



Department of
Sustainability
and Environment



METUNG

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	6
4.	PLANNING AND DEVELOPMENT CONTEXT	12
4.1	STATE / REGIONAL PLANNING POLICY	12
4.2	EAST GIPPSLAND PLANNING SCHEME	15
4.3	DEVELOPMENT SUMMARY	18
5.	COMMUNITY VIEWS	19
5.1	CONSULTATION PROGRAM	19
5.2	KEY MATTERS FROM COMMUNITY FEEDBACK	20
6.	URBAN DESIGN FRAMEWORK PRINCIPLES	22
7.	ANALYSIS	24
7.1	ISSUES AND OPPORTUNITIES	24
8.	STRATEGIC FRAMEWORK	27
8.1	VISION	27
8.2	KEY OBJECTIVES AND STRATEGIES	28
8.3	KEY DEVELOPMENT SITES	30
9.	IMPLEMENTATION	31
9.1	INTRODUCTION	31
9.2	MASTER PLANS	31
9.3	PLANNING SCHEME PROVISIONS	34
9.4	PRIORITIES	36
9.5	OTHER ACTIONS	36

PLANS

PLAN 1 A-B	METUNG ZONING PLAN AND OVERLAY CONTROLS
PLAN 2	METUNG URBAN DESIGN ANALYSIS
PLAN 3	METUNG STRATEGY PLAN
PLAN 4 A-B	METUNG MASTER PLAN
PLAN 4 C	METUNG 3D PERSPECTIVES

APPENDICES

Appendix A

COASTAL SETTLEMENT FRAMEWORK

Appendix B

ENVIRONMENTAL DETAIL

Appendix C

SUMMARY OF LAND USE ZONES AND OVERLAYS

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 METUNG

“Metung will be a key destination for visitors to the Gippsland Lakes system and a significant boating destination.

It will continue to have a strong residential community. Preservation of environmental and landscape values will be a key priority.

It will have an attractive village centre that promotes community interaction, with extensive pathways linking the village centre to other attractions. The village will be contained and meet the day to day needs of residents and visitors, but there will remain a reliance on external sources for higher order goods and services.

The buildings in Metung will remain modest in scale – generally two to three levels. Materials and colours will complement the natural environment.”

This final report details an Urban Design Framework for Metung 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 Metung
- 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 & Environment

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 Metung 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.

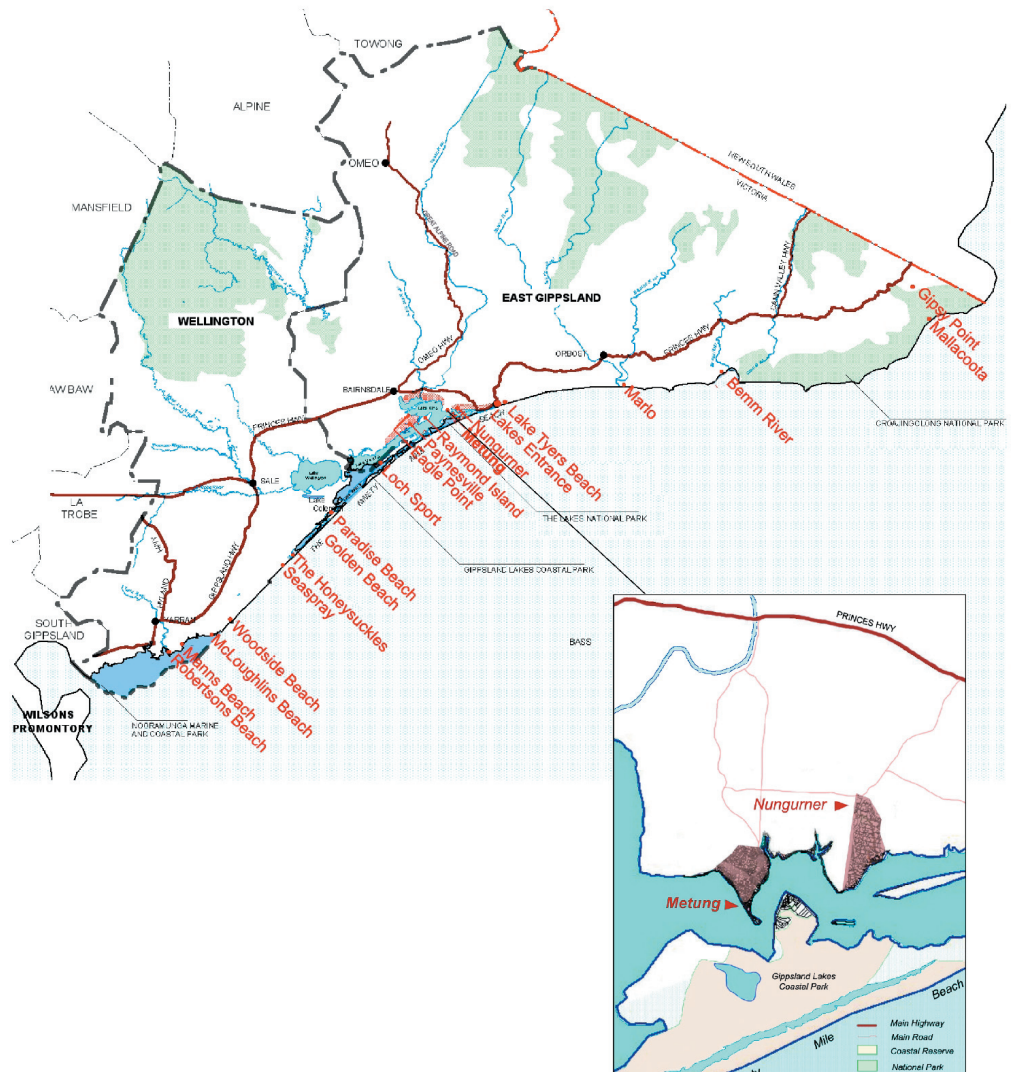
Each project will be informed by complementary work from other projects, as appropriate, including the Domestic Waste Water Management Plan in the Gippsland region, the Tourism Strategy in East Gippsland Shire and the Subdivision Strategy in Wellington Shire.

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 Metung 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. The review 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).



Metung foreshore on Bancroft Bay

3. SETTLEMENT STUDY AREA

3.1 REGIONAL INFLUENCES

Metung is located in East Gippsland Shire, approximately 310 km east of Melbourne. The town is positioned on the Gippsland Lakes and occupies a small peninsula, surrounded by Lake King and Bancroft Bay.

Boating is an important activity for the people of Metung and the town has a very close relationship with the surrounding Lakes. It is a popular destination for visitors interested in fishing or sailing and is well-known for its picturesque character.

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 Metung 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 townlife. Metung’s natural beauty and boating opportunities will be driving factors for potential new settlers.
- Metung has the potential for growth in the tourism sector, through the provision of experiences connected to the natural assets of the area, although potential impacts will need to be adequately managed. Proximity to boating facilities and the unique setting of the town provides a major opportunity in terms of tourism in the region. The attraction of existing natural assets will need to be supported by other tourist infrastructure such as quality accommodation and cafés / restaurants.
- Development must not adversely impact upon the water quality of the Lakes.



Bancroft Bay

3.2 SETTLEMENT DESCRIPTION

3.2.1 Township Profile

Metung is situated on a peninsula between Lake King and Bancroft Bay, much of which is developed for residential use, with rural residential and rural uses located in the surrounding land to the north.

The Metung peninsula is comprised of mostly moderate to steeply sloping undulating terrain that slopes down to a narrow and flat southern point. The topography constrains the development of significant parts of the area with the northern and eastern areas containing larger lots. Parts of the southern and western edges of the area have been subdivided at standard residential densities.

To the east of the peninsula (east of Chinamans Creek) is similarly dissected undulating topography, which has been developed for low density purposes and retains significant tree cover. To the west is undulating terrain that includes the extensive Tambo Bluff Estate and the Kings Cove development. Much of the natural vegetation to the west has been removed. Proposals to restructure the Tambo Bluff estate will provide approximately 300 lots (20% developed at present) whilst the further development of the Kings Cove estate will provide a range of residential development and recreation facilities.

Circulation and access throughout the town is constrained by the topography. The primary access road (Metung Road) is confined to the eastern edge of the peninsula and constrained by the lake edge and steep adjoining land. Stirling Road provides an alternative but difficult north-south route through the town. There is very limited provision for pedestrian circulation throughout the town as a consequence of the topography, physical constraints and road limitations.

There is a small retail centre on Metung Road and Kurnai Avenue comprising a hotel, various shops and cafes and restaurants. Visitor accommodation is also centred in this area. There are two important public open spaces, the Village Green and Patterson Park, which offer passive recreational opportunities.

The hotel and Village Green face the waterfront however the main street does not have a strong connection to the water. The character of the town centre has a boating / nautical feel and building design, colours and materials strongly contribute to this image.

The tip of the peninsula is known as Shaving Point and a boat ramp located here generates traffic along Metung Road. The Yacht Club and marina is another hub of activity and is situated further north in Bancroft Bay, just beyond the town centre.

Elsewhere in the town, vegetation is an important element of character and housing styles vary throughout Metung. Chinamans Creek to the northeast of the town is an attractive, well-vegetated area and accommodates rural residential style development.

In addition, the area of Mosquito Point has a close relationship with Metung and is located on the southern shores of Bancroft Bay to the east of Metung. It is accessible by water only and comprises a relatively small number of dwellings, predominantly used as holiday houses.



Some limited water views from higher land



Village Green - Community focal point



Development opportunities exist at Tambo Bluff



Recent resort development



Recent Cabin development

Metung attracts a significant number of visitors, including day trippers and people staying in tourist accommodation. Many people visit for access to the water and contribute to the large number of boats and boat trailers within the town, placing pressure on facilities and exacerbating traffic impacts.

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 Metung in relation to the other coastal towns within the study area is as a **Town likely to be developed within existing areas containing urban development**. Some of the attributes of a Town include a population between 500 and 2,000 people, a range of commercial and community services, community hall and school.

3.2.3 Population Profile

The urban centre of Metung had a population of 510 persons as counted in the 2001 Census. The town had a male to female ratio 0.94:1 on Census night. Over the 15 years to 2001 the town had a population growth rate of 1.2%, which was 1.6 times the Shire average. Over the period to 2031, growth in Metung could be expected to continue at a rate between the Shire average and the town's long term average. On this basis the population may rise to between 630 and 730 persons. There is considerable developable land around Metung, which could facilitate this growth, however, most of the prime sites have been developed.

On Census night a total of 423 dwellings were counted, 43.0% of which were unoccupied at the time. This unoccupied level is not unexpected in this predominantly holiday / tourism village. The mean number of persons per occupied dwelling was 2.07, well below the Shire average of 2.36 persons and allowing for a slight decline in the number of persons per dwelling and for the high level of unoccupied dwellings. It is estimated that based on historic growth rates, the total number of new dwellings to be constructed in Metung in the period to 2031 would be between 90 and 160.

Metung had a relatively old population with the median age of the residents being 51 years compared to only 41 for the Shire. Some 25.3% of residents were aged 65 and over, (East Gippsland Shire 18.3%) while only 14.3% of residents were aged under 15 years (Shire 20.7%). Persons aged between 55 and 64 years accounted for 19.0% of Metung residents compared to the Shire average of only 12.5%, however this share was similar to the average for Rural Victoria (22.4%).

Despite the relatively high median age of residents and the area's attraction as a retirement location, Metung has a very low unemployment rate of only 4.3%. Unusually, this is associated with a low workforce participation rate of only 49.2%, well below the Shire average of 54.6%. Reflecting these figures, only 38.5 per 100 residents were employed.

Metung has a very high level of persons with qualifications living in the area, with 39.5% having post secondary training. 20.0% of the residents had trade or diploma level qualifications, while 19.5% of residents had qualifications at degree level or above, compared to the Shire average of only 10.8%.

The main employing industry of Metung residents is the Accommodation, Cafes and Restaurants sector (15.7%), followed by Property and Business Services (14.1%) and Retail Trade (12.1%). This profile is highly unusual in small towns but reflects the proximity to Bairnsdale, the strength of the local tourism product and the attraction of the area for early retirement / seachange.

Median individual and family weekly income levels in Metung are the same as the Shire average, however, using an estimated weighted mean to calculate income levels, the area appears to have a relatively high level of average income with the estimated mean individual weekly income being around \$400 compared to only \$294 for the Shire and \$316 for Rural Victoria.

3.2.4 Natural Resources

General Description

Metung, located in the Gippsland Plain Bioregion, is situated on the shores of Bancroft Bay, an embayment of Lake King.

Flora Values

The indigenous vegetation of the Metung area has been highly depleted and fragmented as a result of land-use history which historically was predominantly stock grazing, but more recently residential and resort development. The vegetation remaining has generally been highly modified structurally and floristically, most importantly as a result of weed invasion (mostly species 'escaping' from cultivation). Weed invasion is greatly facilitated by the presence of fertile soils throughout the Metung area and moderate rainfall well-distributed throughout the year.



Mature vegetation contributes significantly to local character

The Metung area is moderately elevated and dissected. Steep slopes and deeply incised gullies are common and this topographic variation has afforded protection to many remnant forest stands including rainforests.¹ Steepness of slopes also limits land capability in respect of residential development potential.

Four Ecological Vegetation Classes (EVCs) (see Appendix B – Environmental Detail) are mapped for the Metung area, the most important of which is Limestone Box Forest which formerly occupied most of the study area. The forest dominants of this EVC which persist in the landscape are very important from a landscape viewpoint and the character of the landscape is determined by the form of the trees as well as the individual species present. Notable amongst the forest or former forest dominants locally are Coast Grey-box, Blue Box and Southern Mahogany. Fine specimens of these trees are still relatively common; many are pre-European, old-growth specimens with high intrinsic value, as well as having high faunal habitat values and landscape values. All three eucalypt species are of restricted distribution in Victoria and Coast Grey-box and Blue Box are rare in Victoria. Gippsland Red-gum, also locally prominent, warrants a ‘vulnerable’ status in Victoria; it is similarly restricted in distribution. A further tree of note is the very rare Metung Red Gum a natural hybrid between Gippsland Blue-gum and Gippsland Red-gum.

The need for vegetation protection presents moderate constraints on residential and commercial development locally, but efforts should be made to protect remnant stands of trees or scattered trees. Most remnant vegetation occurs on private land but road reserves are also very significant in supporting remnant vegetation. Since residential development in recent times (particularly on the west and north-west parts of the town) and the consequent changed land use – away from stock grazing – there has been very considerable recruitment of eucalypts and other indigenous vegetation on former pasture. These recruiting stands of vegetation, as well as trees, will form a very important resource as they mature – for their faunal habitat values and landscape enhancement.

Where vegetation cannot be protected (clearing cannot be avoided) in development areas, Net Gain, under Victoria’s Vegetation Management Framework (DSE 2002), is likely to play a major role in achieving offsets locally.

A Vegetation Protection Overlay applies to the whole of Metung township, as discussed in Section 6.2.4.

Fauna Values

Metung is located on the northern shores of Lake King. The closed forest gullies near Metung are particularly important for many vertebrate species.

The Gippsland Lakes provide important feeding, resting and breeding habitat for approximately 80 waterbird species. In terms of its faunal carrying capacity, Gippsland Lakes and associated swamps and morasses regularly support approximately 40,000 to 50,000 waterbirds.

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.

The Lake King system (7100 ha) is part of the Gippsland Lakes Ramsar site. The Lake King wetlands in the Ramsar site have supported 1% of the national population of the Little Tern, 5% of the Victorian population of the Common Tern, and 10% of the regional population of the Black Swan.

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

Vegetation Mapping in the Metung area

The scattered, structurally degraded and fragmented nature of the remnant indigenous vegetation in the Metung area generally precludes mapping at the available scale. Additionally, air photo coverage is unavailable of all current and former farmland to the west and north of the town where residential development is much less constrained by the need to protect indigenous vegetation.

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 Metung in particular, the recommended 1 in 100 year flood level is 2.1 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 survey in and around these settlements is 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 Metung area, there exist:

- Several known pre-contact Aboriginal heritage value sites;
- Several known sites with historic Aboriginal heritage values;
- One Register of the National Estate listing (Gippsland Lakes Area, Princes Highway, Bairnsdale);
- No listings with Heritage Victoria; and
- Two sites covered by the Heritage Overlay in the East Gippsland Planning Scheme (HO322 Coast Grey Box Tree, Lot 14, Fell Place, Metung; and HO323 Coast Grey Box Tree, Stirling Road, Metung).

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

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 a detailed survey of cultural heritage values has not been undertaken in Metung and the potential for further (unrecorded) Aboriginal heritage sites to occur is extremely high.

It is also noted that a Local Heritage Study is being undertaken for East Gippsland Shire and may include additional places of heritage importance within Metung.

4. PLANNING AND DEVELOPMENT CONTEXT

4.1 STATE / REGIONAL PLANNING POLICY

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

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

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

Figure 2 Policy Structure

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

4.1.1 Victorian Coastal Strategy

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

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

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

Coastal Land

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

People on the Coast

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

Coastal Access

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

Built Environment

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

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

- Coastal development proposals should be evaluated on the basis of an assessment of infrastructure capacity and environmental, cultural and landscape values.
- Tourism policy seeks to maximise the social and economic benefits of tourism development while maintaining regional community lifestyles. The development of the Gippsland Lakes as Victoria's premier boating destination is one of 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, provide that Metung retain its village character and emphasises the importance of views to and from the Lakes. The tourism role of the town should also continue and be enhanced.

The growth of the town is to be contained within existing boundaries and infill development encouraged on environmentally appropriate land. The Village Green and Patterson Park are to be retained as key areas of public open space and land adjacent to the Metung tip could potentially be used for light industrial purposes.

Shaving Point is particularly visible from the water and development in this area is guided by a Design and Development Overlay (DDO). Areas between Metung and Lakes Entrance have high environmental values and Metung Road, Nungurner Road and Kalimna West Road are all identified as scenic roads.

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 whole of Metung by virtue of its location within the Gippsland Lakes Significant Regional Landscape (Refer Map 7 in 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 sites less than the zone minimum. The policy also assists the creation of a site for tourist purposes in non-urban areas.

There are no local policies in the planning scheme that specifically relate to the township.

4.2.3 Zoning

Metung is generally zoned Residential 1 (R1Z), with adjacent areas of Low Density Residential Zone (LDRZ) to the west to including Kings Cove and Tambo Bluff and to the northeast near Chinamans Creek. Two pockets of Rural Living Zone (RLZ2) are located in Metung (on the northern side of Metung Road and to the north of King Street.)

The Business 1 Zone (B1Z) has been applied to the town centre, along



Part of Metung B1Z



Northern portion of LDRZ

both sides of Metung Road. Virtually all of the B1Z lots have been developed for commercial use.

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

Refer Plan 1A Metung Zoning and Overlay Controls Plan (DSE 2006).

4.2.4 Overlays

Design and Development Overlay 1 (DDO1) - Shaving Point Residential Area, Metung

DDO1 aims to protect views and protect the special character of the Shaving Point Residential Area. This overlay applies to a small part of the southern tip of Metung and is designed to protect views from Lake King and Bancroft Bay and to protect the special character of this restricted area. There is no foreshore reserve in this area and land titles extend to the water. A permit is required for buildings and works higher than 5.0m above natural ground level or 2.0m AHD, whichever is the higher, or less than 6.0m from the mean high water mark of Bancroft Bay. Decision guidelines relate to appropriate siting and design, as well as landscaping.

There are no design and development requirements specified for the balance of the Metung area.

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 3 (VPO3) - Nungurner – Metung Vegetation Protection Area

VPO3 applies to all of Metung, other than some roadside areas, and seeks to preserve the important coastal vegetation of the area. The vegetation has high conservation, aesthetic and landscape value. A permit is generally required to remove, destroy or lop any vegetation.

Land Subject to Inundation Overlay 1 (LSIO)

The LSIO affects the Metung coastline and ensures that inappropriate development does not take place within the flood plain.

Erosion Management Overlay 1 (EMO1)

The EMO applies to all of the Metung township, with the exception of part of Shaving Point, and aims to minimise land disturbance and inappropriate development in areas prone to erosion, landslip and other land degradation processes. Most buildings and works require a permit under this overlay.

The existing vegetation protection overlays are considered sufficient in scope to protect the landscape character of Metung. However, there is little management of built form outcomes through the existing zone and overlay provisions. The built form character of the town would benefit from more particular design and siting guidance to assist decision-making.

Refer Plan 1A and 1B Metung Zoning and Overlay Controls Plan (DSE 2006).

4.3 DEVELOPMENT SUMMARY

4.3.1 Building Approvals

Between the 1991 and 2001 Census, Metung averaged 8.5 new dwellings per annum. There were 157 building permits issued for new dwellings in Metung between 2000 and 2004, which indicates a significant increase in development. This rate of development is fairly substantial when compared to other settlements within the study area during the same period (eg, Mallacoota: 78; Paynesville: 242) and more rapid than the rate of increase of the population of the town.

4.3.2 Land Supply

There are a limited number of vacant lots available within the Residential 1 zoned areas of the town. Some redevelopment and subdivision of larger lots is expected. Notwithstanding the availability of reticulated water and sewerage, the further subdivision of low density residential land to the north east is not desirable as there exists a range of constraints relating to waste disposal, landscape, vegetation and drainage. The environmental values of the surrounding area are important and the surrounding geography also constrains development in this area. In addition, there is insufficient land to expand the existing town centre to meet a significantly increased population.

Expansion of the town is currently taking place to the west, in the Kings Cove and Tambo Bluff estates. Kings Cove is being developed as a low density subdivision and a further 60 lots (approx) will be available for development. The marina component of this development is planned to incorporate some medium density units (200+) and managed units within a hotel development. Tambo Bluff is in the process of being restructured to accommodate further low density development site of approximately 260 lots.

The total supply of development opportunities within the existing residential areas and areas to the west is considered to satisfy demand comparable to historic growth rates for the immediate future. Expansion beyond this extent is considered undesirable due to the constraints of traffic, commercial area restrictions, environmental quality and retention of local character.

4.3.3 Infrastructure

Metung residential area and Kings Cove have reticulated water and sewerage, provided by East Gippsland Water. There is a sewerage treatment facility located to the northwest of Metung. Investigations for sewerage reticulation of the Tambo Bluff area are current. This estate has also been reviewed as part of the East Gippsland and Wellington Shires Domestic Wastewater Management Plan project and recommendations from that project are anticipated in late 2006. Low density residential areas adjacent to these parts of Metung utilise on-site wastewater disposal systems.



Kings Cove golf course in low density area

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 forms part of the project approach. This has been applied across the region with some local variation according to identified issues or pre-existing background work.²

As illustrated below the three stages are:

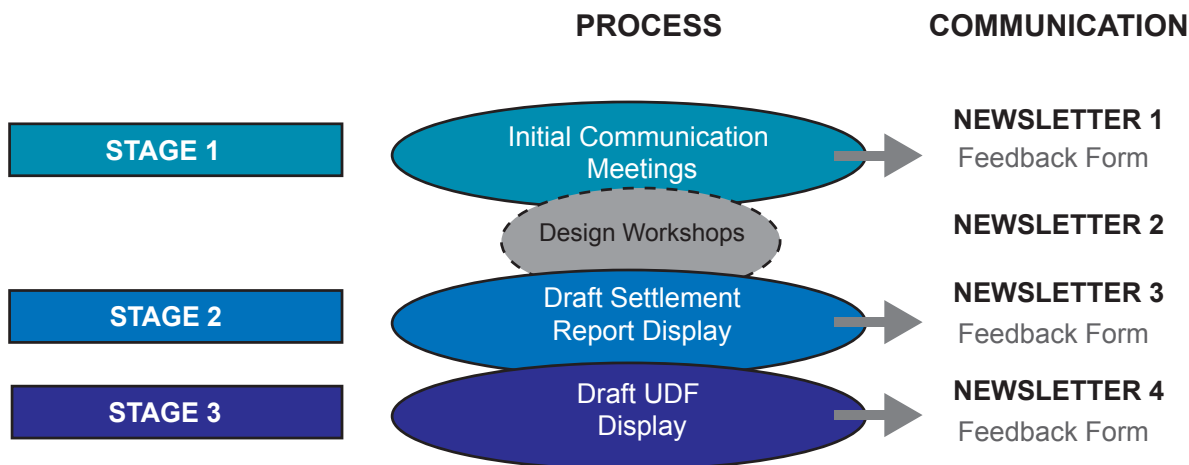
Stage 1: Initial Community Meetings and feedback

Stage 2: Draft Settlement Report display and feedback

Stage 3: Draft UDF display and feedback

Project Newsletters accompany each of these stages and Design Workshops have been conducted in Loch Sport, Metung and Mallacoota.

Figure 3 Overview of Consultation Process



Newsletter 1 (Dec 2004) provided information on the project scope and program and foreshadowed the initial round of consultation undertaken in January 2005. A public meeting was held in each settlement to collect information on community values and the key issues for each town. All community members were invited to complete feedback forms or make submissions on their town and the results of these were collated and analysed.

Approximately 1,000-1,100 people across the region attended these consultation sessions with 530 written submissions received.

² Lakes Entrance, Paynesville and Raymond Island have followed a modified consultation approach (as these towns were added to the project at a later date). The process adopted in these 3 towns is described in Section 5 of their respective UDF report.

This process provided the community foundation for the development of a draft Vision for each town and assisted in shaping the draft UDF objectives and strategies for the town.

Newsletter 2 (April 2005) reported on project progress, the earlier consultation outcomes and regional strategic issues relevant to the development of strategies for the towns.

The design workshops were held in June 2005 for Mallacoota, Metung and Loch Sport. They involved volunteers from these communities focusing on potential projects for their town.

Public display of draft Settlement Reports occurred in December 2005/ January 2006. The community was invited to provide feedback on the reports with Newsletter 3 and a Feedback Form provided. The information from the feedback resulted in some changes and refinement to the Vision, Objectives and Strategies. Approximately 240 submissions across the region were received in response to this display.

The draft UDF was made available for comment in October/November 2006. Newsletter 4 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 Metung community in Stages 1 and 2 of the consultation process is provided in Attachment D – Community Consultation Summary.

The following table highlights the key community views expressed in the earlier stages of the consultation program.



Design Workshop in progress



Southern end of the retail strip, Metung Road

Stage 1

Metung

Key Issues from Initial Public Consultation

(Approximately 90-100 people attended the consultation meeting and 32 submissions were received)

Note: The consultation meeting was held jointly with Nungurner.

Community Values

- Village atmosphere.
- Lake.
- Lack of commercialisation / urbanisation.

Key Issues

- Establishing firm town boundaries and avoiding overdevelopment.
- Effective boat launching facilities.
- Traffic, parking and road safety, pedestrian / vehicle conflicts.
- Footpath / bikeway connections.
- Environmental conservation.

Priority Improvements

- Pedestrian / bike circulation to be given priority.
- Road traffic circulation.
- Enforce building restrictions / guidelines.

Stage 2

Metung

Draft Settlement Report Feedback

(36 submissions were received)

Major Issues

- Vision – generally supported; some concern regarding the term ‘significant boating destination’; some support for more restrictive approach to building height – two level maximum.
- Objectives – generally supported, with some qualifications; enhancement of boating centre role queried based on limited capacity of Chinamans Creek and Bancroft Bay; ‘vibrant’ town centre not consistent with ‘village’ character; facility development to meet the needs of permanent residents; traffic management critical to improved pedestrian safety and pathways within village; environmental protection a priority.
- Strategies – range of comments on limitations on boating capacity of Metung area; pathways on foreshore generally supported and extension inland and beyond the village desirable; Tambo Boulevard wetland area to be protected.

Other Comments

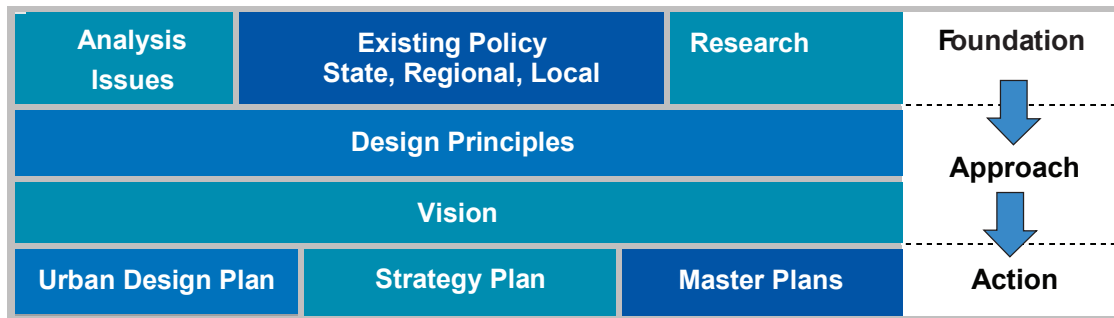
- Details of proposed planning controls required.
- Higher density development to occur outside of the town as it adversely affects ‘village’ character.
- Enforceable design requirements are the key to good quality development.
- Consider rehabilitation / development of Hot Pools area.

6. URBAN DESIGN FRAMEWORK PRINCIPLES

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

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

Figure 4 Urban Design Framework Process



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

The analysis is based on four broad subject areas:

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

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

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

GENERAL DESIGN PRINCIPLES

ENHANCE LOCAL CHARACTER

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

CONSERVE THE ENVIRONMENT

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

PROMOTE ACTIVITY TO SUSTAIN COMMUNITIES

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

IMPROVE ACCESS

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

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

7. ANALYSIS

Analysis of the Metung settlement is underpinned by the Design Principles listed in Section 6 and a range of issues and opportunities relating to the Metung settlement have been categorised accordingly. These are described below according to character, environment, activities and access and are documented in Plan 2 Metung 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

Metung is characterised primarily by its topography and proximity to the water. The primary access route (Metung Road) provides a strong connection to the importance of boating to the town and the spectacular water edge setting. The unfolding landscape vista of the Lake edge, steep adjacent land form and boating, from the mouth of Chinamans Creek to the Village centre as the village is entered from the north is integral to the charm and character of Metung.

The narrow peninsula gives access to different lakeside landscapes and environments. The town entry could be improved to emphasise an identity for the town.

Vegetation is also an important element and dwellings are generally modest in scale and height and set within the landscape, although many are designed to capture water views. Buildings are mostly single and double storey, with a small number extending to three levels.

New development should be consistent with existing character and allow for an appropriate balance between built form and the natural environment. There is an opportunity to provide further guidance on building design, however appropriate planning mechanisms need to be identified to ensure the existing local character is maintained.

The extent of the Metung settlement is another important aspect of its character and in order to remain 'village-like', a firm boundary needs to be set around those areas already zoned for residential use. These areas include both the Residential 1 Zone and the Low Density Residential Zone.

There is already some spread of development occurring to the north and west of the township, however subdivision is generally constrained in many areas, with the exception of the Kings Cove and Tambo Bluff estates. The low density Kings Cove subdivision located to the west of Metung will eventually yield 120 lots as well as over 200 medium density units. Proposals for the future development of the Tambo Bluff estate provide for approximately 340 development allotments with approximately 260 being undeveloped at present. Better linkages to the existing Metung area are also proposed.

The low density residential area to the north-east of the Metung township should be retained to maintain the existing character of the broad Metung area. The current land-use pattern serves to preserve the limited role of



Surrounding undulating hinterland to north



Metung Hotel and eastern foreshore

Metung and its village centre and any broad increase in density is not encouraged.

There exists some opportunity for higher density residential use, however this should be contained within the Metung village centre to prevent loss of character.

7.1.2 Environment

The natural environment of Metung is important biologically and to the character of this village. The vegetation, although highly modified, is of environmental value and stands of remnant vegetation exist, particularly along roadsides. It is important that future development does not significantly impact on existing vegetation and further subdivision of the area surrounding Metung is not desirable.

The health of the surrounding Lakes is another important environmental issue and should not be adversely affected by development. Storm water drainage management is a key issue with respect to the health of surrounding water bodies. The underutilisation and subsequent poor management of the Lake King foreshore needs to be addressed.

In addition, existing vegetation, wetland areas and the Lakes provide habitat for significant fauna, particularly water birds.



Lake King foreshore is underutilised

7.1.3 Activities

The Metung village centre is the hub of activity within the settlement and there exists the opportunity to improve the function of this area. Metung Road can become congested, partly due to vehicles towing boats gaining access to Shaving Point. There is some conflict between pedestrians and vehicles in this area. Shaving Point is a very constrained site where various activities compete for limited space.

The Village Green functions as an important outdoor community space, however there is no adequate indoor facility for exhibitions, meetings and other events. Additional open space is available nearby, at Patterson Park.

The location of the Metung Hotel adjacent to the Village Green and on the water provides an opportunity to significantly improve the general function and attraction of this area.

The retail and tourist accommodation strip along Metung Road is a popular destination for residents and visitors alike, however greater connection is needed between the centre and both the eastern and western waterfronts. There is a particular opportunity to encourage activity along the edge of Lake King. Commercial land within the village centre is virtually fully developed. New commercial development and redevelopment should provide for an active commercial edge on all sites zoned for business.

The role of Metung as a tourist destination has implications for future development and a balance is needed between meeting the needs of tourists through the provision of facilities and the retention of the town's village character.

Public recreation areas are constrained by the topography, limited public reserve areas and dominant private uses in some areas.

Boating is the key activity undertaken in Metung although there are constraints to its growth due to the limited area suitable for service facilities and infrastructure on land and water. The use of boating facilities



Beach Road, rear of commercial area

is addressed under movement and access.

Further development of the Metung village centre will need to address the access and infrastructure needs of the town's ageing population. It is appropriate for the village centre to continue to meet local and visitor daily needs only, as Bairnsdale and Lakes Entrance provide higher order goods.

The current areas zoned for residential or low density residential development zoning are considered adequate for the foreseeable future as it is not appropriate for the town to expand due to geographical, access, environmental and landscape constraints. The Low Density Residential Zone is a buffer between the residential areas of Metung and the rural hinterland. The resulting allotment pattern also generally constrains resubdivision into smaller allotments.

There is no land zoned for industrial use located within Metung and an external location is required for such activity.

7.1.4 Movement and Access

There are only two access roads to the centre of Metung (Metung Road and Stirling Road) and both of these roads have a constraining alignment due to the topography and suffer congestion.

The transportation of boats on trailers impacts on access and traffic linked to the boat launching ramp at Shaving Point significantly contributes to congestion along the main street.

Provision for pedestrian movement needs to be improved around Metung. A safe route along the waterfront of Bancroft Bay to Chinamans Creek is being constructed. The area outside the Metung Yacht Club is especially dangerous for pedestrians due to the high numbers of people crossing the road to the marina and the speed of vehicles along the road.

There is also inadequate pedestrian access along the western side of the peninsula and little provision for pedestrians within the developed areas. A pathway along Stirling Road and safe access to the primary school are important in this regard. The route to Shaving Point has no footpaths and pedestrians are forced to walk along the road edge which is unsafe.

The location of the major boat launching ramp at Shaving Point needs to be reviewed, however access to boating facilities is important so alternative locations need to be investigated. Chinamans Creek is one potential location but facilities proposed for Kings Cove are likely to be important for the village.



Village Green and Metung Road



Chinamans Creek entry to Bancroft Bay



Beach Road extension on west side of Village Centre

8. STRATEGIC FRAMEWORK

The strategic direction for Metung 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 Metung addresses the significant issues identified during the analysis and consultation processes and builds on the key opportunities for enhancing the special qualities of the settlement.

The proposed vision for Metung 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.

“Metung will be a key destination for visitors to the Gippsland Lakes system and a significant boating destination.

It will continue to have a strong residential community. Preservation of environmental and landscape values will be a key priority.

It will have an attractive village centre that promotes community interaction, with extensive pathways linking the village centre to other attractions. The village will be contained and meet the day to day needs of residents and visitors, but there will remain a reliance on external sources for higher order goods and services.

The buildings in Metung will remain modest in scale – generally two to three levels. Materials and colours will complement the natural environment.”

8.2 KEY OBJECTIVES AND STRATEGIES

OBJECTIVE 1:

To retain the landscape setting and ‘village’ character of Metung.

STRATEGIES:

- 1.1 Provide a set of residential and commercial development design guidelines applicable to the unique character of Metung.
- 1.2 Include consideration of views (to and from the water), significant ridgelines and landscape elements in the guidelines.
- 1.3 Ensure a mechanism in the planning scheme will allow for the use of these guidelines to assess planning permit applications.
- 1.4 Limit urban development to areas south of Metung – Nungurner Road and Hardys Road.
- 1.5 Retain the north-east area of Metung as low density residential development, in accordance with existing zoning.
- 1.6 Ensure new development incorporates measures to protect the natural environment including protection of significant native vegetation, wet land protection, on-site storm water management, minimisation of building footprints, erosion protection and encourage additional planting of local native plant species.
- 1.7 Contain commercial development to suitably zoned areas or approved sites.



Enhance vista to Shaving Point

OBJECTIVE 2:

To support Metung’s boating centre role and improve water access.

STRATEGIES:

- 2.1 Rationalise and expand the facilities and boat launching capacity at the Metung Yacht Club and marina environs.
- 2.2 Investigate the potential for boat launching facilities at Chinamans Creek and support their development at Kings Cove.
- 2.3 Investigate the relocation and subsequent closure in the longer term of the boat launching ramp at Shaving Point in order to improve safety and circulation within the town and community access to this limited space.
- 2.4 Review future boating demand likely in the eastern portions of the Gippsland Lakes and determine any land and water capacity constraints in relation to infrastructure development and use.



Consider relocation of boat launching ramp at Shaving Point



Consider capacity for additional boating facilities in Chinamans Creek

OBJECTIVE 3:

To create a cohesive and attractive village centre.

STRATEGIES:

- 3.1 Improve pedestrian access around the village centre and create links through to both foreshores.
- 3.2 Provide better visual connections to the water and increase water edge activities.
- 3.3 Establish a community facility that would function as a hub and could be used for a range of community activities including meetings, functions, exhibitions and internet access.
- 3.4 Limit building height to retain the human and village scale of the area.
- 3.5 Provide additional parking opportunities on the fringe of the village centre.
- 3.6 Improve landscaping treatments around the village centre.
- 3.7 Ensure consistent signage communicates an appropriate village theme.

OBJECTIVE 4:

To improve pedestrian circulation and safety.

STRATEGIES:

- 4.1 Improve pedestrian connections along both sides of the peninsula, providing waterfront links between the village centre and the rest of Metung.
- 4.2 Resolve the vehicle / pedestrian conflict zone in front of the existing Yacht Club.
- 4.3 Enhance the settlement entry and control the speed of vehicles entering the village.
- 4.4 Minimise boating traffic in the village centre through closure of the Shaving Point facility and the development of other boat ramps.
- 4.5 Manage vehicle movement and enhance the pedestrian network throughout the village.
- 4.6 Provide pedestrian links to Tambo Bluff and the future Kings Cove marina area.

Further documentation is provided in Plan 3 Metung Strategy Plan.



Improve town beach area

8.3 KEY DEVELOPMENT SITES

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

- Metung Yacht Club and surrounds, Metung Road.

The redevelopment of this area has the potential to improve the existing boating facilities (Yacht Club and marina) as well as the road and pedestrian network around this node.

- Town centre / Village Square area.

The retail strip along Metung Road is the key activity area, as well as the adjacent Village Green, Metung Hotel and waterfront. Vehicle / pedestrian conflict is a problem and there is a need for stronger connections to the water. The function and quality of public spaces requires improvement. The Metung Hotel in particular, is a major site with redevelopment potential.

- Chinamans Creek area.

Chinamans Creek, located to the northeast of the Metung village centre, presents an opportunity to further develop boat launching facilities and functional pedestrian links to the area are also important.

Refer Plan 3 Metung Strategy Plan.



Boats moored at Chinamans Creek

9. IMPLEMENTATION

9.1 INTRODUCTION

The Urban Design Framework for Metung 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 Metung 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 Metung. 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

Plans 4A and 4B provide concepts for the following projects. Plan 4C provides a computer generated 3D graphic that illustrates from various viewpoints, the potential form of development associated with these projects. The development shown is an 'artists impression' and not based on any actual designs. Refinement of these concepts will occur through the processes outlined in the following sections.

1. Beach Road area and village beach

Improvements to the town swimming and recreational beach to include picnic shelters, public toilets, parking and seating.

Beach Road to Archibald Drive; long term objectives for area are to resolve conflicts between pedestrian and vehicle traffic, retain informal rural character of track, strengthen environmental and planning policy and controls, protect topography of foreshore, cliff and coastal inlet gully (ie Archibald Drive), siting and design of buildings to be sympathetic to environment / coastal landscape beach - Improvements to beach.

2. Activate commercial area on western beach

Develop guidelines for village commercial area to provide western aspect and activate towards the beach. Encourage commercial activity on the western aspect, create a public space and promenade / plaza edge, landscape with large trees for canopy, siting and designs to be sympathetic to coastal style.

3. Village views to waterfront

Landscape improvements to provide for water views, picnic and outdoor eating areas. Relocate existing picnic area to position in viewline from village (Essington Street). Potential for tourist / visitor / information facilities. (Note: Maritime Museum, visitor information Metung and Mosquito Point Foreshores Management Plan July 2002).

4. Patterson Park

Provide BBQ, playground and public facilities.

5. Western beach

Public beach front, improved landscape and parking. Separate pedestrian path to connect to Shaving Point.

6. Shaving Point

Landscape and improve facilities as a town park. Potential long term to close and remove boat ramp, improve public open space / recreational area and beach, possible kiosk / restaurant development.

7. Village green precinct

Staged redevelopment for parking and foreshore to improve



Consider village harbour development



Improve pedestrian access on western side of Shaving Point

public access. There is potential to create a small boat harbour and improve the interface of the village green and the water. The harbour will be the centre of the village representing Metung as a boating destination and lakeside village, 'where the lake comes into the village'. Increase waterfront public interface and use the village green as the 'community centre' for meetings and activities. There is considerable potential for increasing commercial opportunities (ie retail and restaurants) opening out onto the village green.

8. Hotel and retail precinct

Develop guidelines for the redevelopment of the hotel and retail precinct. Potential for comprehensive redevelopment with 3 storey street edge, parking sub-basement, and tourist accommodation. Potential to extend the waterfront deck with a pavilion and boat harbour. The 3D and section drawings for this site show a conceptual maximum building on this site. Higher density development will enable better parking solutions.

9. Village shared pathway network

Develop a long term strategy to promote Metung as a 'walking' village. Objectives include: reduce vehicles in village commercial centre, slow traffic in village centre, plan for parking outside village centre. Enable the progressive development of the pathway network as generally indicated on the strategy plan.

10. Yacht Club

Undertake long term planning to consider options for location, facilities and functions of the Yacht Club, plan for car parking off the foreshore and for a boardwalk / pathway between existing club and the village green.

Refer Plan 4A, 4B and 4C Metung Master Plan.

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 Costs 2006

Project summary	Anticipated cost government sector (2006)	Anticipated cost private sector (2006)	Project priority
1. Beach Road area and villiage beach	\$716,030		Medium
2. Activate commercial area on the western beach	\$174,460	\$2,099,300	Medium
3. Village views to the waterfront	\$528,941		Medium
4. Patterson Park	\$814,316		Low
5. Western Beach	\$209,272		Low
6. Shaving Point	\$660,660		Low
7. Village Green Precinct	\$544,129		High
8. Hotel / Retail Precinct		\$21,595,483	High
9. Pedestrian connections	\$1,228,080		High
10. Yacht Club		Excluded	
TOTALS	\$4,875,888	\$23,694,783	

9.3 PLANNING SCHEME PROVISIONS

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

Manage the future development of Metung in accordance with the following vision.

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

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

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

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

9.3.2 Zones

There are no changes proposed to the existing Residential 1 Zone or Low Density Residential Zone boundaries. The appropriateness of the Low Density Residential Zone for the Tambo Bluff Estate should be reviewed as part of the implementation of infrastructure for that estate.

The existing Rural Living Zone area north of Metung Road should be incorporated in the Low Density Residential Zone in due course and in compliance with Ministerial Direction No 6.

9.3.3 Overlays

Building development design and siting in Metung should be managed through a comprehensive Design and Development Overlay.

Delete Design and Development Overlay Schedule 1 from the Shaving Point area and provide for a new Design and Development Overlay Schedule - Development in Coastal Settlements (East Gippsland) as detailed in Appendix E to apply to the areas zoned Residential and Low Density Residential. This DDO will not apply to the approved Kings Cove development as detailed design and siting controls are part of this approval. The setback provisions in existing DDO1 that apply to the Shaving Point residential area are to be incorporated in the new DDO.

Additional DDOs may also be considered subject to further detailed studies for the Bancroft Bay foreshore and the village centre area. The Design Guidelines (Sect. 9.3.5) provide some initial direction in relation to these areas.

Consideration should also be given to the preparation of a Development Contributions Plan Overlay to assist the provision of public realm infrastructure in the village centre precinct as proposed in the Master Plan.

9.3.4 Other Planning Scheme Actions

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

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

9.3.5 Design Guidelines

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

Administration of performance based guidelines may require additional

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

9.3.6 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 following figure (Overview of Settlement Futures). In this context the future for Metung in relation to the other coastal towns within the study area is as a **Town likely to be developed within existing areas containing urban development.**

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

APPENDIX B - ENVIRONMENTAL DETAILS

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

METUNG

Municipality – Shire of East Gippsland

Metung, located in the Gippsland Plain Bioregion, is situated on the shores of Bancroft Bay, an embayment of Lake King.

Flora values

The indigenous vegetation of the Metung area has been highly depleted and fragmented as a result of land-use history, which historically was predominantly stock grazing, but more recently residential and resort development. The vegetation remaining has generally been highly modified structurally and floristically, most importantly as a result of weed invasion (mostly species 'escaping' from cultivation). Weed invasion is greatly facilitated by the presence of fertile soils throughout the Metung area and moderate rainfall well-distributed throughout the year.

The Metung area is moderately elevated and dissected. Steep slopes and deeply incised gullies are common and this topographic variation has afforded protection to many remnant forest stands. Steepness of slopes also limits land capability in respect of residential development potential.

Four Ecological Vegetation Classes (EVCs) (see below) are mapped for the Metung area, the most important of which is Limestone Box Forest which formerly occupied most of the study area. The forest dominants of this EVC which persist in the landscape are very important from a landscape viewpoint and the character of the landscape is determined by the form of the trees as well as the individual species present. Notable amongst the forest or former forest dominants locally are Coast Grey-box (*Eucalyptus bosistoana*), Blue Box (*E. baueriana*) and Southern Mahogany (*E. botryoides*). Fine specimens of these trees are still relatively common; many are pre-European, old-growth specimens with high intrinsic value, as well as having high faunal habitat values and landscape values. All three eucalypt species are of restricted distribution in Victoria and Coast Grey-box (DSE 2005) and Blue Box (D. Cameron, DSE, pers. comm.) are rare in Victoria. Gippsland Red-gum (*E. tereticornis* ssp. *mediana*), also locally prominent, warrants a 'vulnerable' status in Victoria (D. Cameron pers. comm.); it is similarly restricted in distribution. A further tree of note is the very rare Metung Red Gum (*Eucalyptus oviformis*) a natural hybrid between Gippsland Blue-gum (*E. globulus* ssp. *pseudoglobulus*) and Gippsland Red-gum (*E. tereticornis* ssp. *mediana*).

The need for vegetation protection presents moderate constraints on residential and commercial development locally, but efforts should be made, via appropriate zoning, to protect remnant stands of trees or scattered trees. Most remnant vegetation occurs on private land but road reserves are also very significant in supporting remnant vegetation. Since residential development in recent times (particularly on the west and north-west parts of the town) and the consequent changed land use – away from stock grazing – there has been very considerable recruitment of eucalypts and other indigenous vegetation on former pasture. These recruiting stands of vegetation, as well as trees, will form a very important resource as they mature – for their faunal habitat values and landscape enhancement.

Where vegetation cannot be protected (clearing cannot be avoided) in development areas, Net Gain, under Victoria's Vegetation Management Framework (DSE 2002), is likely to play a major role in achieving offsets locally.

Listed in the tables below are the mapped extant Ecological Vegetation Classes (EVCs), as well as rare or threatened flora species recorded (according to the State database listings); the list is by no means exhaustive:

Ecological Vegetation Classes	
EVC	Conservation status
Limestone Box Forest	V
Damp Sands Herb-rich woodland	V
Coastal Saltmarsh	LC
Estuarine Wetland	LC

Key:

EVC Conservation status (Subject to verification by DSE): End.– Endangered, Vul. – Vulnerable, R – rare, D. – Depleted LC – Least concern

Rare or Threatened Flora				
Common Name	Scientific Name	EPBC	DSE	FFG
Coastal Greenhood	<i>Pterostylis alveata</i>		r	
Rough-grain Love-grass	<i>Eragrostis trachycarpa</i>		v	
Water Parsnip	<i>Berula erecta</i>			
Viscid Daisy-bush	<i>Olearia viscosa</i>		r	
Gippsland Red-gum	<i>Eucalyptus tereticornis ssp. mediana</i>		r	
Blue Box	<i>Eucalyptus baueriana</i>		r	
Mallacoota Gum	<i>Eucalyptus x williamsonii</i>			
Coast Grey-box	<i>Eucalyptus bosistoana</i>		r	

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

Note on vegetation mapping in the Metung area:

The scattered, structurally degraded and fragmented nature of the remnant indigenous vegetation in the Metung area generally precludes mapping at the available scale. Additionally, air photo coverage is unavailable of all current and former farmland to the west and north of the town where residential development is much less constrained by the need to protect indigenous vegetation.

Fauna values

Metung is located on the northern shores of Lake King (see notes re. Lake King under Eagle Point). The closed forest gullies near Metung are particularly important for many vertebrate species.

Listed in the table below are the total numbers of bird, mammal, reptile, frog and fish species, including numbers of threatened species, recorded at Metung under the Victorian Fauna Display (DSE 2004b)

	Introduced	No. of threatened Fauna species#			Total
		EPBC	DSE	FFG	
Birds	7	2	11	26	165
Mammals	6	0	0	0	27
Reptiles	0	0	0	2	11
Frogs	0	2	1	2	10
Fish	0	0	0	1	18

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.

Fauna species recorded within a 5km radius of Metung

Common Name	Scientific Name	EPBC	NAP	FFG	DSE	Feral
Stubble Quail	<i>Coturnix pectoralis</i>	M				
Brown Quail	<i>Coturnix ypsilophora</i>				NT	
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>					
Buff-banded Rail	<i>Gallirallus philippensis</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>					
Great Cormorant	<i>Phalacrocorax carbo</i>					
Little Black Cormorant	<i>Phalacrocorax sulcirostris</i>					
Black-faced Cormorant	<i>Phalacrocorax fuscescens</i>	M			NT	
Pied Cormorant	<i>Phalacrocorax varius</i>				NT	
Little Pied Cormorant	<i>Phalacrocorax melanoleucos</i>					

Common Name	Scientific Name	EPBC	NAP	FFG	DSE	Feral
Darter	<i>Anhinga melanogaster</i>					
Australian Pelican	<i>Pelecanus conspicillatus</i>	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	
Pied Oystercatcher	<i>Haematopus longirostris</i>	Mi				
Masked Lapwing	<i>Vanellus miles</i>	Mi				
Lesser Sand Plover	<i>Charadrius mongolus</i>	Mi,M			VU	
Black-fronted Dotterel	<i>Euseyonis melanops</i>	Mi				
Bar-tailed Godwit	<i>Limosa lapponica</i>	Mi,M				
Curlew Sandpiper	<i>Calidris ferruginea</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	
Intermediate Egret	<i>Ardea intermedia</i>	M		L	CE	
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	
Australian Wood Duck	<i>Chenonetta jubata</i>	Mi				
Black Swan	<i>Cygnus atratus</i>	Mi				
Australian Shelduck	<i>Tadorna tadornoides</i>	Mi				
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 rhynchotis</i>	Mi			VU	
Hardhead	<i>Aythya australis</i>	Mi			VU	
Musk Duck	<i>Biziura lobata</i>	Mi,M			VU	
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				
Black-shouldered Kite	<i>Elanus axillaris</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				
Barking Owl	<i>Ninox connivens</i>		NT	L	EN	
Powerful Owl	<i>Ninox strenua</i>			L	VU	

Common Name	Scientific Name	EPBC	NAP	FFG	DSE	Feral
Barn Owl	<i>Tyto alba</i>					
Rainbow Lorikeet	<i>Trichoglossus haematodus</i>					
Musk Lorikeet	<i>Glossopsitta concinna</i>					
Yellow-tailed Black-Cockatoo	<i>Calyptorhynchus funereus</i>					
Gang-gang Cockatoo	<i>Callocephalon fimbriatum</i>					
Sulphur-crested Cockatoo	<i>Cacatua galerita</i>					
Little Corella	<i>Cacatua sanguinea</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				
Azure Kingfisher	<i>Ceyx azurea</i>				NT	
Laughing Kookaburra	<i>Dacelo novaeguineae</i>					
Sacred Kingfisher	<i>Todiramphus sanctus</i>	M				
White-throated Needletail	<i>Hirundapus caudacutus</i>	Mi,M				
Pallid Cuckoo	<i>Cuculus pallidus</i>	M				
Fan-tailed Cuckoo	<i>Cacomantis flabelliformis</i>	M				
Horsfield's Bronze-Cuckoo	<i>Chrysococcyx basalis</i>	M				
Shining Bronze-Cuckoo	<i>Chrysococcyx lucidus</i>	M				
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>					
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				
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 (Eastern Victoria)	<i>Pachycephala olivacea olivacea</i>					
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>					
White-fronted Chat	<i>Epthianura albifrons</i>					
Brown Gerygone	<i>Gerygone mouki</i>					
Striated Thornbill	<i>Acanthiza lineata</i>					
Yellow Thornbill	<i>Acanthiza nana</i>					

Common Name	Scientific Name	EPBC	NAP	FFG	DSE	Feral
Buff-rumped Thornbill	<i>Acanthiza reguloides</i>					
Yellow-rumped Thornbill	<i>Acanthiza chrysorrhoa</i>					
White-browed Scrubwren	<i>Sericornis frontalis</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				
Brown-headed Honeyeater	<i>Melithreptus brevirostris</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>					
Yellow-faced Honeyeater	<i>Lichenostomus chrysops</i>					
White-eared Honeyeater	<i>Lichenostomus leucotis</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>					
Yellow-throated Miner	<i>Manorina flavigula</i>					
Little Wattlebird	<i>Anthochaera chrysoptera</i>					
Red Wattlebird	<i>Anthochaera carunculata</i>					
Australian Pipit	<i>Anthus australis</i>	M				
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>					
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				
Australian Raven	<i>Corvus coronoides</i>					
Common Tern	<i>Sterna hirundo</i>	Mi,M				
Little Raven	<i>Corvus mellori</i>	M				
Striated Pardalote	<i>Pardalotus striatus</i>					
Cattle Egret	<i>Ardea ibis</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>					*
Common Myna	<i>Acridotheres tristis</i>					*
Common Starling	<i>Sturnus vulgaris</i>					*
Short-beaked Echidna	<i>Tachyglossus aculeatus</i>					

Common Name	Scientific Name	EPBC	NAP	FFG	DSE	Feral
Long-nosed Bandicoot	<i>Perameles nasuta</i>					
Common Brushtail Possum	<i>Trichosurus vulpecula</i>					
Common Ringtail Possum	<i>Pseudocheirus peregrinus</i>					
Sugar Glider	<i>Petaurus breviceps</i>					
Eastern Pygmy-possum	<i>Cercartetus nanus</i>					
Common Wombat	<i>Vombatus ursinus</i>					
Swamp Wallaby	<i>Wallabia bicolor</i>					
Eastern Grey Kangaroo	<i>Macropus giganteus</i>					
Lesser Long-eared Bat	<i>Nyctophilus geoffroyi</i>					
Gould's Wattled Bat	<i>Chalinolobus gouldii</i>					
Chocolate Wattled Bat	<i>Chalinolobus morio</i>					
Southern Forest Bat	<i>Vespadelus regulus</i>					
Little Forest Bat	<i>Vespadelus vulturnus</i>					
Large Forest Bat	<i>Vespadelus darlingtoni</i>					
Bush Rat	<i>Rattus fuscipes</i>					
Swamp Rat	<i>Rattus lutreolus</i>					
Black Rat	<i>Rattus rattus</i>					*
House Mouse	<i>Mus musculus</i>					*
Water-rat	<i>Hydromys chrysogaster</i>					
Rabbit	<i>Oryctolagus cuniculus</i>					*
Brown Hare	<i>Lepus capensis</i>					*
Hog Deer	<i>Axis porcinus</i>					*
Fox	<i>Vulpes vulpes</i>					*
Australian Fur-seal	<i>Arctocephalus pusillus doriferus</i>	M	CD			
Minke Whale	<i>Balaenoptera acutorostrata</i>					
Jacky Lizard	<i>Amphibolurus muricatus</i>					
Lace Monitor	<i>Varanus varius</i>				VU	
Dark-flecked Garden Sunskink	<i>Lampropholis delicata</i>					
Pale-flecked Garden Sunskink	<i>Lampropholis guichenoti</i>					
Weasel Skink	<i>Saproscincus mustelinus</i>					
Eastern Blue-tongued Lizard	<i>Tiliqua scincoides</i>					
Eastern Small-eyed Snake	<i>Cryptophis nigrescens</i>					
Swampland Cool-skink	<i>Pseudemoia rawlinsoni</i>		RIK		NT	
Red-bellied Black Snake	<i>Pseudechis porphyriacus</i>					
unidentified water skink	<i>Eulamprus sp.</i>					
Southern Grass Skink	<i>Pseudemoia entrecasteauxii</i>					
Eastern Banjo Frog	<i>Limnodynastes dumerilii</i>					
Brown-striped Frog	<i>Limnodynastes peronii</i>					
Spotted Grass Frog	<i>Limnodynastes tasmaniensis</i>					
Common Eastern Froglet	<i>Crinia signifera</i>					
Green and Golden Bell Frog	<i>Litoria aurea</i>	VU	EN	I	NT	
Brown Tree Frog	<i>Litoria ewingii</i>					
Peron's Tree Frog	<i>Litoria peronii</i>					
Southern Bell Frog	<i>Litoria raniformis</i>	VU	VU	L	EN	
Verreaux's Tree Frog	<i>Litoria verreauxii</i>					

Common Name	Scientific Name	EPBC	NAP	FFG	DSE	Feral
Whistling Tree Frog	<i>Litoria verreauxii verreauxii</i>					
Australian Anchovy	<i>Engraulis australis</i>					
Southern Sea Garfish	<i>Hyporhamphus melanochir</i>					
River Garfish	<i>Hyporhamphus regularis</i>					
Small-mouthed Hardyhead	<i>Atherinosoma microstoma</i>					
Red Snapper	<i>Centroberyx gerrardi</i>					
Spotted Pipefish	<i>Stigmatopora argus</i>					
Soldierfish	<i>Gymnapistes marmoratus</i>					
Southern Sand Flathead	<i>Platycephalus bassensis</i>					
Estuary Perch	<i>Macquaria colonorum</i>					
Silver Trevally	<i>Pseudocaranx dentex</i>					
Eastern Australian Salmon	<i>Arripis trutta</i>					
Black Bream	<i>Acanthopagrus butcheri</i>					
Yelloweye Mullet	<i>Aldrichetta forsteri</i>					
Tupong	<i>Pseudaphritis urvillii</i>					
Long-finned Goby	<i>Favonigobius lateralis</i>					
Tamar River Goby	<i>Afurcagobius tamarensis</i>					
Six-spined Leatherjacket	<i>Meuschenia freycineti</i>					
Hardyhead	<i>Atherinosoma elongata</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

METUNG

STAGE 1 CONSULTATION OUTCOMES

Public Meeting 23 January 2005 (90-100 people, with Nungurner)

ISSUES DISCUSSED

Character

- Development within Metung is generally inappropriate at a major scale.
- Other studies of the area have never been implemented.
- High rates and level of financial contribution, but money is not spent on projects within Metung.
- Don't want to pay for tourism infrastructure. Only projects that benefit residents.
- Enforcement of planning regulations is an issue and therefore the value of a UDF is questionable.
- Developers can always appeal at VCAT and therefore Council planning department has no real power.
- Height of development is an issue.
- Village character and unique atmosphere needs to be preserved.
- Light industrial development is inappropriate because of the environmental impacts on waterways.
- No expansion desired either north or east of Metung or at Tambo Bluff.
- Retain Zoning of land as at present.
- Public open space: Paterson Park was bequeathed to the community and is used as a playground, the village green accommodates informal games and various community activities.
- No need for a variety of shops. No need for a broad range in a hamlet. Shops have difficulty remaining viable.
- Needs to be a focus on containing development.
- Potential for a two-sided village with water frontage on both sides. Town currently faces in too much, doesn't address the water.

Boating

- Boat launching area is constrained and traffic has to move through town centre.
- Car parking associated with boats and trailers is an important issue.
- Easterly winds a problem for a boat launching facility near the marina.
- Location at Chinaman's Creek not big enough and too many environmental constraints. Need 5-10 acres for associated car parking etc and geography doesn't allow it.
- Flat land at end of Beach Road may present an opportunity.
- Move boat launching away from Metung eg, Tambo Bluff. Simply not feasible in Metung.
- Shaving Point car parking area will not support an additional ramp at this location.
- Sometimes trailers are left for up to two weeks while people are sailing around the Lakes. Paynesville has a more suitable long term trailer park.
- Possibility of land reclamation to extend car park. This idea was opposed a long time ago due to environmental impacts on surrounding waterways.
- Boats and trailers at Shaving Point boat ramp should be restricted to residents at peak times. Visitors to go to Johnsonville and Paynesville. How would this be controlled? Costly exercise. Signage at Swan Reach should encourage visitors to use boat ramps other than Metung.
- Boat utilisation should be kept at present levels.
- Better access needed to Tambo Bay, possible location for a boat ramp – may be too shallow.

Circulation

- Road safety near school an important issue along Stirling Road.
- Level of traffic through the main street only a problem during peak times.
- Residential streets are unsuitable for high levels of traffic.
- Significant road safety issue - children crossing in front of Yacht Club.
- Boardwalk issues, is this still under review, has funding been received?

Projects/Actions

- Various projects have been proposed over the years and never implemented: footpaths, hot pools, village green, boardwalk, toilets etc. These have all already been prioritised by the community.
- Need for a community hall / neighbourhood house facility. Stirling Road site had a proposal, now 12 years old. School currently has to travel to Johnsonville to use a hall.
- Yacht club should be combined with a community hall as part of a redevelopment. Extend club to accommodate community space, potential to relocate tennis courts to accommodate more car parking. MYC would manage hall.
- MYC has made a submission to Council about a smaller structure closer to the water to address traffic safety issues for junior club members. Road relocated to rear of Yacht Club.
- \$100K generated by marina is not returned to the community by Council.

SUMMARY OF ISSUES FROM JANUARY 2005 MEETING

Attendees at the Metung public meeting in January 2005 highly valued the **village character** and **unique atmosphere** of Metung as well as the **environmental qualities** of the area and the **access to water**.

Specific views were expressed in relation to the following issues:

Development factors: contain development within existing limits; avoid "overdevelopment" particularly height.

Boating facilities: improve effectiveness of boat launching facilities; may require new ramp to be located in the vicinity.

Accessibility: resolve pedestrian/vehicle conflicts; improve footpath/bikeway connections.

Overall, the community was concerned about establishing firm town boundaries and containing development, the provision of effective boat launching facilities, traffic, car parking and road safety. The planning process in general was also an issue of concern for many people. It is worth noting that these were the major issues within a range of diverse views and are not necessarily representative of the entire community.

FEEDBACK FORMS AND SUBMISSIONS

There were 32 people from Metung who completed the feedback form or made a submission on the project. Of these, 31% were working and 56% were retired. 75% of the respondents were permanent residents, while temporary residents (ie, holiday home owners) represented 28%.

The favourite aspects of Metung identified by respondents included: the village atmosphere, the lake and the lack of commercialisation / urbanisation.

With regard to the key issues of the town, the top three are:

- 1) Overdevelopment (69%)
- 2) Road safety (41%)
- 3) Environmental conservation (31%)

The top three suggested improvements are to:

- 1) Give priority to pedestrian/bike circulation (44%)
- 2) Improve road traffic circulation (41%)
- 3) Enforce building restrictions/guidelines (38%)

DESIGN WORKSHOP

The Metung design workshop was held in June 2005 and attendees revised the draft vision for the township, discussed the values of the township and then worked through designs for eight different areas identified within Metung.

The areas workshopped were:

1. Lake King Foreshore (Northern Portion and adjacent wetlands)	5. Bancroft Bay Foreshore and environs (Chinaman's Creek to Box's Creek)
2. Shaving Point (Lake King foreshore and environs)	6. Mosquito Point Foreshore and environs
3. Shaving Point (Bancroft Bay foreshore and environs)	7. Metung Town Centre
4. Bancroft Bay Foreshore (Town centre to Chinaman's Creek)	8. Metung Township hinterland (inland area to Hardy's Road)

Groups within the workshop identified the values, threats and opportunities for each area and then developed proposals (including design principles and strategies) to address threats or utilise opportunities. Comments were made on draft vision for the town.

The ideas generated in the workshop have contributed to the settlement analysis and strategies and were used to inform the Master Plan proposals for Metung.

METUNG

STAGE 2 CONSULTATION OUTCOMES

Feedback On Draft Settlement Report

Number of Responses: 36

Groups/Organisations responding: Gippsland Ports; Riviera Properties Ltd; Friends of Metung.

MAJOR ISSUES RAISED & COMMENTS

VISION

Generally supported.

- Some concern regarding term 'significant boating destination'.
- More restrictive approach to building height advocated by some – two level maximum.

OBJECTIVES

Generally supported, with some qualifications.

- Enhancement of boating centre role challenged/queried on basis that Chinamans Creek does not have the capacity to be a major boat launching location (may be suitable for smaller boats) and that capacity for enjoyable boating in Bancroft Bay is also limited.
- 'Vibrant' town centre not consistent with 'village' character.
- Facility development needs to meet requirements of permanent residents.
- Traffic management critical to improved pedestrian safety as well as pathways within the village.
- Objectives need to reference priority of environmental protection.

STRATEGIES

- Range of comments received in relation to limitations on boating capacity of Metung area. Some support for retention of Shaving Point boat ramp.
- Pathways on foreshore (except for confusion on eastern side of Shaving Point) supported and extension inland and beyond the village desirable.
- Development guidelines need to address whole of town, not just town centre.
- Protect Tambo Boulevarde wetland area, important for birdlife and not in public ownership.

OTHER COMMENTS

- Detail of proposed planning controls required.
- Higher density development should only occur outside of the town centre as it adversely affects 'village' character.
- Enforceable design requirements are the key to good quality development.
- Consider rehabilitation/development of Hot Pools area.
- Existing VPO3 is deficient as it does not provided for protection of understorey vegetation, which is critical for wildlife habitat.
- Consider role of commercial area at Stirling Road / Metung Road intersection that has been approved as part of Kings Cove development.

PROPOSED ACTIONS FROM CONSULTATION:

- Reconsider future boating role in relation to physical limitations to capacity on both land and water side – discuss with PCG. Closure of Shaving Point boat ramp is desirable for wider community amenity, objective should be maintenance or modest increase in current capacity with the benefit of the combined improvements at Kings Cove, the Yacht Club and Chinamans Creek being implemented over time.
- Revise documentation in relation to use of term 'village'.
- Clarify walkway proposal in relation to eastern side of Shaving Point.
- Identify key pathway links within the town – discuss with appropriate Council officers.
- Obtain additional information from Council on Chinamans Creek area in order to improve understanding of potential. A future detailed study is required to provide some certainty in relation to this area.
- Discuss Tambo Boulevard wetland area with Council to clarify status and ownership.

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.

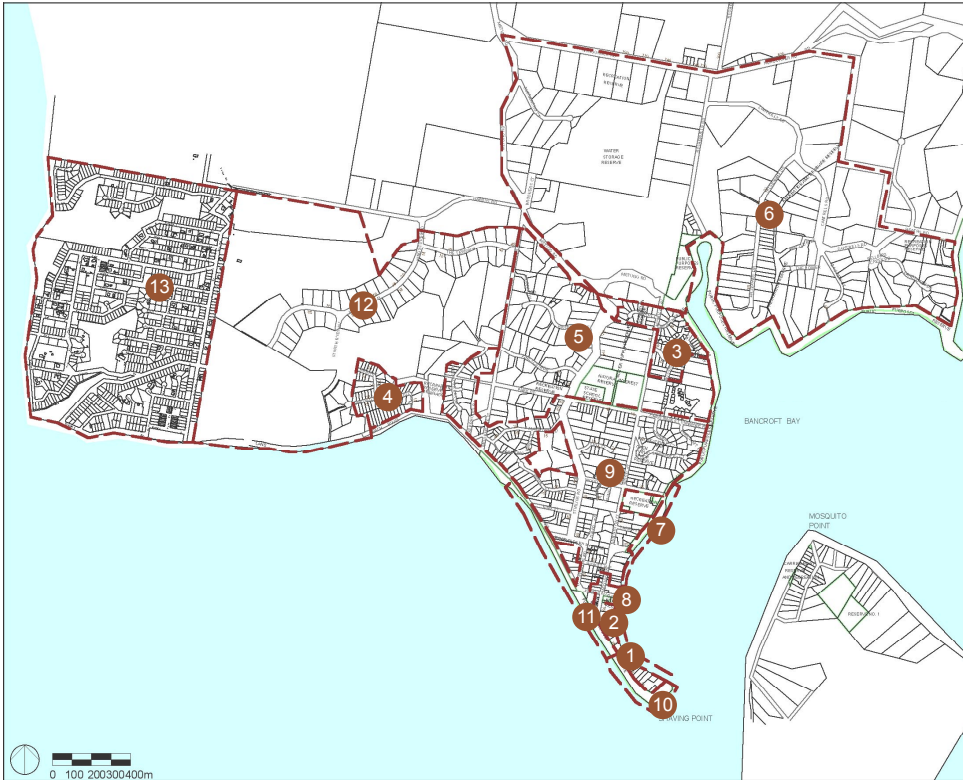
In relation to a proposed subdivision:

- 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

Coastal Towns Design Framework

Metung Design Guidelines



- 1 Peninsula Precinct**
Permanent large houses with established gardens, featuring absolute waterfrontage. No public access to private jetties.
- 2 Peninsula Medium Density Precinct**
Medium density housing - two storey apartments and holiday accommodation.
- 3 Town Entry Precinct**
Generally high quality villa style housing with established gardens. These subdivisions have good tree canopies with a steep eastern edge. The houses do not dominate the coastal edge.
- 4 Western Residential Precinct**
New subdivision, generally villa style holiday homes to the south and more established homes to the north.
- 5 Bushland Residential Precinct**
Established homes on large lots.
- 6 Low Density Residential Precinct**
Well established houses in rolling landscape
- 7 Eastern Foreshore Marina Precinct**
Yacht club and marina
- 8 Eastern Foreshore / Town Precinct**
Village centre commercial buildings and community open space
- 9 Established Housing Precinct**
Mainly well established villa housing with good tree cover.
- 10 Shaving Point Precinct**
Shaving Point public access to boat ramp.
- 11 Western Foreshore Precinct**
Foreshore with public access.
- 12 Kings Cove Precinct**
Town expansion area; subject to internal guidelines
- 13 Tambo Bluff Precinct**
Extensive existing subdivision subject to restructure



View from the Hotel site



Housing off Foreshore Road



Residential development opposite Chinamans Creek



Marina opposite Chinamans Creek entry



COASTAL TOWNS DESIGN FRAMEWORK

Metung Design Guidelines

INTRODUCTION

The purpose of these guidelines is to encourage better site planning, building and design outcomes in the township of Metung. 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 METUNG

"Metung will be a key destination for visitors to the Gippsland Lakes system and a significant boating destination. It will continue to have a strong residential community. Preservation of environmental and landscape values will be a key priority. It will have an attractive village centre that promotes community interaction, with extensive pathways linking the village centre to other attractions. The village will be contained and meet the day to day needs of residents and visitors, but there will remain a reliance on external sources for higher order goods and services.

The buildings in Metung will remain modest in scale – generally two to three levels. Materials and colours will complement the natural environment."

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.



Metung Design Guidelines

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



Metung Design Guidelines

Commercial Area

- The constrained area of the town centre, with all shops and village services within walking distance.
- The sense of open space and connection to the lakes.
- The opportunities for relaxing in public spaces.
- The "Village" character resulting from the relatively small frontages, low scale of the existing shops and restrained signage.
- The attractive pedestrian environment, including the variety and visual interest provided by the retail frontages.

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

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.



Metung 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 complimentary 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 METUNG TOWNSHIP THAT SHOULD BE RESPECTED AND REINFORCED

Peninsula Precinct (Area 1)

Permanent and well established houses. The urban character is well established and should be retained and protected. These houses tend to address the water with high fences to the public access way to the south – west.

A design objective is to enhance this road as an attractive public access link. The design response is to discourage further high fencing and encourage filtered views to gardens and attractive treatments to existing fences to enhance the appearance of the road.

Peninsula Medium Density Precinct (Area 2)

An area of well established two-storey housing, mostly holiday accommodation.

Recommended future character; retain present character.



Metung Design Guidelines

Town Entry Precinct (Area 3)

An area of high quality villa housing mostly with established gardens and good tree canopies. Minimise any visual impact on views from the lake.

Design Guideline:

- Retain present character; encourage tree retention. In order to encourage tree retention, site coverage should be kept to a minimum.

Western Residential Precinct (Area 4)

New subdivision with high quality houses and gardens.

Design Guideline:

- Continue the developing character; encourage indigenous tree planting particularly for housing proposals visible from the lake.

Bushland Residential Precinct (Area 5)

Established houses on larger lots with tree cover

Design Guidelines:

- Retain present character, encourage tree retention – site coverage to be kept to a minimum.
- Generally discourage fencing to promote wildlife corridors.

Low Density Residential Precinct (Area 6)

A distinctive precinct, characterised by a rolling landscape, semi-rural appearance with good tree cover, and a variety of well established houses. This area is developing a local character with the use of natural materials and artistic detailing.

Design Guidelines:

- Encourage the continuation of a distinctive character, encouraging the use of natural building materials or re-cycled timbers.
- Encourage buildings to be sited to blend into the landscape setting.
- Encourage new planting of indigenous trees.



Metung Design Guidelines

Eastern Foreshore Marina Precinct (Area 7)

An area dominated by the Yacht Club, foreshore marina and boat storage.

Design Guidelines:

- Encourage an extension of the present maritime character
- Any new or extended facilities are encouraged to adopt an 'maritime' character by use of natural timbers, maritime finishes and motifs, colours drawn from boating and sailing etc. Design excellence is expected on this iconic site.

Eastern Foreshore / Town Precinct (Area 8)

The existing character is made up of relatively small scale retail and commercial buildings with a great deal of variety and attractive human scale. The Village Green provides an attractive form. In addition to the Master Plan design studies, the following guidelines are applicable.

Design Objective 1

Retain the "village" feel and pedestrian friendly character of the retail area by encouraging diversity and interest in shopfronts.

Design Guidelines:

- Avoid large frontages with single uses.
- Maximum length of any single shopfront not to exceed 8m.
- Larger developments to be encouraged to make use of architectural features to divide the facades at street level into units not longer than 8m.

Design Objective 2

Encourage the development of a unique local built character to develop architectural styles and details specific to Metung.

Design Guidelines:

- Develop a colour palette for village centre projects. This should be derived from the present mix of whites, greys, blues and yellows.
- Encourage the use of artistic advertising and signage that reflect the lakeside location and boating themes.



Metung Design Guidelines

Design Objective 3

Enhance the sense of connection to the Lakes to encourage public interaction with the waterfront at the key access points (in the Village Green, in front of the Hotel, and at the Town beach).

Design Guideline:

- Develop attractive wind and shade shelters (including the use of shade trees).
- Consider developing attractive wind and shade shelters on the public jetty or extensions thereof

Design Objective 4

Enhance the small village character through appropriate street and building lighting. Encourage a special lighting pattern for Metung Village with designed street lights and architectural lighting / signage providing a large part of the overall illumination.

Design Guideline - Streetlights

- Streetlights in the village core should be suited to a pedestrian space, with relatively low light levels and an artistic design responding to the waterfront location. The street lighting should include provision for individual event banners with separate spot lighting (A design competition could be held to meet this brief)

Design Guideline - Advertising

- Illuminated retail advertising at night should be restricted to shop windows and illuminated display panels to a standard shape and location.

Design Objective 5

Enhance the sense of connection to the Lakes. Improve the overall image of Metung, particularly as seen from the water, reinforcing the impression of interactivity with the lake. Maximise the opportunities for the community to enjoy waterfront views and to interact with the Lakes in commercial frontages such as the hotel site. Provide indoor / outdoor dining and a high level of amenity.

Design Principles:

- Access for community patrons of the hotel and foreshore as part of the hotel site to be enhanced.
- Access to quality waterfront experience to be enhanced.
- Development should not significantly overshadow the public waterfront nor dominate the maritime scale and feel.

Design Guidelines:

- Encourage balcony level opportunities for dining and access.
- Improve the amenity of outdoor dining with lightweight and attractive shade and wind protection, preferably retractable.
- Enhance the over water amenity, providing opportunities for attractive and lightweight shelter on over water structures, or even additions to the jetty structures to create additional on water dining.



Metung Design Guidelines

Established Housing Precinct (Area 9)

An area of well established villa housing with established gardens and good tree cover.

Design Guidelines:

- Retain present character, retain tree cover – minimise site coverage to retain opportunities for tree planting. Encourage indigenous species for gardens.
- Further subdivision and intensive development to be discouraged.

Shaving Point (Area 10)

Public access way on the western foreshore and boat launching ramp

Design Guideline:

- Encourage enhancement as a public facility. Refer to the Master Plan design studies.

Western Foreshore Precinct (Area 11)

Publicly accessible foreshore with good natural setting, but underutilised.

Design Guidelines:

- Enhance existing natural landscape.
- Provide additional public amenities and facilities. Ensure design excellence in all buildings and furniture.
- Provide pathway linkages to surrounding areas.
- Refer to Master Plan design studies.

Kings Cove Precinct (Area 12)

Presently an area of rural landscape part cleared with good tree cover and a undulating landscape. Significant town expansion area subject to an approved comprehensive development plan with provision for low density residential, waterside villas and town houses and marina.

Design Guidelines:

- Encourage tree retention and additional planting of indigenous species.
- Site housing to fit into the landscape and minimise visual impacts from the main Metung entry road, and the lakes.
- Encourage the use of natural materials and subdued colours.
- Locate sheds to minimise visual impact and provide screen planting.



Metung Design Guidelines

Tambo Bluff Precinct (Area 13)

An existing subdivision subject to restructuring and now proposed to be seweraged. Present buildings tend to be modest cottages with a transition to more established houses occurring. Maximise opportunities for tree cover retention, additional tree planting and indigenous gardens.

Design Guidelines:

- Encourage tree retention and indigenous tree planting.
- Minimal building footprint / site cover.
- Encourage the use of lightweight framed structures and pitched, steel roofing.
- Discourage tall or highly prominent building styles close to the foreshore to minimise visual impacts on views from the lake.

Refer to the Tambo Bluff Restructure Strategy for further detail.



APPENDIX G - COUNCIL CONSIDERATION OF 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 Metung 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.

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 Issues Raised at Metung

Number of Submissions Received: 53

Issue	Response
<p>Objectives and Strategies</p> <ul style="list-style-type: none"> • Mostly supported with concern for <ul style="list-style-type: none"> ○ Shaving Point closure ○ Building height issues ○ Chinamans Crk boat launching proposal, range of issues including remnant 'rainforest'. 	<ul style="list-style-type: none"> • Consider additional objective dealing with protection of lifestyle, landscape values and environmental quality.
<p>Strategy Plan</p> <p>Recognition needs to be given to the important role that Hardys Road will have for traffic movements at Metung into the future.</p> <p>Concepts for down grading and relocating boat launching from Shaving Point received both opposition and support.</p>	<ul style="list-style-type: none"> • Provide notation for recognition of Hardys Road / Metung Road intersection as significant and need for traffic management and design treatment. • Note zoning change of RLZ pocket to LDRZ (refer to section below Planning Controls) • Provide notation for bike track connection to Nungurner (via Rosherville Road) • Options for relocating the Shaving Point launching option requires further examination. If an acceptable alternative can be found, then relocation may become an option. Maintain proposal as being subject to the determination of an alternative as it is considered that there are benefits associated with the removal of unnecessary boat traffic from the town centre. Issues associated with boat trailer parking and other land based issues will need to be resolved as part of this investigation.
<p>Master Plan</p> <ul style="list-style-type: none"> • Village boat harbour opposed • Foreshore café at Shaving Pt opposed • Maintain Village Green • Alternative options for parking provision suggested at Patterson Park. 	<p>Substantial comment was received in respect to the proposal to create a boat harbour at Metung. This concept was developed as part of the community design workshop and aims to represent a concept for improving accessibility and visual connection to the water from the town centre. While the concept developed may not be entirely acceptable to the community, particularly given the importance of the Village Green, it is a concept that is worth exploring to determine how the aim might be better achieved.</p> <p>The option to provide additional parking at Patterson Park should be included as an option on the Master plan.</p> <p>The Master plan will require more detailed design and development in conjunction with the community prior to any work progressing at Metung.</p>

<p>Planning Controls</p> <ul style="list-style-type: none"> • Generally supported • Building height needs clarification • Vegetation protection adequate • Need to enforce planning provisions • Application of DDO to areas with existing alternative controls questioned. • Identification of an isolated pocket of land zoned RLZ north of town that is surrounded by LDRZ development. 	<p>Prior to proceeding with the development of the new Design and Development Overlay, additional more detailed work will be required to refine the proposed controls and develop the range of tools that will be required to support its implementation.</p> <ul style="list-style-type: none"> • DDO not to apply to Kings Cove as there are separate controls relating to the control of built form for this development. • Provide for isolated area RLZ north of town to be LDRZ as it would appear (subject to rezoning and normal approvals processes) that this land may be appropriate for this style of development.
<p>Building Heights Town Centre Reference to building heights requires clarification.</p>	<p>Reference to four storeys needs to be clarified. Intention is 3 storeys.</p>