared for Lakes Entrance.

In the VCS, the recreational boating facilities hierarchy shows Lakes Entrance as a location for a State Marine Precinct, highlighting the importance of boating to the town. Making the best use of infrastructure in Lakes Entrance will rely on co-operation between the relevant authorities that manage the various sections of the foreshore, to allow information regarding the condition of infrastructure and the demand for the various types of infrastructure (eg. waiting lists for berths) to be combined and coordinated.

- Built environment and coastal infrastructure

Managing the growth of coastal towns via the establishment of township boundaries is a key step towards planning for population growth and protecting coastal values. Lakes Entrance is a large town and has the ability to sustain significant population growth, due to the availability of existing residential zoned land that is currently vacant and large tracts of modified land with low to moderate constraints. It also has significant opportunities for medium density/infill development in existing urban areas, particularly within or in proximity to the town centre. Prior to rezoning existing rural land for residential purposes, further work is required to identify and protect high quality vegetation areas and drainage lines.

The VCS notes the importance of good design on the coast. To improve design outcomes for buildings and structures within the town, a set of design guidelines have been prepared for Lakes Entrance. Planning controls have also been drafted based on a number of objectives including: protection of the coastal township character of Lakes Entrance; highlighting the importance of sensitive design; and protection of environmental values of the area.



Inconsistent footpath treatment along foreshore

- Coastal Spaces

The Coastal Spaces study notes that a review of the Lakes Entrance Urban Design Framework (1999) is supported.

As per the VCS, the Coastal Spaces study advocates the establishment of a robust township boundary and protection of non-urban coastal areas between towns.

A review of the Landscape Assessment Study (which identifies visually significant landscapes) confirms that the land contained within Lakes Entrance's proposed township boundary has not been identified as part of a Significant Landscape Overlay (SLO).

- Recognition of the residential and tourism potential of the town, whilst being mindful of the environmental features/constraints.

As the largest coastal town in the Gippsland region, Lakes Entrance has significant demand for residential and tourist developments. The town has an opportunity to be at the forefront of good coastal design, which has regard to issues such as landscape values, creating vibrant public spaces and maximising views, thus providing a lead to other coastal towns.

- Consideration to be given to global warming impacts and sea level rise.

The Flood Level Modelling Study has established a new 1 in 100 year flood level for Lakes Entrance of 1.8 metres. This is 300mm higher than the current level established in 1981. The LSIO should be reviewed to confirm its accuracy. Further work is also required to determine the impacts of global warming and appropriate measures to be adopted in Lakes Entrance.

- Address the shortage of industrial zoned land by rezoning an appropriate parcel for industrial uses.

While the Whitters Street Estate is untidy it does appear to be a successful industrial estate, which is at capacity. This estate should be retained and its appearance upgraded, utilising measures such as landscaping. In order to deal with demand for additional industrial land it is recommended that a new site on the edge of the township be rezoned for industrial uses. The proposed site is bound by Thorpes Lane, Colquhoun Road and Lake Bunga Road. Further investigations are required to determine the demand for new industrial land, and to confirm service provision, storm water run off and the sensitivity of adjoining land and nearby residential areas. Part of this site has previously been assessed as a potential location for industrial uses in the *East Gippsland Shire Council Industrial Study 1997*.

- The effectiveness of the Aboriginal Policy is questionable, given that much of the Shire has not been subject of a comprehensive heritage study.

- Consolidation of the large body of strategic work that exists for Lakes Entrance and agreement on which aspects of these reports remain relevant.

Whilst several strategic reports have been prepared for Lakes Entrance, it would appear that only one document remains relevant. The Lakes Entrance Strategy Plan 1987 is the only document that has formally been



Whitters Street industrial estate

adopted by the East Gippsland Shire Council and is referenced in the Planning Scheme. Several of the recommended actions outlined in the study have been reviewed and revised, including:

- The maximum preferred height at the western end of Lakes Entrance has been increased from 5 storeys to 6 storeys (18 metres). The 1987 Plan noted that the development could occur on either the block west of Laura Street or west of Carstairs Avenue, whilst this UDF recommends that both blocks be included in the precinct.

The current UDF recommends additional areas to the east of Mechanics Street be allowed to contain buildings up to 18 metres (6 storeys).

- Whilst the recommendation to investigate a new site for industrial uses is the same, the intended location is different.
- The development of land north of Hunters Lane and north of Thorpes Lane for rural residential uses. Expansion north of Hunters Lane for residential purposes is not recommended, as the land is not well connected to the services/facilities of the town. The land north of Thorpes Lane adjacent to Colquhoun Road to Bunga Creek Road has suitability for industrial use, while the adjoining RLZ2 land on Thorpes Lane should retain its current zoning. Any decisions regarding the RLZ2 land should have regard to longer term urban expansion needs, if required.

The following actions are generally supported:

- The need for townscape/landscape improvements.
- The development of land to the east and west of Colquhoun Road and south of Hunters Lane for residential uses (subject to detailed assessment, preparation of an overall Structure Plan and protection of significant vegetation and landscape values).
- Consideration of the future of Bullock Island and the appropriate use of uncommitted land.

The redevelopment of Bullock Island presents exciting opportunities to provide improved recreation and tourist facilities (including commercial uses, landscaped areas and walking paths) as well as improving connections to the town.

Some of the strategies outlined in the planning scheme (which have been addressed in the strategies and master plans contained in this UDF) include:

- Support for Lakes Entrance's role as a retirement and tourist town, with a strong commercial fishing base.
- Continued focus on water, based activities.
- Support for town's role as a centre for major events.
- Increased provision of off street parking.
- Continued streetscape improvements and gateway treatments.

- Redevelopment of Bullock Island to provide a tourist/recreation focus. It should be noted that the inclusion of a research/interpretative facility or any other commercial use will require further investigation.
- Provision of a new site for industrial uses.

8. STRATEGIC FRAMEWORK

The strategic direction for Lakes Entrance 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 Lakes Entrance addresses the significant issues identified during the analysis and initial consultation process and builds on the key opportunities for enhancing the special qualities of the settlement.

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

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

“Lakes Entrance will continue its role as the largest coastal town in the Gippsland area, with a strong focus on commercial fishing and recreational boating activities. The protection and enhancement of environmental and landscape values will be a key priority.

Residents will enjoy an easily accessible town with a variety of housing types, employment opportunities and retail and commercial uses.

The town will remain popular with visitors, offering a range of quality accommodation and attractions. The maritime theme will be strengthened to provide a unique tourist experience and give the town a strong identity.

The commercial centre of Lakes Entrance will be a focus for high quality design and continue to offer a range of retail and commercial services, as well as restaurants, accommodation and entertainment.

The foreshore and Esplanade precinct will be the focal point for the town providing an attractive, safe and pedestrian friendly environment.

Bullock Island will remain a centre for industry and research and will also be an important recreational/tourist destination.”

8.2 KEY OBJECTIVES AND STRATEGIES

OBJECTIVE 1:

To enhance The Esplanade / foreshore precinct.

STRATEGIES:

- 1.1 Integrate the promenade and public spaces from the Lakes Entrance Visitors Centre to Stock Street (as a minimum). This standard of pathway should be extended eastwards to Eastern Beach Road.
- 1.2 Improve public open space along the foreshore, utilising a consistent high quality landscape treatment with a maritime theme (eg. street furniture, street trees).
- 1.3 Achieve consistent footpath and kerb treatments.
- 1.4 Capitalise on the strong maritime theme by providing interpretive information. Locations where this could occur include the opening of the Entrance (where dredging occurs) and at the New Works Historic Complex Site.
- 1.5 Protect foreshore views along The Esplanade.
- 1.6 Views of the foreshore to be maximised through appropriate design of buildings.
- 1.7 Strengthen the connection between the public open space opposite Myer Street and the ocean beach, by providing appropriate signage.
- 1.8 Investigate opportunities to provide storm protection measures along the foreshore, including the establishment of a sea wall.



Capitalise on strong maritime theme



Improve open space opposite Myer Street

OBJECTIVE 2:

To provide for an appropriate development profile within the town centre and along The Esplanade.

STRATEGIES:

- 2.1 Establish a maximum preferred height of 18 metres (6 storeys) in the Tourist Precinct – bounded by the Lakes Entrance Visitors Centre, Marine Parade, Carstairs Avenue and The Esplanade. The precinct should provide tourist related uses including holiday accommodation, restaurants and improved public spaces and recreation activities.
- 2.2 Establish a maximum preferred height of 10.5 metres (3 storeys) in Lakes Residential/Accommodation Precinct – bounded by Carstairs Avenue, Marine Parade/Barkes Avenue/Rowe Street, Church Street, Mechanics Street and The Esplanade. This precinct is generally to provide tourist and residential accommodation with active ground floor uses and be of lower intensity. In the longer term, the Business 3 Zone should be replaced with a zoning that supports the visitor accommodation/residential focus of the Precinct.



Provide an appropriate development profile within the town centre



Ensure active ground floor uses

- 2.3 Establish a maximum preferred height of 18 metres (6 storeys) in the Civic/Village Precinct bounded by Mechanics Street, Church Street/Roadknight Street, Stock Street and The Esplanade. This precinct should focus on providing services and facilities of a civic nature, as well as providing a retail hub for residents and tourists. It should also aim to include well designed people friendly spaces.
- 2.4 Establish an Australian Height Datum (AHD) level for the maximum preferred building height in each precinct, taking into account flood level considerations.
- 2.5 Undertake a detailed assessment of development issues within the town centre including analysis of built form, traffic/parking conditions and land development opportunities.
- 2.6 Ensure that all buildings have active ground floor uses (preferably retail tenancies) in the main commercial streets to contribute to the street frontage/vibrancy.
- 2.7 Residential use should be encouraged in floors located above a commercial ground floor.
- 2.8 Allow development to the property line along The Esplanade to encourage street level activity.

OBJECTIVE 3:

To manage urban growth to achieve coordinated expansion and quality residential development according to regional demands.

STRATEGIES:

- 3.1 Adopt the proposed town boundary as the limit to the urban area for the next fifteen years.
- 3.2 Should additional land be required for residential growth in the longer term, investigate the suitability of land adjoining the town boundary east of the North Arm.
- 3.3 Give priority to development on existing vacant residential zoned land and medium density/infill sites, followed by new residential development on the eastern side of the North Arm. New residential development should generally occur in an orderly manner progressing outwards from the existing urban areas, with future residential areas on the western side of the North Arm being brought on-line in the latter part of the planning period.
- 3.4 Investigate and protect vegetated areas of significance, particularly in vulnerable undeveloped areas within the town boundary. This should be undertaken prior to, or as part of the approval of a subdivision.
- 3.5 Investigate the opportunity to provide additional industrial land within Lakes Entrance, possibly on the land currently used as a landfill (on the corner of Thorpes Lane and Colquhoun Road) and adjoining land to the north through to Bunga Creek Road. Investigations should include assessment of demand for industrial land, review of services provision, storm water run off, sensitivity of gully on adjoining land to the east and nearby residential areas. The land should be developed and released in stages to meet demand.

- 3.6 Provide development guidelines and planning scheme provisions to achieve the desired design and development outcomes.

OBJECTIVE 4:

To improve pedestrian circulation and safety.

STRATEGIES:

- 4.1 Enhance the town entry via the creation of a new gateway landscape, which will encourage visitors to safely stop and view the Entrance and surrounding lakes and towns.
- 4.2 Control the speed of vehicles entering the town from the north via the Princes Highway.
- 4.3 Co-ordinate car-parking in appropriate areas and link to key destinations. An assessment of car parking requirements should be undertaken and include an investigation of the year round demand for parking. The Shire should also consider a Development Contributions Plan to assist with providing off street parking in designated locations, as well as public realm infrastructure such as landscaping, street furniture and picnic facilities.
- 4.4 Improve connections between the town centre and Kalimna residential area and within the Kalimna area itself.
- 4.5 Improve pedestrian connections across Princes Highway/The Esplanade between the commercial edge and foreshore in particular adjacent to the Tourist Precinct and the Civic/Village Precinct.
- 4.6 Improve pedestrian access and wayfinding throughout the retail centre, particularly to the rear of The Esplanade in the vicinity of Church Street, and along the foreshore.
- 4.7 Ensure safe access is available for people of all abilities.



Improve viewing opportunities of the Entrance and surrounding lakes

OBJECTIVE 5:

To promote recreational and tourism-focused uses within the town.

STRATEGIES:

- 5.1 Focus recreational and tourism focused uses within the Tourist Precinct and along the foreshore, in particular opposite the Tourist Precinct and the Civic/Village Precinct.
- 5.2 Rationalise the foreshore pathway system to encourage pedestrian usage of this area.
- 5.3 Investigate opportunities to attract major events to the town.
- 5.4 The future provision of boating facilities should be underpinned by a strategic plan that coordinates the activities of the stakeholders that provide and manage these facilities (including Council, DSE, Gippsland Ports and user groups).



Focus recreational and tourism uses along the foreshore

OBJECTIVE 6:

To redevelop Bullock Island to provide recreation and tourist facilities.

STRATEGIES:

- 6.1 Investigate recreational and tourist opportunities for the western portion of Bullock Island.
- 6.2 Integrate Bullock Island into the town's recreation/tourism attractions, in particular those located within the Tourist Precinct, by providing improved connections between the two nodes.
- 6.3 Undertake a feasibility study to assess the viability of including commercial uses within the redeveloped area, including educational/ interpretive facilities and café/restaurant.

Further documentation is provided in Plan 6 Lakes Entrance Strategy Plan.

8.3 MAJOR DEVELOPMENT OPPORTUNITIES

The redevelopment of the following sites/localities would assist the realisation of urban design objectives for Lakes Entrance.

- Area currently zoned PPRZ, which houses the Lakes Entrance Visitors Centre to be considered for an alternative use if a visitor centre is developed at Jemmy's Point (having regard to the need to maintain a landscape buffer to adjoining open space and taller buildings).
- Land currently zoned RUZ on the corner of Thorpes Lane and Colquhoun Road for and industrial use.
- Vacant land at 105 The Esplanade, currently zoned B1Z.
- In the longer term – the area currently zoned Business 3, within the commercial centre.

9. IMPLEMENTATION

9.1 INTRODUCTION

The Urban Design Framework for Lakes Entrance 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 Lakes Entrance 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 Lakes Entrance. 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.

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 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.

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.

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

1. Lakes Entrance Foreshore & Town Centre

The Master Plan provides for the comprehensive and integrated upgrade of the Lakes Entrance Foreshore along both the Cunninghame Arm and North Arm and also the town centre environs (see Plans 7A, Parts 1 – 4). These projects will provide a focal point for the town, better access to key attractions, enhance the town identity and improve pedestrian circulation and safety. Items for which costs have been estimated are shown in Table 1 and described below.

1A North Arm children’s play area and beach

The existing facilities for regional children’s play and visitor picnics are to be further developed and enhanced. (Refer Plan 7A Part 1 No. 5)

1B New sea wall, park space and promenade

A new sea wall is proposed to widen the public space for parking and recreational use. A wide tree lined promenade is recommended along this new sea wall. (Refer Plan 7A Part 1 No. 6)

1C New waterway and town beach

The existing revegetated peninsula is suggested to be separated from the town by creation of a new channel with floating swimming pontoons at each end and a sand beach opposite the new sea wall. The balance of the peninsula would be developed as a natural bush area with walking paths and perimeter beaches. The town beach would be suited to lap swimming and general recreation. It could be illuminated for night use in summer. (Refer Plan 7A Part 1 No. 7)

1D Possible water edge café

A transparent café with perimeter outdoor eating areas could be provided over the water to terminate views along Lara Street. Council should manage the property with any profit allocated towards open space management. (Refer Plan 7A Part 1 No. 8)

1E Upgrade of The Esplanade

This section of the Princes Highway along the edge of Cunninghame Arm needs comprehensive and consistent improvement to enhance the town centre and its interface with the waterfront open space. Key elements are:

- Development of a consistent footpath treatment with tree planting along the northern edge. Generally 4 metres wide to accommodate cafes.
- Kerb side parallel parking spaces replaced by outstands at key crossing points.

- One consistent traffic lane in each direction.
- A central grassed median between 3 and 6 metres wide for tree planting and as a pedestrian refuge.
- All car parking areas within the foreshore open space to be efficient double sided 90 degree car parks with entry and exit points at each end and appropriate landscaping. No parallel parking to be provided on the foreshore side of the road. (Refer Plan 7A Part 1 No. 11)

Implementation of the master plan prepared for the town centre would result in an increase in the total number of car parks (by approximately 20%).

1F Upgrade Cunninghame Arm foreshore promenade

An upgraded foreshore promenade to extend from Bullock Island and beyond in the west to open space beyond Clarkes Street to the east.

1G Marine Parade

The design treatment of Marine Parade should be generally similar to The Esplanade to provide an attractive secondary water edge route. In both roads tree planting will be spaced and aligned to provide generous view lines through to the water from the roads and adjoining properties. (Refer Plan 7A Part 1 No. 12)

1H North Arm pathway

An upgraded foreshore promenade to extend from the North Arm bridge to Carpenter Street open space to the east. The adjoining existing caravan park site is to be developed as public space.

1I Bulmer Street /Church Street intersection

Redevelopment of this intersection and the adjoining Bowls Club car park is suggested to rationalise an awkward junction and encourage use of Rowe Street as an extension of Marine Parade as the alternative tourist waters edge drive. An attractive roundabout, replaced car parking and good pedestrian movement through the area are all possible with good design. (Refer Plan 7A Part 2 No.19)

1J Myer Street shopping centre

Substantial public realm improvements are possible in this wide road reserve. Widened tree lined footpaths should be created to help unify the disparate building designs and improve amenity for pedestrians. An enlarged roundabout is suggested at the junction with Roadknight/Church Streets to create a distinctive point of interest. Pedestrian crossing points need more sophisticated design. The introduction of large trees and other quality landscaping could be planned without significant loss of parking convenience. (Refer Plan 7A Part 2 No. 20)

1K Roadknight Street

This wide road reserve has the potential to become a significant streetscape within the town through the introduction of a

consistent plantation of large scale trees. This could be done with the creation of a wide central median as shown or by simply planting the wide nature strips. (Refer Plan 7A Part 2 No. 21)

1L Myer Street north

This wide road reserve has the potential to become a significant streetscape within the town through the introduction of a consistent plantation of large scale trees. This could be done with the creation of a wide central median as shown or by simply planting the wide nature strips. (Refer Plan 7A Part 2 No. 22)

1M Cunninghame Arm Beach Reserve

This space is substantially established. It requires minor refinement with addition of high quality facilities and landscape development. It should retain large open lawn areas for informal games and special events. (Refer Plan 7A Part 2 No. 23)

1N Pedestrian Bridge

This bridge is an iconic element of Lakes Entrance, used by visitors and locals as access to the ocean beach. It needs to be well maintained to encourage continued use. (Refer Plan 7A Part 2 No. 24)

1O New swimming beach

A safe sheltered beach for family use facing the township. (Refer Plan 7A Part 2 No. 25)

1P Eastern Cunninghame Arm open space and beaches

Open space and beach areas to the east of Stock Street should be developed as more natural reserves for walking, picnicking and water play. Maintain natural water edges and avoid further provision of boating infrastructure. Enhance indigenous vegetation while still maintaining views to the water from Princes Highway. (Refer Plan 7A Part 2 No. 26)

2. Town Entry Treatment

This project will provide a new gateway to Lakes Entrance and viewing platform, resulting in an improved arrival experience and the opportunity to safely stop and view the town and surrounding lakes.

This design proposes a new roundabout (2A, 2C in Table 1) to mark the town entry and help resolve awkward and unsafe intersections with Hotel Road and Lookout Road. Direct access is also incorporated off the roundabout to an enhanced visitor centre (2D) and lookout at Jemmy's Point Reserve. Safe pedestrian links are proposed to link the new visitor centre via a 'sculptural skywalk' (2B) to the water edge path (2E) from the town to Kalimna Jetty (see Plan 7B, Parts 1 and 2).

3. Bullock Island

This project focuses on the western portion of Bullock Island and maximises tourist and recreation based opportunities and improves access within and to/from the Island (see Plan 7C and items 3A – 3T in Table 1).

A new public park is proposed along the western side of Bullock

Island to include the following elements:

- A water edge promenade for fishing and walking.
- A large buffer mound formed from sand with an elevated walkway, indigenous vegetation, an amphitheatre, a lookout point and grass banks.
- The possible development of a two level regional Interpretive Centre with associated retail, café and restaurant set into the end of the mound.
- Shared visitor access roads and parking areas that are fully landscaped.
- Provision is made for the existing occupants on the island, Gippsland Ports, LEFCOL and TAFE/RMIT to enhance and rationalise their sites to minimise impacts and encourage safe public involvement.
- New-elevated pedestrian bridge from Jemmy's Point to Bullock Island. This new lightweight bridge and approach ramps will enable residents and tourists to follow the water edge paths from Lakes Entrance to Kalimna Jetty (and Jemmy's Point lookout) via new the open space on Bullock Island.

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 2006 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 Cost 2006

Project summary	Anticipated cost government sector (2006)	Anticipated cost private sector (2006)	Project priority
1. Lakes Entrance Foreshore & Town Centre			
1A. North Arm children's play and beach	\$189,980		Medium
1B. New sea wall, park space and promenade	\$3,099,325		Medium
1C. New waterway and town beach	\$271,818		Medium
1D. Possible Water Edge Café		\$645,120	Medium
1E. Upgrade of The Esplanade	\$2,860,788		Medium
1F. Upgrade of Cunnighame Arm Foreshore Promenade	\$1,301,860		Medium
1G. Marine Parade	\$2,528,071		Medium
1H. North Arm Pathway	\$426,020		Medium
1I. Bulmer Street/ Church Street intersection	\$211,414		Medium
1J. Myers Street shopping centre	\$364,253		Low
1K. Roadknight Street	\$1,155,000		Low
1L. Myer Street north	\$107,800		Low
1M. Cunnighame Arm Beach Reserve	\$210,000		High
1N. Pedestrian Bridge	\$420,000		Medium
1O. New swimming beach	\$200,200		Low
1P. Eastern Cunnighame Arm open space and beaches	\$44,856		Low
Sub Total: Foreshore & Town Centre Master Plan proposals	\$13,391,385	\$645,120	
2. Town Entry treatment			
2A. Town Entry Round-a-bout	\$131,222		High
2B. Sculptural Skywalk	\$700,000		High
2C. New residential and lookout entry road	\$750,502		High
2D. Visitor Facility	\$482,580		High
2E. New path to water edge	\$110,670		High
Sub Total: Town Entry Master Plan proposals	\$2,174,974		

3. Bullock Island		
3A. New visitor road	\$342,804	High
3B. New visitor parking	\$393,904	High
3C. New park access road	\$176,288	High
3D. Buffer mounding	\$831,772	High
3E. Lookout point	\$35,478	High
3F. Visitor picnic areas	\$213,882	High
3G. Pedestrian Bridge to Jemmy's Point	\$420,000	High
3H. Amphitheatre performance space	\$85,869	High
3I. Water edge promenade	\$505,036	High
3J. Open park area	\$83,184	High
3K. Possible interpretive centre and education facility	\$2,637,600	Medium
3L. Possible tidal landscape	\$133,462	Medium
3M. Interpretive Centre forecourt	\$126,735	Medium
3N. Possible underwater observatory or café	\$170,100	Low
3O. Gippsland Ports boatyard extension	Excluded	High
3P. Gippsland Ports operations and deep water access facility	\$73,066	Excluded
3Q. New rock loading wharf	Excluded	High
3R. Relocated Scallop Loading Jetty	Excluded	High
3S. LEFCOL fish sales with restaurant above	Excluded	High
3T. Public access to view fish loading operations	\$35,000	High
Sub Total: Bullock Island Master Plan proposals	\$3,329,745	\$2,934,435
TOTALS: All Master Plan proposals	\$18,896,104	\$3,579,555

9.3 PLANNING SCHEME PROVISIONS

To assist the implementation of the Vision, objectives and strategies for Lakes Entrance 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 Lakes Entrance Strategy Plan included in this clause.

Manage the future development of Lakes Entrance in accordance with the following vision.

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

Manage development of Lakes Entrance 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.)"

The proposed amendment above is based on maintaining a similar format to that currently provided in this clause of the MSS. The amendment should also include an update of the general introductory context comments for Lakes Entrance and the major strategic issues.

9.3.2 Zones

Whilst a logical infill sequence of development should occur, this may be affected by land ownership, cost and timing of infrastructure servicing and market demand. Acknowledging these influences on timing, a logical sequence would be as follows.

Amend the following land to Residential 1 within 5 years:

- Land between Colquhoun Road and Myer Street/Ostlers Road, generally to the south and south west of existing Residential 1 zoned golf course land (existing Rural Zone – Schedule 3).
- Land to the east of Colquhoun Road, south of Thorpes Lane (existing Rural Zone – Schedule 3).
- Land on the western side of the Princes Highway, north of Golf Links Road (existing Business 1 Zone).

The following further amendments are proposed subject to demand and/or further investigations.

Amend the following land to Industrial 3 within 5 years:

- Land on the north east corner of Thorpes Lane and Colquhoun Road (existing Rural Zone – Schedule 3) and adjoining Rural Living Zone – Schedule 2 land to the north (up to Bunga Creek Road), subject to further site investigations as detailed.

Amend the following land to Business 1 within 5 years:

- Land to the east of Barks Avenue and to the north and south of Staunton Street (existing Business 3 Zone), subject to the identification of additional industrial land.

Amend the following land to Residential 1 within 5-10 years, according to demand:

- Land to the north and north west of the Residential 1 zoned golf course land located on Colquhoun Road (existing Rural Zone – Schedule 3).
- Land south of Blairs Road, west of Ostlers Road (existing Rural Zone – Schedule 3).

Amend the following land to Residential 1 in the longer term (ie. beyond 10 years):

- Land to the north of Albatross Road and south of Hunters Lane (existing Rural Zone – Schedule 3), subject to demand and the preparation of a Structure Plan for the future coordinated development of this area.

9.3.3 Overlays

Residential development should be managed through a Design and Development Overlay. A new Design and Development Overlay Schedule - Development in Coastal Settlements (East Gippsland) as detailed in Appendix E is proposed to apply to the areas zoned Residential 1 excepting the Residential 1 Zone bounded by Marine Parade, Barks Avenue, Hunter Street and Carstairs Avenue.

A further Design and Development Overlay should be considered to manage new development in the commercial areas of Lakes Entrance. The Overlay should include the following design objectives and requirements:

Objectives

- To achieve integrated, cohesive and functional commercial building design appropriate to a coastal setting.
- To provide for building scale and form consistent with the preferred character within the commercial area.
- To ensure foreshore areas and civic spaces are not impacted from overshadowing by commercial buildings.
- To develop active street frontages that are conducive to a vibrant and attractive shopping street.
- To provide opportunities for outdoor spaces suitable for a range of civic and tourist uses.
- To develop integrated streetscapes and building form.

- To provide attractive and informative signage and lighting that contributes to the coastal and village character of the township.
- To ensure that there is adequate (considering seasonal demand variation) and coordinated provision for car parking associated with commercial and visitor accommodation development.
- To ensure building design provides for protection of the amenity of adjacent residential areas.
- To ensure building design incorporates appropriate responses to coastal climatic influences.

Development requirements in the DDO that respond to these objectives should include:

- Maximum preferred building height of 18 metres in the Business 1 Zone west of Carstairs Avenue and the Business 1 Zone east of Mechanics Street to Stock Street. A maximum preferred building height of 10.5 metres in the Business 1 Zone and the Residential 1 Zone between Marine Parade/Rowe Street, Church Street/Mechanics Street, The Esplanade and Carstairs Avenue.
- Upper floor level setback (minimum 3 metres) for buildings in excess of 2 storeys with frontage to The Esplanade. Setback from the frontage should be increased relative to the building height to reduce overshadowing and building mass impacts.
- Setback from the abutting Residential 1 Zone of not less than 3 metres.
- Residential uses above ground level to meet the requirements of Clause 55 of the Planning Scheme.

Additional detailed research is required to facilitate the preparation of this DDO. This should include:

- A detailed analysis of existing land use, built form and character.
- A detailed analysis of existing traffic conditions and parking supply / demand.
- Assessment of land development opportunities, including detailed discussions with owners.
- Detailing of the preferred character outcome for the various precincts.
- Three dimensional modelling and analysis to identify concepts for key development sites and their evaluation.
- Assessment of land use implications under various development scenarios.
- Preparation of development management tools to achieve the desired outcomes such as detailed site/precinct based design guidelines, a Car Parking Precinct Plan and Development Contributions Plan.

9.3.4 Other Planning Scheme Actions

The Structure Plans required to coordinate and integrate the development of new residential areas should form the basis for future Development Plan Overlays that will give statutory effect to a coordinated approach.

Local Planning Policy 22.14 Bullock Island, Lakes Entrance Development Policy should be deleted as its main purpose is to guide the preparation of a Concept Plan for Bullock Island. As a further consequence, Schedule 1 to Clause 37.01 Special Use Zone should be amended to reflect the proposals in the Master Plan and assist their implementation.

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.

9.3.6 Implementation of UDF

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.

9.4 PRIORITIES

The priority actions for the implementation of this UDF are:

1. Council adoption of the UDF as planning policy for the town.
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 whole of 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 and the Nooramunga Coastal Park area.
- 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.

Further investigations under Council's management are also required in relation to the extent and condition of rainforest areas in Lakes Entrance, Metung, Nungurner, Lake Tyers Beach, Marlo and Mallacoota and identification of actions required to ensure their protection.

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.

PLANS

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 the following figure (Overview of Settlement Futures). In this context the future for Lakes Entrance in relation to the other coastal towns within the study area is as a **District Town likely to experience minor expansion of the urban area** (as envisaged in the Lakes Entrance Strategy Plan 1987).

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

Extract from East Gippsland Urban Design
Frameworks - Ecological Constraints
(Prepared by Ecology Australia 2005)

LAKES ENTRANCE

Shire of East Gippsland

Lakes Entrance township is situated at the extreme east of the Gippsland Plain Bioregion and the extreme west (in its coastal section) of the East Gippsland Lowlands Bioregion; the township thus straddles these bioregion boundaries. The town adjoins Cunninghame Arm on its north side, and North Arm bisects the township in its more westerly part. These extensive waterways are part of the Gippsland Lakes complex which opens to the sea at Ninety Mile Beach at Lakes Entrance. At its eastern end the town adjoins Lake Bunga Coastal Reserve.

Flora values

Extensive clearing for agricultural (stock grazing) and, more recently, for residential and commercial developments has ensured the loss of all but a very small proportion of the indigenous vegetation of the township and its hinterland. The land rises steeply from the Lakes Entrance foreshore and the bulk of the town is located on elevated and sometimes quite dissected terrain with deeply incised drainage lines. Gradients around North Arm are very steep, as is the fall along the coastal escarpments in the eastern and western parts of the township. A substantial proportion of the indigenous vegetation remaining occurs along deeply dissected drainage lines, and on steeper slopes.

The indigenous vegetation of the Lakes Entrance area is diverse in response to the heterogenous environments, notably geological, topographic and moisture gradients and discontinuities. Ecological Vegetation Classes have been mapped for the study area (see below) as pre-1750 vegetation and all are extant though severely reduced in area. The list of EVCs below indicates their conservation status in the respective bioregions.

In terms of potential residential development, the most extensive and significant of these EVCs are Limestone Box Forest and Plains Grassy Forest, both classed as vulnerable and/or endangered in the bioregions. Much of the vegetation on agricultural land historically cleared around Lakes Entrance was Limestone Box Forest. Forest dominants of this EVC include Gippsland Grey-box (*Eucalyptus bosistoana*) and Blue Box (*E. baueriana*) which are of restricted distribution in Victoria where they are rare species. There have been very extensive losses of the Warm Temperate Rainforest and Littoral Rainforest EVCs, which are/were confined to drainage lines and protected sites associated with other (usually much more extensive EVCs). Further investigation of these EVCs is required.

The quality of remnant vegetation around Lakes Entrance is often severely degraded as a result of environmental weed invasion, particularly weeds that have 'escaped' cultivation (about 70% of the total weed flora). Residential developments typically introduced a train of vegetation and faunal habitat degradation processes – the worst of which is weed invasion.

All remnant indigenous vegetation within the Lakes Entrance area retains high intrinsic value – as vegetation and fauna habitat in its own right – and for its landscape values. Efforts should be made to afford protection to remnant vegetation from direct impacts (clearing) via appropriate planning controls. Potential indirect impacts as a result of development - that is fragmentation, so evident from field inspection and air-photo interpretation, and the suite of factors such as weed invasion causing degradation in adjoining vegetation – are also of concern under certain development scenarios (e.g. increased density in partially developed bushland) and, for example, where downslope vegetation remnants may be impacted by upslope development, such as along the coastal escarpments and in deeply incised vegetated streams in the northern part of the study area. Listed in the tables below are the extant Ecological Vegetation Classes (EVCs), as well as rare or threatened flora species present (according to State and/or National database listings); the list is by no means exhaustive:

Ecological Vegetation Classes

Ecological Vegetation Classes			
EVC		Conservation status in Bioregions	
Pre-1750s		Gippsland Plains Bioregion	East Gippsland Lowlands Bioregion
3	Damp Sands Herb-rich Woodland	Vulnerable	Vulnerable
47	Valley Grassy Forest	Vulnerable	Depleted
13	Brackish Sedgeland	?	Vulnerable
15	Limestone Box Forest	Vulnerable	Vulnerable
16	Lowland Forest	Vulnerable	Least Concern
151	Plains Grassy Forest	Vulnerable	Endangered
53	Swamp Scrub	Endangered	Endangered

EVC conservation status subject to verification by DSE

Rare or Threatened Flora

Rare or threatened flora				
Common name	Scientific name	EPBC	DSE	FFG
Robust Spider-orchid	<i>Caladenia valida</i>			
Rough Fireweed	<i>Senecio x orarius</i>			
Coast Grey-box	<i>Eucalyptus bosistoana</i>			
Ribbed Thryptomene	<i>Thryptomene micrantha</i>			
Woolly-head Pomaderris	<i>Pomaderris eriocephala</i>			

Key:
 Environment Protection and Biodiversity Conservation Act (EPBC) categories: E = Endangered; V = Vulnerable. DSE (2005) categories: e = Endangered; r = Rare; v = Vulnerable; k = data deficient (Ross and Walsh 2003). State significance: FFG listings: L = listed

Fauna values

The area surrounding Lakes Entrance is important for waterbirds, with numerous records of threatened waterbird species listed for the fauna Date Review Area (DRA) including Little Tern (listed under the Victorian Flora and Fauna Guarantee Act 1988 or FFG-listed, and listed as vulnerable in Victoria - DSE 2003a), Caspian Tern (FFG-listed and near threatened - DSE 2003a), Fairy Tern (FFG-listed and endangered - DSE 2003a), Pied Cormorant (near threatened - DSE 2003a), Musk Duck (vulnerable - DSE 2003a), Hardhead (vulnerable - DSE 2003a), Pacific Gull (near threatened - DSE 2003a) and White-bellied Sea-Eagle (FFG-listed and vulnerable - DSE 2003a) (DSE 2004b). Great Egrets (FFG-listed and vulnerable - DSE 2003a) are common along Cunninghame Arm, and there are also numerous records of Little Egrets (FFG-listed and endangered - DSE 2003a). There are recent records (from 1997) of the Nationally-significant Lewin's Rail (FFG-listed, vulnerable -DSE 2003a and near threatened - National Action Plan) from North Arm.

Ninety Mile Beach is an important site in Victoria for the Nationally-significant Hooded Plover (FFG-listed, vulnerable - DSE 2003a and vulnerable – National Action Plan), of which less than 400 pairs reside in the State. Terns, shearwaters and gulls are common on this beach (Parks Victoria web page).

Lake Bunga (460 ha) is one of the smaller lakes in the Gippsland Lakes Ramsar site (ANCA 1996, DSE 2003b). It is listed under the Directory of Important Wetlands for its geological, geomorphological, botanical and zoological importance (ANCA 1996). Twenty-one species of waterbird have been recorded, including threatened Little Tern, White-bellied Sea-Eagle and Hooded Plover (ANCA 1996). Patches of heathy woodland in Lake Bunga Coastal Reserve support the EPBC-listed and FFG-listed Long-nosed Potoroo (DSE 2004b).

There are also records of EPBC-listed and FFG-listed Swift Parrot for Lake Bunga Coastal Reserve, as well as for other parts of Lakes Entrance (DSE 2004b). The Swift Parrot is rare in Gippsland, with stands of old, winter-flowering Red Ironbark likely to provide feeding habitat e.g. Toorloo Arm c. 5 km northeast of Lakes Entrance (see Norris and Mansergh 1981). Stands of Red Ironbark along Seaview Parade to the north of North Arm provide a likely source of food.

Numerous records of Nationally-significant Masked Owl (FFG-listed, endangered - DSE 2003a and near threatened - National Action Plan) are presented in the database from around Lakes Entrance, (DSE 2004b). It is likely that the interface between Limestone Box Forest remnants and pasture to the north of the town represents important habitat. Kalimna, 4 km west of Lakes Entrance, is the best known site in Gippsland for Masked Owls (Norris and Mansergh 1981). These remnants are also potentially used by the State-significant Powerful Owl for feeding (FFG-listed and Vulnerable - DSE 2003a).

There are relatively recent records of EPBC-listed and FFG-listed Spot-tailed Quoll for the surrounding area (e.g. 1999 at Lake Tyers, 1985 at Toorloo Arm bridge, 1995 at 9 km northeast of Lakes Entrance, and 2001 at Burnt Bridge Road east of Lakes Entrance).

Nearby islands (e.g. Rigby Island) support records of the State-significant Swampland Cool-skink (or Glossy Grass Skink, near threatened - DSE 2003a) (DSE 2004b).

The State-significant Azure Kingfisher (Near Threatened under DSE 2003a) is regularly recorded in the DRA (32 records, DSE 2004b). Vegetated margins of estuaries and coastal lakes represent important habitat for this species.

One hundred and fourteen species listed in the Lakes Entrance fauna DRA are listed under the Migratory and/or Marine-overfly Schedules of the EPBC Act, highlighting the importance of the area for migratory bird species.

Listed in the table below are the total numbers of bird, mammal, reptile, frog and fish species, including numbers of threatened species, recorded for the Lakes Entrance fauna DRA, under the Victorian Fauna Display (DSE 2004b).

Threatened Fauna Species

	Introduced	No. of threatened Fauna species			Total
		EPBC	DSE	FFG	
Birds	10	6	39	19	224
Mammals	7	6	8	7	41
Reptiles	0	1	2	1	15
Frogs	0	0	0	0	7
Fish	0	0	0	0	7

Fauna species recorded within each study area and listed as threatened under the FFG Act, DSE (2003) or listed under the EPBC Act 1999 are outlined below.

Lakes Entrance Fauna Data Review Area

Common Name	Scientific Name	EPBC	NAP	FFG	DSE	Feral
Emu	<i>Dromaius novaehollandiae</i>					
Fiordland Penguin	<i>Eudyptes pachyrhynchus</i>	M				
Little Penguin	<i>Eudyptula minor</i>	M				
Stubble Quail	<i>Coturnix pectoralis</i>	M				
Painted Button-quail	<i>Turnix varia</i>					
White-headed Pigeon	<i>Columba leucomela</i>					
Peaceful Dove	<i>Geopelia placida</i>					
Common Bronzewing	<i>Phaps chalcoptera</i>					
Brush Bronzewing	<i>Phaps elegans</i>					
Wonga Pigeon	<i>Leucosarcia melanoleuca</i>					
Lewin's Rail	<i>Rallus pectoralis</i>		NT	L	VU	
Buff-banded Rail	<i>Gallirallus philippensis</i>	M				
Australian Spotted Crake	<i>Porzana fluminea</i>					
Spotless Crake	<i>Porzana tabuensis</i>	M				
Dusky Moorhen	<i>Gallinula tenebrosa</i>					
Purple Swamphen	<i>Porphyrio porphyrio</i>	M				
Eurasian Coot	<i>Fulica atra</i>					
Great Crested Grebe	<i>Podiceps cristatus</i>					
Australasian Grebe	<i>Tachybaptus novaehollandiae</i>					
Hoary-headed Grebe	<i>Poliiocephalus poliocephalus</i>					
Fluttering Shearwater	<i>Puffinus gavia</i>	M				
Short-tailed Shearwater	<i>Puffinus tenuirostris</i>	Mi,M				
Common Diving-Petrel	<i>Pelecanoides urinatrix</i>	M			NT	
Wandering Albatross	<i>Diomedea exulans</i>		CE	L	EN	
Grey-headed Albatross	<i>Thalassarche chrysostoma</i>		EN	L	VU	
Shy Albatross	<i>Thalassarche cauta</i>		VU	L	VU	
Great Cormorant	<i>Phalacrocorax carbo</i>					
Little Black Cormorant	<i>Phalacrocorax sulcirostris</i>					
Black-faced Cormorant	<i>Phalacrocorax fuscescens</i>	M			NT	

Common Name	Scientific Name	EPBC	NAP	FFG	DSE	Feral
Pied Cormorant	<i>Phalacrocorax varius</i>				NT	
Little Pied Cormorant	<i>Phalacrocorax melanoleucos</i>					
Darter	<i>Anhinga melanogaster</i>					
Australasian Gannet	<i>Morus serrator</i>	M				
Australian Pelican	<i>Pelecanus conspicillatus</i>	M				
White-tailed Tropicbird	<i>Phaethon lepturus</i>	Mi,M				
Caspian Tern	<i>Sterna caspia</i>	Mi,M		L	NT	
Crested Tern	<i>Sterna bergii</i>	Mi,M				
Little Tern	<i>Sterna albifrons sinensis</i>	Mi,M		L	VU	
Fairy Tern	<i>Sterna nereis</i>	Mi,M		L	EN	
Silver Gull	<i>Larus novaehollandiae</i>	Mi,M				
Pacific Gull	<i>Larus pacificus pacificus</i>	Mi,M			NT	
Ruddy Turnstone	<i>Arenaria interpres</i>	Mi,M				
Pied Oystercatcher	<i>Haematopus longirostris</i>	Mi				
Sooty Oystercatcher	<i>Haematopus fuliginosus</i>	Mi			NT	
Masked Lapwing	<i>Vanellus miles</i>	Mi				
Banded Lapwing	<i>Vanellus tricolor</i>	Mi				
Hooded Plover	<i>Thinornis rubricollis</i>	Mi,M	VU	L	VU	
Double-banded Plover	<i>Charadrius bicinctus</i>	Mi,M				
Red-capped Plover	<i>Charadrius ruficapillus</i>	Mi,M				
Black-fronted Dotterel	<i>Elseyornis melanops</i>	Mi				
Black-winged Stilt	<i>Himantopus himantopus leucocephalus</i>	Mi,M				
Eastern Curlew	<i>Numenius madagascariensis</i>	Mi,M			NT	
Bar-tailed Godwit	<i>Limosa lapponica</i>	Mi,M				
Red-necked Stint	<i>Calidris ruficollis</i>	Mi,M				
Sharp-tailed Sandpiper	<i>Calidris acuminata</i>	Mi,M				
Latham's Snipe	<i>Gallinago hardwickii</i>	Mi,M			NT	
Australian White Ibis	<i>Threskiornis molucca</i>	M				
Straw-necked Ibis	<i>Threskiornis spinicollis</i>	M				
Royal Spoonbill	<i>Platalea regia</i>				VU	
Yellow-billed Spoonbill	<i>Platalea flavipes</i>					
Little Egret	<i>Egretta garzetta</i>	M		L	EN	
Great Egret	<i>Ardea alba</i>	Mi,M		L	VU	
White-faced Heron	<i>Egretta novaehollandiae</i>					
White-necked Heron	<i>Ardea pacifica</i>					
Nankeen Night-Heron	<i>Nycticorax caledonicus hilli</i>	M			NT	
Australasian Bittern	<i>Botaurus poiciloptilus</i>		VU	L	EN	
Cape Barren Goose	<i>Cereopsis novaehollandiae</i>	Mi,M			NT	
Magpie Goose	<i>Anseranas semipalmata</i>	Mi,M		N	VU	
Australian Wood Duck	<i>Chenonetta jubata</i>	Mi				
Black Swan	<i>Cygnus atratus</i>	Mi				
Australian Shelduck	<i>Tadorna tadornoides</i>	Mi				

Common Name	Scientific Name	EPBC	NAP	FFG	DSE	Feral
Pacific Black Duck	<i>Anas superciliosa</i>	Mi				
Chestnut Teal	<i>Anas castanea</i>	Mi				
Grey Teal	<i>Anas gracilis</i>	Mi				
Australasian Shoveler	<i>Anas rhynchos</i>	Mi			VU	
Pink-eared Duck	<i>Malacorhynchus membranaceus</i>	Mi				
Hardhead	<i>Aythya australis</i>	Mi			VU	
Blue-billed Duck	<i>Oxyura australis</i>	Mi		L	EN	
Musk Duck	<i>Biziura lobata</i>	Mi,M			VU	
Spotted Harrier	<i>Circus assimilis</i>	Mi			NT	
Swamp Harrier	<i>Circus approximans</i>	Mi,M				
Grey Goshawk	<i>Accipiter novaehollandiae</i>	Mi		N	VU	
Brown Goshawk	<i>Accipiter fasciatus</i>	Mi,M				
Collared Sparrowhawk	<i>Accipiter cirrhocephalus</i>	Mi				
Wedge-tailed Eagle	<i>Aquila audax</i>	Mi				
Little Eagle	<i>Hieraaetus morphnoides</i>	Mi				
White-bellied Sea-Eagle	<i>Haliaeetus leucogaster</i>	Mi,M		L	VU	
Whistling Kite	<i>Haliastur sphenurus</i>	Mi,M				
Square-tailed Kite	<i>Lophoictinia isura</i>	Mi		L	VU	
Black-shouldered Kite	<i>Elanus axillaris</i>	Mi				
Australian Hobby	<i>Falco longipennis</i>	Mi				
Peregrine Falcon	<i>Falco peregrinus</i>	Mi				
Black Falcon	<i>Falco subniger</i>	Mi			VU	
Brown Falcon	<i>Falco berigora</i>	Mi				
Nankeen Kestrel	<i>Falco cenchroides</i>	Mi,M				
Southern Boobook	<i>Ninox boobook</i>	M				
Powerful Owl	<i>Ninox strenua</i>			L	VU	
Barn Owl	<i>Tyto alba</i>					
Masked Owl	<i>Tyto novaehollandiae novaehollandiae</i>	NT	L	EN		
Rainbow Lorikeet	<i>Trichoglossus haematodus</i>					
Musk Lorikeet	<i>Glossopsitta concinna</i>					
Little Lorikeet	<i>Glossopsitta pusilla</i>					
Yellow-tailed Black-Cockatoo	<i>Calyptorhynchus funereus</i>					
Gang-gang Cockatoo	<i>Callocephalon fimbriatum</i>					
Sulphur-crested Cockatoo	<i>Cacatua galerita</i>					
Galah	<i>Eolophus roseicapilla</i>					
Australian King-Parrot	<i>Alisterus scapularis</i>					
Crimson Rosella	<i>Platycercus elegans elegans</i>					
Eastern Rosella	<i>Platycercus eximius</i>					
Swift Parrot	<i>Lathamus discolor</i>	EN,M	EN	L	EN	
Tawny Frogmouth	<i>Podargus strigoides</i>					
Dollarbird	<i>Eurystomus orientalis</i>	M				

Common Name	Scientific Name	EPBC	NAP	FFG	DSE	Feral
Azure Kingfisher	<i>Ceyx azurea</i>				NT	
Laughing Kookaburra	<i>Dacelo novaeguineae</i>					
Sacred Kingfisher	<i>Todiramphus sanctus</i>	M				
Rainbow Bee-eater	<i>Merops ornatus</i>	Mi,M				
White-throated Needletail	<i>Hirundapus caudacutus</i>	Mi,M				
Fork-tailed Swift	<i>Apus pacificus</i>	Mi,M				
Pallid Cuckoo	<i>Cuculus pallidus</i>	M				
Fan-tailed Cuckoo	<i>Cacomantis flabelliformis</i>	M				
Brush Cuckoo	<i>Cacomantis variolosus</i>	M				
Horsfield's Bronze- Cuckoo	<i>Chrysococcyx basalis</i>	M				
Shining Bronze-Cuckoo	<i>Chrysococcyx lucidus</i>	M				
Superb Lyrebird	<i>Menura novaehollandiae</i>					
Welcome Swallow	<i>Hirundo neoxena</i>	M				
Tree Martin	<i>Hirundo nigricans</i>	M				
Fairy Martin	<i>Hirundo ariel</i>					
Grey Fantail	<i>Rhipidura albiscapa</i>					
Rufous Fantail	<i>Rhipidura rufifrons</i>	M				
Willie Wagtail	<i>Rhipidura leucophrys</i>					
Leaden Flycatcher	<i>Myiagra rubecula</i>					
Satin Flycatcher	<i>Myiagra cyanoleuca</i>	M				
Restless Flycatcher	<i>Myiagra inquieta</i>					
Black-faced Monarch	<i>Monarcha melanopsis</i>	M				
Jacky Winter	<i>Microeca fascinans</i>					
Scarlet Robin	<i>Petroica boodang</i>					
Flame Robin	<i>Petroica phoenicea</i>	M				
Pink Robin	<i>Petroica rodinogaster</i>	M				
Rose Robin	<i>Petroica rosea</i>					
Eastern Yellow Robin	<i>Eopsaltria australis</i>					
Golden Whistler	<i>Pachycephala pectoralis</i>					
Rufous Whistler	<i>Pachycephala rufiventris</i>					
Olive Whistler (Central- South Victoria)	<i>Pachycephala olivacea bathychroa</i>					
Olive Whistler (Eastern Victoria)	<i>Pachycephala olivacea olivacea</i>					
Olive Whistler (Glenelg)	<i>Pachycephala olivacea hesperus</i>		NT			
Grey Shrike-thrush	<i>Colluricincla harmonica</i>					
Magpie-lark	<i>Grallina cyanoleuca</i>	M				
Crested Shrike-tit	<i>Falcunculus frontatus</i>					
Eastern Whipbird	<i>Psophodes olivaceus</i>					
Black-faced Cuckoo- shrike	<i>Coracina novaehollandiae</i>	M				
White-winged Triller	<i>Lalage tricolor</i>					
Spotted Quail-thrush	<i>Cinclosoma punctatum</i>				NT	

Common Name	Scientific Name	EPBC	NAP	FFG	DSE	Feral
White-fronted Chat	<i>Epthianura albifrons</i>					
Brown Gerygone	<i>Gerygone mouki</i>					
Weebill	<i>Smicronis brevirostris</i>					
Striated Thornbill	<i>Acanthiza lineata</i>					
Yellow Thornbill	<i>Acanthiza nana</i>					
Brown Thornbill	<i>Acanthiza pusilla</i>					
Buff-rumped Thornbill	<i>Acanthiza reguloides</i>					
Yellow-rumped Thornbill	<i>Acanthiza chrysorrhoa</i>					
White-browed Scrubwren	<i>Sericornis frontalis</i>					
Little Grassbird	<i>Megalurus gramineus</i>	Mi				
Australian Reed-Warbler	<i>Acrocephalus australis</i>	Mi				
Golden-headed Cisticola	<i>Cisticola exilis</i>					
Southern Emu-wren	<i>Stipiturus malachurus</i>					
Superb Fairy-wren	<i>Malurus cyaneus</i>					
Dusky Woodswallow	<i>Artamus cyanopterus</i>					
Varied Sittella	<i>Daphoenositta chrysoptera</i>					
Brown Treecreeper	<i>Climacteris picumnus victoriae</i>		NT		NT	
White-throated Treecreeper	<i>Cormobates leucophaeus</i>					
Mistletoebird	<i>Dicaeum hirundinaceum</i>					
Spotted Pardalote	<i>Pardalotus punctatus punctatus</i>					
Silvereye	<i>Zosterops lateralis</i>	M				
White-naped Honeyeater	<i>Melithreptus lunatus</i>					
Brown-headed Honeyeater	<i>Melithreptus brevirostris</i>					
Scarlet Honeyeater	<i>Myzomela sanguinolenta</i>					
Eastern Spinebill	<i>Acanthorhynchus tenuirostris</i>					
Regent Honeyeater	<i>Xanthomyza phrygia</i>	EN,Mi	EN	L	CE	
Lewin's Honeyeater	<i>Meliphaga lewinii</i>					
Fuscous Honeyeater	<i>Lichenostomus fuscus</i>					
Yellow-faced Honeyeater	<i>Lichenostomus chrysops</i>					
White-eared Honeyeater	<i>Lichenostomus leucotis</i>					
Yellow-tufted Honeyeater	<i>Lichenostomus melanops</i>					
White-plumed Honeyeater	<i>Lichenostomus penicillatus</i>					
Crescent Honeyeater	<i>Phylidonyris pyrrhoptera</i>					
New Holland Honeyeater	<i>Phylidonyris novaehollandiae</i>					
Bell Miner	<i>Manorina melanophrys</i>					
Noisy Miner	<i>Manorina melanocephala</i>					
Little Wattlebird	<i>Anthochaera chrysoptera</i>					
Red Wattlebird	<i>Anthochaera carunculata</i>					

Common Name	Scientific Name	EPBC	NAP	FFG	DSE	Feral
Spiny-cheeked Honeyeater	<i>Acanthagenys rufogularis</i>					
Noisy Friarbird	<i>Philemon corniculatus</i>					
Australian Pipit	<i>Anthus australis</i>	M				
Double-barred Finch	<i>Taeniopygia bichenovii</i>					
Red-browed Finch	<i>Neochmia temporalis</i>					
Olive-backed Oriole	<i>Oriolus sagittatus</i>					
Spangled Drongo	<i>Dicrurus bracteatus</i>	M				
Satin Bowerbird	<i>Ptilonorhynchus violaceus</i>					
White-winged Chough	<i>Corcorax melanorhamphos</i>					
Pied Currawong	<i>Strepera graculina</i>					
Grey Currawong	<i>Strepera versicolor</i>					
Grey Butcherbird	<i>Cracticus torquatus</i>					
Australian Magpie	<i>Gymnorhina tibicen</i>					
Bassian Thrush	<i>Zoothera lunulata</i>	Mi				
Laughing Gull	<i>Larus atricilla</i>	Mi,M				
Forest Raven	<i>Corvus tasmanicus</i>	M				
Mottled Petrel	<i>Pterodroma inexpectata</i>	M				
Southern Giant-Petrel	<i>Macronectes giganteus</i>		EN	L	VU	
Australian Raven	<i>Corvus coronoides</i>					
Long-tailed Jaeger	<i>Stercorarius longicaudus</i>	Mi,M				
Salvin's Prion	<i>Pachyptila salvini</i>	M				
Mallard	<i>Anas platyrhynchos</i>	Mi				*
Common Tern	<i>Sterna hirundo</i>	Mi,M				
Little Raven	<i>Corvus mellori</i>	M				
Rock Dove	<i>Columba livia</i>					*
Striated Pardalote	<i>Pardalotus striatus</i>					
Cattle Egret	<i>Ardea ibis</i>	Mi,M				
Grey Ternlet	<i>Procelsterna cerulea</i>	Mi,M				
Spotted Turtle-Dove	<i>Streptopelia chinensis</i>					*
Common Blackbird	<i>Turdus merula</i>					*
Skylark	<i>Alauda arvensis</i>					*
House Sparrow	<i>Passer domesticus</i>					*
European Goldfinch	<i>Carduelis carduelis</i>					*
European Greenfinch	<i>Carduelis chloris</i>					*
Common Myna	<i>Acridotheres tristis</i>					*
Common Starling	<i>Sturnus vulgaris</i>					*
Short-beaked Echidna	<i>Tachyglossus aculeatus</i>					
Spotted-tailed Quoll	<i>Dasyurus maculatus maculatus</i>	VU	VU	L	EN	
Agile Antechinus	<i>Antechinus agilis</i>					
Dusky Antechinus (Grampians)	<i>Antechinus swainsonii insulanus</i>		NT			
Dusky Antechinus (mainland)	<i>Antechinus swainsonii mimetes</i>					

Common Name	Scientific Name	EPBC	NAP	FFG	DSE	Feral
Southern Brown Bandicoot	<i>Isodon obesulus obesulus</i>	EN	NT	I	NT	
Long-nosed Bandicoot	<i>Perameles nasuta</i>					
Common Brushtail Possum	<i>Trichosurus vulpecula</i>					
Mountain Brushtail Possum	<i>Trichosurus caninus</i>					
Common Ringtail Possum	<i>Pseudocheirus peregrinus</i>					
Greater Glider	<i>Petauroides volans</i>					
Yellow-bellied Glider	<i>Petaurus australis</i>		NT			
Sugar Glider	<i>Petaurus breviceps</i>					
Feathertail Glider	<i>Acrobates pygmaeus</i>					
Common Wombat	<i>Vombatus ursinus</i>					
Long-nosed Potoroo	<i>Potorous tridactylus tridactylus</i>	VU	VU	L	EN	
Swamp Wallaby	<i>Wallabia bicolor</i>					
Eastern Grey Kangaroo	<i>Macropus giganteus</i>					
Grey-headed Flying-fox	<i>Pteropus poliocephalus</i>	VU	VU	L	VU	
Eastern Horseshoe-bat	<i>Rhinolophus megaphyllus megaphyllus</i>		L	VU		
Yellow-bellied Sheathtail-bat	<i>Saccolaimus flaviventris</i>					
Lesser Long-eared Bat	<i>Nyctophilus geoffroyi</i>					
Common Bent-wing Bat	<i>Miniopterus schreibersii oceanensis</i>			L	VU	
Gould's Wattled Bat	<i>Chalinolobus gouldii</i>					
Little Forest Bat	<i>Vespadelus vulturnus</i>					
Large Forest Bat	<i>Vespadelus darlingtoni</i>					
Bush Rat	<i>Rattus fuscipes</i>					
Black Rat	<i>Rattus rattus</i>					*
House Mouse	<i>Mus musculus</i>					*
Rabbit	<i>Oryctolagus cuniculus</i>					*
Hog Deer	<i>Axis porcinus</i>					*
Fox	<i>Vulpes vulpes</i>					*
Cat	<i>Felis catus</i>					*
Australian Fur-seal	<i>Arctocephalus pusillus doriferus</i>	M	CD			
New Zealand Fur-seal	<i>Arctocephalus forsteri</i>	M	CD		NT	
Leopard Seal	<i>Hydrurga leptonyx</i>	M				
Southern Right Whale	<i>Eubalaena australis</i>	EN	VU	L	CE	
Pygmy Sperm Whale	<i>Kogia breviceps</i>					
Bottlenose Dolphin	<i>Tursiops truncatus</i>					
Common Dolphin	<i>Delphinus delphis</i>					
Subantarctic Fur Seal	<i>Arctocephalus tropicalis</i>	VU				
Dog	<i>Canis lupus familiaris</i>					*

Common Name	Scientific Name	EPBC	NAP	FFG	DSE	Feral
Leathery Turtle	<i>Dermochelys coriacea</i>	VU,M	VU	L	CE	
Eastern Snake-necked Turtle	<i>Chelodina longicollis</i>					
Jacky Lizard	<i>Amphibolurus muricatus</i>					
Dark-flecked Garden Sunskink	<i>Lampropholis delicata</i>					
Pale-flecked Garden Sunskink	<i>Lampropholis guichenoti</i>					
Weasel Skink	<i>Saproscincus mustelinus</i>					
Blotched Blue-tongued Lizard	<i>Tiliqua nigrolutea</i>					
Eastern Blue-tongued Lizard	<i>Tiliqua scincoides</i>					
Eastern Small-eyed Snake	<i>Cryptophis nigrescens</i>					
White-lipped Snake	<i>Drysdalia coronoides</i>					
Eastern Tiger Snake	<i>Notechis scutatus</i>					
Bold-striped Cool-skink	<i>Acritoscincus duperreyi</i>					
Swampland Cool-skink	<i>Pseudemoia rawlinsoni</i>		RIK		NT	
Red-bellied Black Snake	<i>Pseudechis porphyriacus</i>					
Black Rock Skink	<i>Egernia saxatilis intermedia</i>					
unidentified grass skink	<i>Pseudemoia sp.</i>					
Brown-striped Frog	<i>Limnodynastes peronii</i>					
Spotted Grass Frog	<i>Limnodynastes tasmaniensis</i>					
Haswell's Frog	<i>Paracrinia haswelli</i>					
Common Eastern Froglet	<i>Crinia signifera</i>					
Brown Tree Frog	<i>Litoria ewingii</i>					
Verreaux's Tree Frog	<i>Litoria verreauxii verreauxii</i>					
Southern Bullfrog (southeastern)	<i>Limnodynastes dumerilii insularis</i>					
Estuary Perch	<i>Macquaria colonorum</i>					
Silver Trevally	<i>Pseudocaranx dentex</i>					
Black Bream	<i>Acanthopagrus butcheri</i>					
Luderick	<i>Girella tricuspidata</i>					
Yelloweye Mullet	<i>Aldrichetta forsteri</i>					
Flathead Gudgeon	<i>Philypnodon grandiceps</i>					
Three-barred Porcupinefish	<i>Dicotylichthys punctulatus</i>					

Key:

EPBC – Status under the Environmental Protection and Biodiversity Conservation Act 1999
 CE – Critically endangered
 End – Endangered
 Vul – Vulnerable
 CD- Conservation dependent
 Mi – Listed on Migratory schedule
 M – listed on Marine overfly schedule
NAP – Status under the National Action Plan (Garnett and Crowley 2000)
 NT – Near threatened
 PK – Poorly known

FFG – Status under the Victorian Flora and Fauna Guarantee Act 1988
 L – Listed under the Act
 T – Listed as a Threatening Process under the Act
DSE – Status under DSE Advisory List of Threatened Vertebrate Fauna in Victoria (DSE 2003).
 CEn – Critically endangered
 EN – Endangered
 VU – Vulnerable
 NT – Near Threatened
 DD – Data Deficient
Feral: * - Introduced species

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

LAKES ENTRANCE

STAGE 1 CONSULTATION OUTCOMES

Public Meeting 3 June 2006 (120 people)

THE BEST THING ABOUT LAKES ENTRANCE WAS:

- Close proximity to bush & rivers
- Unique & natural
- Unspoilt
- Convenience to so many features, natural & otherwise
- Front Lake had crabs
- Quiet little country town and the weather
- Beautiful clean beaches everywhere & very family friendly
- Clean waterways which were flushed by our "running" rivers
- Clean swimming in Cunninghame Arm
- Fishing & boating
- We could swim in lakes & we got jobs – not having to leave

THE BEST THING ABOUT LAKES ENTRANCE WILL BE:

- Clean swimming beach in Cunninghame Arm near footbridge
- No more high rise!
- Unspoilt – no high rise
- No high rise
- A place of natural beauty – not just high rises
- Shangri-La by the sea

VISION

What Would You Want Lakes Entrance To Be Like In 25 Years?

- Visual impact – no concrete jungle. Attractive built environment, views of town from water/ocean
- Identity – unique, distinct areas
- Landscape /planting – Indigenous / local species
- Retain low intensity and scale of development
- Higher development density opportunity
- Fishing village – not metropolis
- Pristine waterway
- Traffic management associated with intense development
- Protect and enhance environment
- Location – lakes, sea
- Protect Gippsland Lakes, fresh water imperative
- Intellect / intelligence – interpretative role
- Showcase environment – connect to regional towns through environment
- Encourage permanent/residential emphasis

- Water – quality and quantity
- Balance tourism and permanent residential

What Are The Priorities?

- Sewerage treatment
- Lighting highway
- Sunshine / sunny sheltered spaces in commercial area
- Car park in centre
- Need for economic development / job creation – trade / industry
- Future for youth
- Opportunity for growth to support viability
- Economic development and balance with environmental pressures
- Gas / infrastructure improvement
- Increase housing and variety, affordability, mixed population
- Paving of footpaths on Esplanade
- Undergrounding of powerlines on Esplanade
- Facilities
- Progress
- Preserve Gippsland Lakes
- Environmental role of town
- Landscape conservation, retaining trees
- Establish long term residential values
- Balance tourism and fluctuations
- Economic growth to sustain town, service industries
- Retirement accommodation
- Retain views / foreshore aspect
- Bar – ocean access, needs to be safe, protected, long term plan
- Foreshore public realm
- Open side to Highway
- North Arm – protect open space
- Vision and UDF to have short, medium and long term goals/outcomes
- Road from Bairnsdale to Lakes Entrance – upgrade connection
- Gateways – Information Centre to be improved, location of Information Centre
- Accessibility to beach / emergency services
- Retain foreshore environment
- Drainage lines / natural vegetation drain filter

What Needs To Be Changed?

- Northern Foreshore underutilised
- Pedestrian walkways
- Public realm improvement

- Community Services improvements – health / hospital, safety / access
- Recognise and integrate indigenous cultural heritage
- Retain fishing village character & heritage
- North Arm wetlands – plan for conservation
- Landscape / Streetscape design, consistency, quality and character
- Industrial area progress
- Representation of Town in Council
- Car parking provision associated with new development
- Management / planning of Caravan Parks – Location in Lakes Entrance
- Conversion of caravan parks into housing
- Long term planning for Caravan Parks important for tourism
- Consolidate area for tourism / accommodation
- Centre of town – planning, redesign (Church Street)
- Centralise commercial area. Plan for pedestrians
- Planning for future community – youth and education
- Planning for demographic mix
- Waterways / facilities for boating – shallow access
- Extend tourism attractions / variety
- Community services improved / increased
- Note commercial fishing decreasing
- Increase recreation fishing
- Note commercial boating increasing (ie. Gas)
- Clean waterway Cunninghame Arm North
- Water conservation measures
- Cleaner upper catchment
- Council to be pro-active – give certainty to community and commercial

TOWN CENTRE ISSUES

Architectural Style and Building Site

EXISTING	FUTURE
3 level scale	3 level maximum
No 1 Esplanade has no imagination	Concern about Myer Street overshadowing
	Myer Street building is a concern
	Need more parking
	Multi deck parking
	Need guidance to style
	Nautical theme
	Design quality needs negotiation

Shopping, Civic And Community Facilities

EXISTING	FUTURE
Small cinema	Need for more shopping facilities
Lack of Hospital and other health services	Larger cinema / theatre for performances
	Convert Council offices to health centre
	Affordable exhibition space
	Concentrate shopping in hub so people can walk
	Extend Myer Street shopping
	Quality development
	Shops / Cafés near footbridge
	Development of buildings on foreshore

Entrances, Highway Design and Parking

EXISTING	FUTURE
Need improved pedestrian access	Support changes
Church Street is already congested	More public transport
Peak holiday parking & traffic management	New development needs adequate parking on site
Poor footpath system for scooters	
Car access to on site parking	

FORESHORE ISSUES

Boating – Commercial and Recreational

EXISTING	FUTURE
Boat launching adequate except for peak	Bullock Island needs development for public use
Weed growth in North Arm	Protect and interpret fishing history
	Remove power boats from North Arm
	Bring water back into land

Recreation Uses and Landscape Character

EXISTING	FUTURE
Weeds in natural vegetation	Transport system to beach
Car parks dominate	Water taxi
	Space for carnival
	Swimming area on town side
	No more landfill of Cunninghame Arm
	Bullock Island
	Old slipway – Marine Museum

Pathways / Parking Provision

EXISTING	FUTURE
Missing link	Eastern beach to footbridge
Enhancement to Jemmys Point	
Dogs	
Lighting	

ENVIRONMENT, RESIDENTIAL, HINTERLAND AND TOWN BOUNDARY

Environment

- North Arm jetties / Marina – wetland area?
- North Arm industry
- No car park out front of 1 The Esplanade (on foreshore) for boats / Marina
- North Arm as possible location - past plan rejected because it was a breeding ground, wetlands. Leave water way as is
- Leave for future generation
- Gerry Burns prepared Hydrology report on North Arm (data available at DSE)
- Low flood level
- Low infrastructure – Council needs to raise footpaths
- Res Code – floor levels killing off small buildings / development
- Surge control on drains – risk management
- North Arm is safer
- Drainage – flat, uphill
- Need comprehensive plan, for existing and future
- Lakes Oil – understand it is drilling for oil in North Arm
- Rural Area is farmland, limited vegetation
- Bushfires
- Eastern Creek – to be contained, preserve wetlands

Residential

- Too much land available
- Last 15 years haven't grown as per stats - slow selling lots
- Possible infill / townhouses
- Possibly not enough area
- Will build people out with 5 – 6 storeys, 3 is appropriate as per 1987 Strategy
- Not Gold Coast, leave waterfront as is
- Crossing Church Street (Pedestrian)
- Good streets & paths
- Street edges, kerbs
- Planting – design standard recommendations
- Land on the hill has views, owners don't want to look at multi storey buildings
- 3 storeys, with car parking – not Gold Coast aesthetic
- Don't do developments just for tourists
- Large buildings out of keeping with the town – 3 storeys appropriate
- Bookends as per 2000 UDF and 1987 strategic plan (endorsed documents)
- Existing 3 storey limit, provided required car parking is supplied (no dispensations)

Hinterland

- Walking connections – North (east end) Stirling Drive

- No footpath down Highway – pedestrian paths down Merrangbaur
- More industrial land – good current location (as proposed)
- Proposed industrial location allows trucks back in town
- Pambula has industry out back of town, leaving Merimbula as is
- VicRoads - by pass of Lakes, Scriveners – Lake Bunga (early 1990's proposal)
- Boating facilities – don't have any for pleasure craft – they go to Paynesville and we lose jobs
- Marine industry focus
- Road to bypass town - previous report / TTM strategy 1980's
- Parking to be individually catered for on site
- Freehold land encroached
- Study on flora / fauna (Kalimna / Rock Wall / Jemmys Point)
- Boat building near tip site has gone
- Need enough industrial land at one location
- Lots of industry required here, people do not want to drive to Bairnsdale
- Supply jobs for young people
- Could go on highway (east end of town) – accessible, flat land
- Proposed industrial area – owners leaving town, site has been sold
- Access to the site, no major links (only to town), public transport?
- Need standards to protect the environment and assessment of services / infrastructure availability

Town Boundary

- Boundary should go to North Arm / Hunters Lane – previous boundary
- Land previously zoned recreation.
- Concern that Council could use boundary to restrict development in future
- Could propose several boundaries depending on different population scenarios/levels
- Issues with locking up land

Other

- Too many authorities and change of Council resulting in lack of actions
- Environmental concerns regarding airport - aircraft overlay, tree limitations, not a community asset

FEEDBACK ON DRAFT SETTLEMENT REPORT

Number of responses: 29

Groups/Organisations responding: Lakes Drafting; EarthTech; East Gippsland Institute of TAFE.

Major Issues Raised & Comments

VISION

- Note the importance of environmental features.

STRATEGIES

- Strong support for building heights to be limited to 3 storeys.
- Parking and traffic management issues were noted, particularly at peak times.
- Strong support for boating and recreation facilities in particular at Bullock Island.

- Concerns regarding housing/building styles and character.
- Infrastructure improvements required include undergrounding of powerlines, street lighting and drainage).
- Call for no car parking dispensations to be given to developers.

Proposed Actions from Consultation:

VISION

- Include sentence on protection and enhancement of environmental and landscape values.

OBJECTIVES / STRATEGIES

- Revise strategy on building height to take account of concerns, allocate a maximum preferred height of 3 storeys over part of the town centre.
- Reflect support for boating and recreation facilities at Bullock Island in master plan.
- Address parking and traffic management issues.
- Address concerns regarding building styles.
- Recommend assessment of car parking issues.

OTHER

- Several submissions were received requesting support for redevelopment of rural land for more intensive residential uses. An individual assessment of these submissions has not been included in this study.

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)				

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.

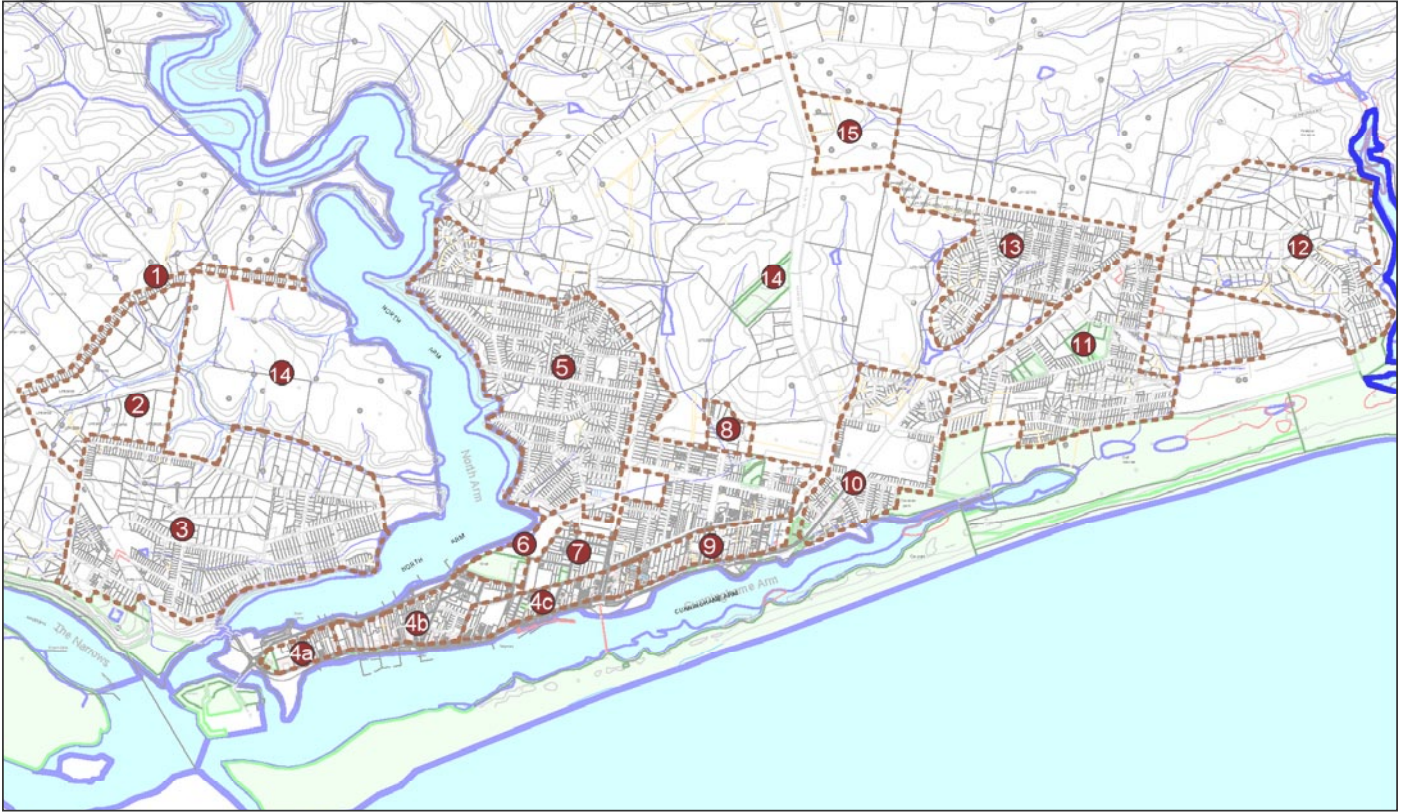
- Any siting and design guidelines prepared by the Victorian Coastal Council or Gippsland Coastal Board.
- The extent of any vegetation to be cleared and the impact of that clearance on the landscape setting of the locality.
- Whether there is a need for landscaping or vegetation screening.
- The extent 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

Lakes Entrance Design Guidelines



Character Zones:

- ① Hunters Lane subdivision
- ② Low density subdivision on undulating land
- ③ Kalimna
- ④a Tourist precinct
- ④b Lakes residential / accommodation precinct
- ④c Civic Village precinct
- ⑤ Northern residential area
- ⑥ Sports and recreation precinct
- ⑦ Inner residential area
- ⑧ Industrial estate
- ⑨ Eastern Lakes Entrance tourist accommodation precinct
- ⑩ Princes Highway residential
- ⑪ Eastern residential precinct
- ⑫ Eastern low density residential precinct
- ⑬ North eastern residential area
- ⑭ Future residential
- ⑮ Northern industrial zone



Lakes Entrance Design Guidelines

INTRODUCTION

The purpose of these guidelines is to encourage better site planning, building and design outcomes in the township of Lakes Entrance. These guidelines relate to general development within the town 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 LAKES ENTRANCE

"Lakes Entrance will continue its role as the largest coastal town in the Gippsland area, with a strong focus on commercial fishing and recreational boating activities. The protection and enhancement of environmental and landscape values will be a key priority.

Residents will enjoy an easily accessible town with a variety of housing types, employment opportunities and retail and commercial uses.

The town will remain popular with visitors, offering a range of quality accommodation and attractions. The maritime theme will be strengthened to provide a unique tourist experience and give the town a strong identity.

The commercial centre of Lakes Entrance will be a focus for high quality design and continue to offer a range of retail and commercial services, as well as restaurants, accommodation and entertainment.

The foreshore and Esplanade precinct will be the focal point for the town providing an attractive, safe and pedestrian friendly environment.

Bullock Island will remain a centre for industry and research and will also be an important recreational/ tourist destination."



Lakes Entrance Design Guidelines

COASTAL SPACES LANDSCAPE ASSESSMENT STUDY

Statement of Significance – Metung and Lakes Entrance Hills

The Metung Hills provide a scenic backdrop to the settlement of Metung and to the expansive waters of Lake King. This prominent series of hills stretches to the township of Lakes Entrance, where they are an important part of the town's landscape setting. The Metung and Lakes Entrance Hills are visually of regional significance.

The hills provide a distinctive topographic edge to the surrounding lakes and plains, and to the built form of the settlements. These escarpments provide fine vistas out to sea and along the Ninety Mile Beach, and Jemmy's Point Lookout is a famous high point from which to admire the coastline and the ocean beyond. The hills have a largely natural character and a native vegetation cover that is biologically significant.

The views from the Metung and Lakes Entrance Hills feature on many of Victoria's tourist publications and attract visitors from across the state. The townships of Metung and Lakes Entrance are bases for recreation activities such as surfing, boating and fishing, and are also notable for their other landscape elements, including the ocean, lakes, islands and inlets.

Assessment: Regional Significance

DESIGN GUIDELINE OBJECTIVES

- To protect those elements of the township that contribute positively to the on-going maintenance of the valued character of the township.
- 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 the township.

TOWNSHIP VALUED CHARACTER ELEMENTS

Residential Areas

- The views from the surrounding landscape, both rural and views from the water.
- The generally small building mass of buildings in the landscape.
- The ridgelines are prominent in views from the town. They vary from tree covered to ridgelines covered with new suburban houses.



Lakes Entrance Design Guidelines

Commercial Area

Most commercial areas in Lakes Entrance are located on the low peninsula between North Arm and Cunninghame Arm. Their primary focus is on The Esplanade. This is a very extended linear commercial area that is too dispersed for convenient pedestrian access.

Principles to be encouraged in Commercial areas include:

- Convenient and safe access from foreshore areas.
- Commercial variety and choice along its length with relatively small retail frontages.
- Mix of residential, commercial and tourist activities.
- Active street frontages with convenient consolidated parking areas off street.
- Weather protected pedestrian areas.
- Nautical/seaside themes in areas adjacent to foreshore.

OUTCOMES SOUGHT FROM APPLICATION OF THE GUIDELINES

Protecting the valued elements of the township

- 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 to reinstate the semi natural character that is valued by the local community.

New buildings and works to respect the valued character of the township

- 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.



Lakes Entrance Design Guidelines

- 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 LAKES ENTRANCE TOWNSHIP THAT SHOULD BE RESPECTED AND REINFORCED

Hunters Lane subdivision (Area 1)

An old and inappropriate subdivision by current standards. The lots are subdivided off a ridgeline rural road in rural zoned land. The contrast between rural and residential is stark but softened to some extent by mature gardens and tree canopy.

Guidelines

This precinct could be enhanced with an improved more consistent streetscape by planting more indigenous canopy trees and shrubs within the road reserve. A shared pathway within the road reserve should be provided to encourage safe walking and cycling for some trips. New houses and renovations should be recessive and rural in theme. Buildings should be setback at least 9 metres to enable the development of landscaped front gardens. Putting overhead power lines below ground is desirable.



Lakes Entrance Design Guidelines

Low density subdivision on undulating land (Area 2)

This precinct has a heavily vegetated deep gully draining towards North Arm. Houses are widely spaced around the perimeter on higher cleared land.

Guidelines

This precinct should remain low density with houses, sheds and gardens carefully sited to minimise their visual impact in the broader landscape. Revegetation of cleared land and the planting of screen planting around buildings is desirable. Maintain and enhance natural vegetation along drainage lines.

Kalimna (Area 3)

This precinct is an established residential area that has varied lot sizes and houses developed over a long period in the post second war era. The subdivision layout is an awkward fit with the undulating topography. Some properties have inward looking suburban character while others have elevated sites with dramatic external views towards the ocean or inland.

Guidelines

New development and renovations should generally be designed to fit immediate local character. Design of buildings on prominent ridgelines should be carefully considered to minimise the visual impact in distant views. Tree planting of indigenous species through the area could help unify area character. Subdivision of large lots in the central areas, where the land can be fully serviced, could be supported in the interests of urban consolidation.

Tourist precinct (Area 4a)

This precinct is a mix of small residential buildings and tourist accommodation that varies from single storey motels to newer 6 level apartment buildings that have internal car parking. Architectural style varies as much as building scale. Signage is visually dominant especially along The Esplanade frontage.

Guidelines

The aim for this precinct is to encourage the gradual development of quality apartments and motels up to 6 levels with fully concealed car parks and active street frontages facing Marine Parade and The Esplanade.



Lakes Entrance Design Guidelines

Lakes residential / accommodation precinct (Area 4b)

This precinct is a mix of small residential buildings and tourist accommodation, shops and light industrial uses that varies from small single storey houses to larger commercial and tourist accommodation buildings. Architectural style varies as much as building scale. Signage is visually dominant especially along The Esplanade frontage.

Guidelines

Gradual redevelopment for mixed uses including tourist accommodation and tourist related commercial uses along both water frontages and residential and office uses within the block. Internal streets should be enhanced through quality landscaping and opportunities to develop pocket parks and small plazas in sheltered active areas should be explored. Development within this precinct should be lower scale than the areas to the immediate east and west. Visible surface car parking areas should to be discouraged in new development.

Civic Village precinct (Area 4c)

This precinct is a mix of small residential buildings, tourist accommodation and commercial, office and public buildings of larger scale. New five level apartment buildings have been approved to take advantage of the Esplanade location and water views. Architectural style varies as much as building scale. Signage is visually dominant especially along the Esplanade frontage.

Guidelines

This precinct will be the primary location for shopping, business and civic functions while also catering for tourist accommodation, restaurants etc. Building scale in this precinct can be up to 6 storeys to emphasise the focal role of this precinct. Car parking should be provided off street in concealed and multi level arrangements that enable shared public use wherever possible. Public realm improvements, especially street landscaping, should have an urban quality to distinguish this area as the village centre.

Northern residential area (Area 5)

This is an established residential area with suburban style housing on blocks that vary from standard quarter acre to larger lots on steep land adjoining North Arm. The area has limited vegetation except for sloping land along the North Arm and some drainage lines.

Guidelines

Maintain and enhance the existing suburban character of this area. The development of open space along drainage lines, together with the public and private land facing the North Arm, as natural landscapes designed to enhance water quality should be a priority together with consistent street tree planting.



Lakes Entrance Design Guidelines

Sports and Recreation Precinct (Area 6)

This precinct has significance for its uses and its role as a natural drainage line. It has been developed for a range of sporting uses and for camping.

Guidelines

This area can be improved with better path connections with the adjoining residential area and the town centre. Revegetation of the drainage lines and a wetland for treatment of stormwater before it enters the North Arm are important. As this precinct is largely under Council management the development of a landscape master plan that considers the detailed needs of all user groups as well as the environmental improvement opportunities is recommended for staged implementation.

Inner residential area (Area 7)

This precinct is characterised by the flat topography and older weatherboard housing. Lots vary in size and are often quite large.

Guidelines

This area could come under pressure for redevelopment through subdivision and unit development under current planning provisions. Its location close to the centre makes it desirable for intensification however it should be managed so that area character is protected and enhanced.

Industrial estate (Area 8)

This precinct is a small industrial estate on low flat land at the base of the sloping land behind. The precinct is conveniently located and with low visibility in the setting. Design of streets and buildings and signage is typical of post war industrial areas with room for enhancement. The area is almost fully developed.

Guidelines

This area could be progressively improved with the removal of overhead services, rationalisation of parking and signage and the development of consistent street landscaping.

Eastern Lakes Entrance tourist accommodation precinct (Area 9)

This narrow precinct extends from Myer Street along The Esplanade to the point where it turns inland. The land is flat with views across The Esplanade and Cunninghame Arm. The precinct consists of many large blocks that are developed for tourist accommodation, caravan parks, motels and apartments. Some standard housing and unit development is also present. The building scale is typically single and two storeys. This precinct is distinguished from other sections of Esplanade frontages.



Lakes Entrance Design Guidelines

Guidelines

It is important that this precinct retains and reinforces its different scale and character to the other sections of Esplanade frontage. The scale and character should remain single or two storeys with 9 metre garden setbacks. Commercial and café uses should be discouraged and signage should be restrained. Car parking areas should be excluded from the garden frontages and driveways kept to minimum width.

Princes Highway residential (Area 10)

This is a small residential precinct of mostly new brick housing to either side of the Princes Highway as it leaves Cunninghame Arm. Some lots are on steep south facing slopes with water views while others are grouped around partially developed open space. The Princes Highway passes diagonally through this precinct dominating the setting. The precinct includes a section of business zoned land and some commercial uses within residential zoned land.

Guidelines

This precinct seems to be still evolving though there may be little scope for further residential development. The design of the Highway and open space should be carefully considered to enhance natural systems and minimise the impact of traffic noise on existing and future residents. A master plan could be prepared for open space and the road reserve to consider storm water drainage, water quality, open space development, road landscaping and pathway connections. There may be opportunities to introduce well-designed medium density or elderly persons housing in a suitable location close to town and the water that helps unify and develop this precinct. Commercial uses should be generally discouraged however if more housing is introduced a local shop / cafe could be incorporated to serve local residents.

Eastern residential precinct (Area 11)

This precinct includes frontages to the south side of the Princes Highway, elevated flat land and steep south facing land with ocean views. The area has good natural vegetation and a range of lot sizes and house types including unit and cabin accommodation beside the golf course.

Guidelines

As this area is substantially developed, area character is already established. Existing vegetation on steep slopes should be protected and new buildings or extensions on these sites need careful design to minimise their impact and visibility. Subdivision of lots on flat land is acceptable but development should be designed to be sympathetic and to protect and enhance indigenous vegetation.



Lakes Entrance Design Guidelines

Eastern low-density residential precinct (Area 12)

This precinct occupies elevated and steeply sloping land between the sewerage treatment plant and the Princes Highway. A deep drainage line clearly defines the eastern boundary. This is mostly former cleared farmland that has been subdivided to create rural residential lots and some larger suburban lots. They are developed with a mix of brick and weatherboard houses. Roads are both sealed and unsealed and there is significant remnant vegetation on steep land, and along roads and drainage lines.

Guidelines

This precinct should retain its rural residential character and further subdivision is undesirable. New houses should be recessive in the landscape. Further revegetation of the precinct along drainage lines, on steep slopes and around buildings is to be encouraged to help unify the area.

North eastern residential area (Area 13)

This is an area of new subdivisions on the ridgelines to the north side of the Princes Highway. The former cleared farmland is visually exposed with many properties having good long views. Houses are generally large standard suburban style buildings of mixed design. The streetscapes are also standard with sealed roads, underground power and conventional front gardens.

Guidelines

As this precinct is substantially complete there is little scope to influence its character. Re establishment of indigenous vegetation along drainage lines and through some streets and open space is desirable.

Future residential (Area 14)

This land is mostly undulating open farmland immediately behind Lakes Entrance. The landform is often steep with several deep drainage lines that drain to the North Arm.

Guidelines

New residential development in this precinct should be carefully planned to minimise visual and environmental impacts. It should be developed in discrete stages working away from the town. Drainage lines and steep land should be revegetated and also accommodate shared path connections to the town. Building design should be energy efficient and recessive, avoiding standard suburban project home styles. Consideration should be given to establishing guidelines for new housing and gardens on these visible sites that enable them to integrate into the natural landscape.



Lakes Entrance Design Guidelines

Northern industrial zone (Area 15)

This precinct is mostly disturbed rural land with a northerly aspect behind the ridgeline. Part of the site is a well-vegetated head of a natural drainage line that heads eastward.

Guidelines

Development of this precinct as a second industrial area should be the subject of a detailed master plan that carefully considers visual and environmental impacts. Protection of natural vegetation and drainage systems is a high priority. The estate should also be planned with attractive streetscapes, underground services and landscaped car free building frontages. Building design, signage and fencing should also be carefully considered.



APPENDIX G - COUNCIL CONSIDERATION PUBLIC SUBMISSIONS

CONSIDERATION OF SUBMISSIONS TO DRAFT URBAN DESIGN FRAMEWORKS

On 12 December 2006, the East Gippsland Shire Council considered a report on the submissions made to the draft Urban Design Frameworks for ten communities and resolved to adopt them, subject to a number of modifications.

The officer's report to Council outlined a number of Shire-wide issues that were considered to be of importance to many of the communities. An edited summary of these issues is included below, together with a table outlining the Shire's response to the principal issues raised by stakeholders regarding the Lakes Entrance UDF and any subsequent changes recommended to the report.

Shire-Wide Strategic Issues

Analysis of submissions on the Coastal Towns Design Frameworks for East Gippsland indicated widespread support for the Visions and Objectives established for each town and raised many specific matters relating to particular localities. It also identified a number of key strategic issues that are relevant to many communities, including:

- The potential impact of climate change
- Maximum building heights
- Traffic and parking issues
- The role of the Master Plans and Council's intentions regarding them.

Climate Change

Climate change is a major issue facing coastal communities, which represent substantial investments in potentially vulnerable areas. Planning authorities throughout Australia are grappling with the best way to respond to predicted sea level rises and the consequences of increased frequency and severity of extreme weather events.

Many East Gippsland coastal townships are low lying and parts are already subject to occasional inundation. Other towns may be at risk due to more complex events involving combinations of floods, unusually high tides and adverse weather conditions.

A substantial body of work is presently being undertaken by the Gippsland Coastal Board examining the possible impact of climate change along the Gippsland Coast. The results of this work are not yet available in a form that enables them to be used to determine effective land use planning strategies to avoid or mitigate risks.

The UDF reports do not recommend variations in the Shire's approach to climate change and coastal development at this time. However, they acknowledge that research on climate change needs to be monitored and its recommendations factored into future planning.

Developing appropriate planning responses to climate change in coastal areas requires national or state leadership and direction, in order to ensure a co-ordinated and equitable approach.

Building Heights

Residents in many towns expressed fears that the urban form suggested in the UDF reports may cause unwelcome changes in the nature and character of the respective settlements. Concerns related to the height and density of buildings, loss of vegetation, design quality and increased intensity of use, leading to more people and more traffic.

Communities – particularly in Lakes Entrance and Paynesville, but to a lesser extent in Mallacoota and Metung – were sensitive about allowable building heights, which they perceived as the catalyst for other undesirable changes.

There are sound planning principles that promote more intensive development in towns and activity centres. This approach is supported by State Planning Policy and is a strategy that is being actively pursued in many urban areas.

The general aim of the UDF documents in respect to building height is to encourage a mix of medium density development with a mix of retail. For all but the smallest settlements, the aim is to encourage a mix of medium density housing and business uses in town and activity centres, with shops and other commercial premises providing an active street frontage at ground level and residential uses on the upper floors. This type of development provides increased housing style and choice, which can support tourist accommodation options where appropriate.

Vibrant urban centres encourage increased economic activity and support local shops, facilities and services. Providing opportunities for mixed use in higher buildings can act as an incentive for redevelopment and upgrading of run-down or less attractive areas. Allowing for some increased density of development in specified areas of towns can also assist in relieving pressure for ongoing expansion of towns.

It is important to note that the proposed planning controls do not impose a maximum height limit in residential areas, but seek to manage development through the Planning Scheme. In the commercial centres of Lakes Entrance, Paynesville, Mallacoota and Metung, a preferred maximum building height has been nominated. This is generally 10.5 metres, except in the central areas of Lakes Entrance, where higher buildings are contemplated.

Evaluation of the proposed planning provisions took into account the role of each town and scale and nature of its landscape setting. Lakes Entrance is framed by hills and escarpments that provide a significant backdrop to development and may absorb some of the visual impact of higher buildings. Paynesville, on the other hand, is much flatter and buildings would be more prominent. The impacts of higher development in shading adjoining areas and on views into and within the settlements were also considered.

Further work will be undertaken in Lakes Entrance and Paynesville to examine in detail the development potential of the precincts nominated for more intensive development. This will include traffic generation, demand for parking and other public infrastructure, provision of open space, and detailed planning provisions and design parameters such as upper floor setbacks and treatment of interfaces with residential areas.

It is unlikely in Lakes Entrance, given the existing pattern of land subdivision and ownership and the planning and design provisions envisaged, that all sites within the town centre would be able to be developed to the preferred maximum building height. Designation of areas preferred for higher development in Lakes Entrance will assist in resisting pressures for inappropriate development in other parts of the town.

Traffic and Parking

Many submitters were concerned about the implications of the UDF proposals for the availability of parking, particularly in town centres.

There is a perception in the community that Council does not always require sufficient parking to be provided on-site when properties in business areas are being redeveloped. This is incorrect, as Council has consistently applied the parking standards set out in the relevant section of the Planning Scheme.

More intense development may generate additional traffic and lead to increased parking demand, but it can also encourage walking and cycling as a result of a range of attractions being located in close proximity.

Council acknowledges the need for detailed consideration of the traffic and parking implications of intensified development in the identified precincts within larger town centres. The results of this analysis will be integrated with the overall development proposals for the identified areas.

Role of the Master Plans

The Master Plans have been developed to provide some preliminary ideas about how design issues and opportunities might be addressed for each town. While the plans contain enough detail for the community to be able to understand what is envisaged, they are not finished designs or 'blue-prints' for future development.

The Master Plans play an important role in the UDF process as they provide documented concepts that can be developed into projects for implementation and funding.

The feedback received in the last round of consultation has resulted in some of the Master Plans being amended in the final version of the UDF. Each Master Plan will require additional expertise and consultation with the community to enable them to be further developed into detailed designs.

Response to Specific Issues Raised at Lakes Entrance

Number of Submissions Received: 70

Issue	Response
<p>Built Form</p> <ul style="list-style-type: none"> • Built form was one of the key issues raised – concern regarding the six storey height limit, which was seen as being out of character. • The impact of shadowing and impacts to views has also been raised as a concern. • Of the respondents who stated a preferred height limit, three storey was the most common response. 	<p>This matter is dealt with in detail in the report. It is considered that there is substantial planning merit in providing for a concentration of higher intensity development in identified precincts as a principle of the UDF.</p> <p>Implementation of this element of the UDF will require the development of more detailed draft planning controls prior to exhibition of an amendment to the Planning Scheme as this level of detail is not accommodated by the scope of the present CTDF. This should be supported by additional research involving:</p> <ul style="list-style-type: none"> • A detailed analysis of existing land use, built form and character. • A detailed analysis of existing traffic conditions and parking supply / demand. • Assessment of land development opportunities, including detailed discussions with owners. • Detailing of the preferred character outcome for the various precincts. • Three dimensional modelling and analysis to identify concepts for development key sites and their evaluation. • Assessment of land use implications under various development scenarios anticipated levels of floor areas for retail, office, residential and public space requirements. • Preparation of development management tools to achieve the desired outcomes such as detailed site/precinct based design guidelines, a Car Parking Precinct Plan, Development Contributions plan etc.
<p>Traffic</p> <ul style="list-style-type: none"> • There was a suggestion by several people that a town by-pass should be considered. • A number of suggestions about alternative traffic movement 	<p>The issue of an alternative traffic route to by-pass Lakes Entrance is a matter that is beyond the scope of the UDF. It would appear that much of the concern raised relates to a possible misunderstanding about the traffic and road</p>

<p>arrangements (such as one way loops) were suggested.</p> <ul style="list-style-type: none"> • It would appear that understanding of the proposed roadway redevelopment is not well understood (reference to the “two lane Highway”). • Concern about use of vegetation as part of the roadway redevelopment through the town. 	<p>upgrade proposal detailed in the Master Plan for the Lakes Entrance. Many submissions make mention of the dual lane highway.</p> <p>The Master Plan has actually been designed to provide only two lanes of traffic (as it is today) but with a median separating the lanes. Parking presently located on the northern side of the roadway, adjacent to the commercial strip will be retained, with additional parking being provided, off the roadway, to the south. The idea of the plan is to provide a substantially enhanced amenity along the Esplanade and Marine Parade/Church/Roadknight Street accessways. Pedestrians will have greater opportunity for safe crossing points, and there will be a consistent theme for vehicle and pedestrian access along the main routes through town.</p> <p>Use of vegetation will need to be designed to meet the relevant safety and design standards for the roadway, however, it is anticipated that there will be a substantial improvement to the amenity and safety of the roadway through the removal of over head powerlines and rationalization of lighting and other infrastructure.</p>
<p>Parking</p> <ul style="list-style-type: none"> • This was probably the second biggest issue for Lakes Entrance and focused on the need for more parking/resolving parking issues. 	<p>Further more detailed analysis will be required to examine the development of the town centre in Lakes Entrance, providing an integrated approach to the provision of more intensive development that is supported by adequate parking and other support infrastructure. This is addressed in the section on Built form above.</p>
<p>Pedestrian</p> <ul style="list-style-type: none"> • A few respondents mentioned support for the expansion of (safe) pedestrian and bicycle routes. • The need for safe pedestrian crossings on The Esplanade was also raised. 	<p>It is considered that these issues are generally adequately accommodated by the UDF.</p> <p>The UDF should be amended to show extended pedestrian pathway along northern foreshore to Eastern Creek through caravan park and closure of caravan park identified.</p>
<p>Western Entry</p> <ul style="list-style-type: none"> • A couple of the respondents raised safety issues concerning Jemmy’s Point and potentially moving the proposed roundabout and/or the highway utilising the VicRoads reservation. 	<p>There has been general support for upgrading the western entry to Lakes Entrance, and making this safer, more legible and an icon site for the town.</p> <p>VicRoads has expressed concern about the roundabout as proposed by the master plan, however it is considered that the concept of improving this access point to town is supported, subject to further detailed investigation about how to accommodate existing and future road requirements.</p> <p>It is acknowledged that plans for the Jemmy’s Point area may have impacts on existing significant vegetation in this area, and it is important that detailed plans for this area have appropriate regard for this.</p>
<p>Foreshore</p> <ul style="list-style-type: none"> • It was noted by a few respondents 	<p>The UDF has not been developed to provide</p>

<p>that the marine components did not appear to be well developed or integrated with Gippsland Ports proposals/thinking.</p>	<p>detailed guidance about how the foreshore should develop, and in particular how the interface of water based and land based activities is managed.</p> <p>This is more appropriately managed by the review of the Lakes Entrance Foreshore Management Plan, which has been suggested by the Department of Sustainability and Environment.</p>
<p>Bullock Island</p> <ul style="list-style-type: none"> The elevated pedestrian bridge was not viewed favourably, as it would restrict access by larger boats. 	<p>There has been general support for the Bullock Island master plan. A key concern is the concept of a pedestrian bridge over the North Arm access and the boat ramp to the east of Bullock Island.</p> <p>If developed in conjunction with upgrade works at Jemmy's Point, this would provide a very neat pedestrian experience in Lakes Entrance, so the concept is worthy of further consideration, however the practicalities of this proposal do need to be examined.</p>
<p>Planning Controls</p> <ul style="list-style-type: none"> Planning controls generally not supported. It was thought that the DDO would not result in optimal outcomes. 	<p>Comments were focused on the building heights proposed for Lakes Entrance.</p> <p>The draft planning controls will require further refinement prior to exhibition of any Planning Scheme Amendment.</p>
<p>Residential Land Supply</p> <p>The UDF nominates a number of properties in Lakes Entrance as being suitable for rezoning into the future to provide for residential purposes. There is an indication that this could happen in the Short term, but it is not clear what short term might mean and what the logical sequence of release might be.</p>	<p>The rezoning of land for Residential purposes is controlled by Ministerial guidelines that require Council to demonstrate an appropriate provision of land for residential purposes. Generally speaking a supply of at least 10 years of vacant residential land is considered appropriate.</p> <p>There are already extensive areas of land zoned for this purpose in Lakes Entrance, however it is considered necessary to review the nominal yield that has been determined on the existing zoned but undeveloped land. This should be revised to provide a more accurate lot yield where sites are known to have constraints.</p> <p>The logical rezoning and release of land in Lakes Entrance will be dependent on a number of factors including demand and supply, logical extension of services and other infrastructure.</p> <p>It is considered that the UDF needs to be amended to be clearer about the principles and basis for the logical release of additional residential land rather than simply indicating a "short term" timeframe. This will allow Council to plan for the logical expansion of the town, within the town boundaries.</p>
<p>Low Density Residential Zone</p> <p>One submission received requests rezoning of land north of Thorpes Lane for Low Density Residential purposes.</p>	<p>This area is presently outside the township boundary, but is adjacent to it. The UDF presently provides limited guidance in respect to the provision of Low Density Residential Land, however it is considered appropriate that it be</p>

	amended to provide Council with greater guidance about how to manage requests for this style of development.
<p>Industrial Land The UDF identifies a portion of land located to the north east of the intersection of Thorpes Lane and Colquhoun Road. This area includes the existing Shire landfill and existing industrial activity.</p>	<p>This area represents a range of existing uses that are generally consistent with the Industrial designation. Clearly there will be a need to manage the interface between these uses and nearby residential areas.</p> <p>It is considered that it is appropriate for the designation of a further area of land directly to the north through to Bunga Creek Road for future industrial purposes. The land may be developed and released in stages to meet demand.</p>