



Department of  
Sustainability  
and Environment



# PAYNESVILLE

## URBAN DESIGN FRAMEWORK

COASTAL TOWNS DESIGN FRAMEWORK  
VOLUME 3

MARCH 2007



**EAST GIPPSLAND**  
SHIRE COUNCIL



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## COASTAL TOWNS DESIGN FRAMEWORK

### THE VISION FOR PAYNESVILLE

“Paynesville will build on its strengths as the best recreational boating destination to access the Gippsland Lakes to become a vibrant maritime town that reflects the international standard of the lakes for boating, the natural environment and cultural heritage. The preservation and enhancement of the natural environment will have high priority.

It will expand as a residential and business centre focused around boating, tourism and healthy living, with access to walking and riding trails, passive and active recreation.

The buildings will develop with a coastal maritime character that will be expressed through materials, colours and detail. The scale will be village like with a feeling of relating well to human scale.

Its town heart will develop as an attractive and active centre for both residents and visitors developing an active relationship with the foreshore and waterfront.

It will have a strong relationship with Bairnsdale, contributing to its character and relying on it for major services. Paynesville will develop as a service centre supporting a network of neighbouring towns and attractive small communities including Eagle Point and Raymond Island. It will benefit from this inter-relationship with improved connections so that a broader range of recreation, tourism and environmental resources will be available through the network.”

This final report details an Urban Design Framework for Paynesville 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:

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## 1. INTRODUCTION

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

The project team 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 Paynesville Location Plan). The individual towns for which a UDF is being prepared are:

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

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 Paynesville Location Plan**





## Report Structure

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

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

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

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

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

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



Paynesville to Raymond Island ferry service

### **3. SETTLEMENT STUDY AREA**

#### **3.1 REGIONAL INFLUENCES**

Paynesville is located in East Gippsland Shire, approximately 300 kilometres east of Melbourne and 16 kilometres south east of Bairnsdale. The town is positioned on the Gippsland Lakes on a point between Lake Victoria and Lake King with access to both. Immediately to the southeast is Raymond Island, separated by the relatively narrow McMillan Strait and presently only accessible by car ferry. Between Paynesville and Bairnsdale is Eagle Point, a small but expanding residential village on the shores of Lake King. As Paynesville expands, the separate identity of Eagle Point is threatened.

Paynesville has experienced dramatic growth since the 1980s and now has a significant canal development that made use of poorly drained low lying land. This development is now entering its final phase.

Boating and marine activities are the most important activities for Paynesville, which has the most extensive launching, berthing, marina and maintenance resources on the Lakes system.

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 Paynesville are the following points:

- East Gippsland Shire as a whole is likely to grow strongly and will age significantly over the next 30 years.
- The ageing of the population requires particular services and generally slows the economy. This demographic change affects the types of activities undertaken within a town and the community dynamic.
- The “Seachange” phenomenon contributes to the ageing of the population. Seachangers also often seek part-time work or small business opportunities and sometimes have a relatively high level of disposable income due to the sale of assets. As new members of a community, seachangers often seek opportunities to become involved in town life. Paynesville is attracting a ‘sea change’ demographic, but it is also a growth suburb for the Bairnsdale centre so must service a very wide range of needs. It is already a vital tourism destination, due to its extensive waterfront opportunities, and is the prime launching point for water borne holidays on the lakes and water related holidays. There is scope for further tourism development and major opportunities for expanded residential development. The present town centre has scope to develop as a more intense and attractive urban waterfront, to serve both permanent residents and holiday and short term visitors.
- Paynesville is experiencing significant development pressure around the town.
- Development must not adversely impact upon the water quality of the Lakes.

Figure 2 outlines the study area that is the focus of this UDF. The area comprises land generally bounded by Newlands Arm to the south, McMillan Strait to the east, Lake King to the north and Grandview Road to the west.

**Figure 2 Paynesville UDF Study Area**



## 3.2 SETTLEMENT DESCRIPTION

### 3.2.1 Township Profile

Paynesville is a substantial residential town which plays multiple roles; as a holiday town, as a tourist destination and as a residential settlement for retirees and people working in Bairnsdale.

The topography of the peninsula is well elevated rather than hilly with gently undulating slopes providing many attractive views from the town approaches. Views out from within the town are more limited. The surrounding landscape is farmland, which has been almost completely cleared over a long period.

Off the tip of the peninsula is Raymond Island, which is more heavily wooded. With its low hills and large trees it provides a green vista from the Paynesville waterfront and a sense of enclosure to McMillan Strait, in contrast to the open views to the Lakes.

The commercial facilities at Paynesville are located adjacent to the foreshore, fronting The Esplanade and McMillan Strait.

Paynesville has a significant marine related industrial precinct located on Slip Road.

The residential areas are varied, from relatively modest traditional coastal cottages to exclusive canal houses and larger established houses. There are few apartments but the first mixed use development incorporating a three storey apartment development over retail has been approved.

Whilst Newlands Arm is not in the study area for this UDF, it is worth noting that it is located close to Paynesville. The 1960s 'old and inappropriate' subdivision has been substantially restructured and fully serviced and is a popular residential area, due to its proximity to Paynesville and attractive views. There are approximately 450 lots in this subdivision.

### 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 Paynesville in relation to the other coastal towns within the study area is as a **District**



View to Raymond Island

**Town likely to expand significantly.** Some of the attributes of a District Town include a population between 2,000 and 10,000 people, a wide range of commercial and community services and various accommodation stock.

While Paynesville has some vacant land zoned for residential purposes and infill potential, significant growth beyond existing zoned boundaries is anticipated. Due to the existing large area of cleared land of low conservation value to the west of the town, there is an opportunity to expand in this direction. As a result, Paynesville will enhance its role as a major centre within the broader region.

### 3.2.3 Population Profile

Paynesville has enjoyed quite strong growth in the past 20 years, driven largely by its picturesque position surrounded on three sides by Lake King and Lake Victoria. The growth has largely been residential driven by retirement and late career 'sea-change'. Real estate developments such as the canal developments, which commenced in the 1980s, provided the impetus for growth in the area. While growth slowed in the decade from 1991, it remains strong.

At the time of the 2001 Census there were 2,854 persons living in Paynesville. Over the 15 years to 2001 the growth rate has averaged 1.7% per annum. Paynesville has a relatively old age profile with some 31.4% of its residents being aged 65 and above, compared to only 18.3% for the Shire and 14.3% for regional Victoria. The median age of Paynesville residents is 53 years, well above the Shire average of 41 years and Regional Victorian average of 35 years. This age profile indicates the town has been and will remain dependent on immigration to maintain and grow its population. On this basis, it is likely the population growth rates for the years to 2031 will slow to around 1.0%, a slightly higher average than for the Shire (0.6%).

Given the expected slow down in growth, the estimated population for Paynesville in 2031 will be approximately 3,850 persons, an increase of 35%. As of the August 2001 Census, there were 1,835 dwellings in the township, 25.0% of which were unoccupied on Census night. The mean household size was 2.04 persons. This had fallen from 2.5 in 1981. If this ratio continued to fall to around 1.9 persons by 2031 and population growth moderated to an expected 1.0%, the total number of dwellings in the township would expand by approximately 750, including those likely to be used primarily for holiday visits.

As expected of a township with a high share of persons in the retirement age groups, the workforce participation rate was a very low 38.6% of persons aged 15 years or over. The unemployment rate was correspondingly low at 8.4%, being 0.4 percentage points lower than the Shire average. Only 290 out of each 1,000 residents was employed, compared to a Regional Victorian average of 420 persons per 1,000.

The main employing industry is the Retail sector (21.6% compared to the regional Victorian average of 15.6%). Manufacturing employed 11.0% of persons, while the next most important industry was the Accommodation, Cafes and Restaurants sector (6.5%, slightly lower than the Shire average of 7.8% but higher than the Regional Victorian average of 5.0%). A slightly higher proportion of local residents were employed in the Construction, Finance and Insurance, Property and Business and Personal and Other

Services sectors. This may be expected in a growing community with a strong bias towards older persons, particularly retirees.

Only 9.7% of Paynesville residents have been awarded a bachelor's degree or higher qualification and this is a lower ratio than for the Shire and for Regional Victoria (12.8%). The median weekly household income level was in the range of \$500-\$599, low by comparison with the Shire (\$600-\$699) and very low when compared with Regional Victoria (\$700-\$799). This is again not unexpected given the relatively low employment participation rate and the likely dependence upon retiree benefits for a large proportion of the population.

It is expected that population growth will be the main driver of economic activity in the town, as it acts as a retirement centre and dormitory town for persons employed in Bairnsdale. There may be some growth in boating related and other service industries, which are the core component of local manufacturing.

The Accommodation, Cafes and Restaurants sector is relatively small, but the disposable income levels of the local population may not support a significant expansion of this sector.

### **3.2.4 Natural Resources**

#### **General Description**

Paynesville, in the Gippsland Plains Bioregion, is situated in an agricultural landscape with very little indigenous vegetation now remaining. The township, at the eastern end of a broadly rectangular peninsula is surrounded on three sides by water: Lake King to the north, an arm of Lake Victoria (Newlands Backwater) to the south, and a narrow channel on the eastern side separating the township from Raymond Island (to which it is connected by ferry). The township of Eagle Point is located a short distance to the west. Lakes King and Victoria are part of the Gippsland Lakes Ramsar site.

#### **Flora Values**

The remnant indigenous vegetation of the area persists in an agricultural landscape devoted to stock grazing and, less importantly, cropping. The town has rapidly expanded to the west occupying these agricultural landscapes. What little indigenous vegetation persisting is largely comprised of trees (eucalypts) in road reserves and scattered stands and individuals in pasture, or the much more intact indigenous vegetation in areas that were not amenable to agricultural development: an extensive Saltmarsh/Swamp Scrub complex on the Lake King shore, and abutting Newlands Backwater, a fairly steep coastal escarpment.

In this highly modified landscape, all remnant indigenous vegetation retains high intrinsic value, as fauna habitat as well as for its landscape values. Many of the local eucalypts, almost all Gippsland Red-gum are fine, healthy, old-growth specimens of great beauty. A scattering of remnant eucalypts as well as some good stands also persist in residential areas and public open spaces, and all trees in the landscape are considered important.

In recognition of this, the Gippsland Red-gums in the road reserve of Bairnsdale-Paynesville Road are afforded protection under a Vegetation

Protection Overlay. While all trees in the landscape are important, there is very little recruitment occurring because of stock grazing, mowing regimes and/or unfavourable seed beds, hence there is an ongoing net loss of these important remnants from the landscape because of ongoing tree mortality.

Gippsland Red-gum was the universal dominant of the Plains Grassy Woodland which formerly occupied most of the landscape. This seriously depleted regional endemic in the Gippsland Plain and East Gippsland Lowland Bioregions is now vulnerable in Victoria because of clearing (it occupied vast stretches of the Gippsland Plain) and because of the catastrophic regional tree decline which has resulted in mass tree death and precipitous decline in tree health in the rural landscape. Locally the Gippsland Red-gums are in good or very good condition.

Ecological Vegetation Classes have been mapped for the Paynesville area as pre-1750 vegetation (see Appendix B). One of these however, Swamp Scrub, dominated by Swamp Paperbark has been transformed to Coastal Saltmarsh, because of the increased salinity of the Gippsland Lakes as a result of more frequent tidal penetration at Lakes Entrance. Swamp Scrub persists however in smaller more elevated areas peripheral to the Saltmarsh and on the point which juts into Lake King. A large proportion of this Coastal Saltmarsh/Swamp Scrub complex has recently been destroyed by reclamation for residential/marina development, as a northern continuation into Lake King of the marina waterway; the southern opening of this waterway is into the channel separating Paynesville from Raymond Island.

### **Fauna Values**

Paynesville is bordered by two of the seven lakes forming the Gippsland Lakes Ramsar site. These are the Lake King system to the north (7,100 ha) and Lake Victoria wetlands to the south (10,850 ha). The Lake King wetlands are part of a major drought refuge for fauna. Forty-six waterbird species have been recorded at Lake King, including Little Tern, Fairy Tern, Eastern Curlew and White-bellied Sea-Eagle. Lake King has supported 1% of the Australian population of the Little Tern (up to 194 birds), 5% of the State population of the Common Tern (up to 402) and 10% of the regional population of the Black Swan (up to 10,000). The breeding population of Little Tern at Bullock Island and near Ocean Grange constitutes at least 10% of the national breeding population of this species. Other large numbers of waterbirds include 4500 Australasian Grebe, 1179 Grey Teal, 2000 Chestnut Teal, 10,000 Eurasian Coot and 78 Fairy Terns.

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

The area immediately surrounding Paynesville provides feeding habitat for the Victorian Flora and Fauna Guarantee Act 1988 (FFG)-listed Great Egret, Little Egret and Intermediate Egret, and State-significant Latham's Snipe and Pacific Gull.

The lakes are important for fish, with 45 native species being recorded in the fauna Data Review Area (or DRA).

Suitable habitat, namely wetlands (in the pastoral landscape) with dense stands of emergent and submergent aquatic and fringing vegetation, occurs on the outskirts of Paynesville for the Environment Protection and Biodiversity Conservation Act (EPBC)-listed Green and Golden Bell Frog.

Remnant hollow-bearing trees in the pastoral landscape represent potential roost sites for Nationally-significant Southern Myotis. This bat species feeds on fish and aquatic invertebrates by raking the water surface of wetlands and watercourses with its large hind-feet. Remnant hollow-bearing trees also provide nest and den sites for hollow-dependent species (e.g. bats, parrots, cockatoos, Tree Martins), whilst remnant trees generally provide substrate (e.g. branches) for species which build external stick nests, such as Wedge-tailed Eagles and other raptors, and nectar for nectarivorous species (e.g. lorikeets, honeyeaters).

There are numerous records (57) of the cave-dwelling Common Bent-wing Bat and therefore the area surrounding Paynesville represents important feeding habitat. The closest known permanent roost occurs at Nowa Nowa, approximately 15 km northeast of Lakes Entrance.

Nearby islands (e.g. Raymond and Rotamah Islands) support records of the Nationally-significant Lewin's Rail and State-significant Swampland Cool-skink. Suitable habitat occurs adjacent to Paynesville for both species, namely Saltmarsh and Swamp Scrub at Point Fullarton.

The State-significant Azure Kingfisher is regularly recorded in the DRA. Vegetated margins of estuaries and coastal lakes represent important habitat for this species.

One hundred and twenty-four species listed in the Paynesville fauna DRA are listed under the Migratory and/or Marine-overfly Schedules of the EPBC Act, highlighting the importance of the lakes to migratory bird species.

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

### **Vegetation Quality**

The vegetation has been mapped (see Plan 1) according to three categories:

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

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

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

Field inspection and air-photo interpretation indicates that there is



an abundance of cleared land locally now carrying pasture of little or no conservation value. The principal development constraint from a vegetation viewpoint is to ensure tree protection (mostly Gippsland Redgum) in development areas (including road reserves), via the appropriate planning mechanisms. Dead trees, which are observed in pasture, are a crucial resource for hollow-dependant fauna (nesting and roosting sites e.g. parrots and bats) and efforts should also be made to ensure their protection.

It is also evident from field inspection that there are likely to be a few sites in the context of cleared pasture-land that carry natural or constructed wetlands (farm dams) that may have significant flora and fauna values, notably as habitat for the nationally-listed Green and Golden Bell Frog. A comprehensive survey is required to determine the location and particular values of such sites, and the means by which they should be protected under residential development scenarios. Protection and assisted recruitment of scattered trees and stands of trees is essential to ensure their persistence in the landscape.

One indirect impact of recent and future residential development should be noted, and that is the potential for urban runoff into or near Saltmarsh along the (northern) Lake King shore of Paynesville to depress salinity, thus causing the demise of the Saltmarsh. This has been observed at many locations elsewhere in Victoria and the net result is likely to be the transformation of the Saltmarsh to a Common Reed (*Phragmites australis*) grassland.

### **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 Paynesville in particular, the recommended 1 in 100 year flood level is 2.0 metres (an increase of 200mm 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 sites of Aboriginal heritage value, due to their location in coastal and/or riverine environments, which were preferred occupation areas for Aboriginal people. Comprehensive cultural heritage surveys in and around these settlements are very limited, although a number of sites of value have been identified in many of the towns.

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 Paynesville area, there exist a number of known pre-contact Aboriginal heritage value sites.

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

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

It is important to note that the potential for further (unrecorded) Aboriginal heritage sites to occur in Paynesville is high.

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

## 4. PLANNING AND DEVELOPMENT CONTEXT

### 4.1 STATE / REGIONAL PLANNING POLICY

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

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

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

**Figure 3 Policy Structure**

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

#### **4.1.1 Victorian Coastal Strategy**

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

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

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

##### ***Coastal Land***

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

##### ***People on the Coast***

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

##### ***Coastal Access***

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

### **Built Environment**

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

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

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

#### **4.1.2 Climate Change and Sea Level Rise**

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

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

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

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

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

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

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

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

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

## **4.2 EAST GIPPSLAND PLANNING SCHEME**

### **4.2.1 Municipal Strategic Statement**

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

Other specific strategies included in 21.06 Strategies for Sub-regions, Towns and Localities, support Paynesville's role as a major retirement centre as well as a significant tourist centre for the Gippsland Lakes. The town will continue to provide a range of retail and commercial facilities, with increased provision of health and community services. The recreational focus will remain on water-based activities and promotion of the town is to be encouraged through major events.

The 'maritime' character of the township is to be enhanced and greater provision of tourist accommodation and related services, as well as marine-related and other service industries are required to meet community needs.

Within the MSS, Paynesville is recognised as a major residential growth area within the region and development is envisaged to the west of the town, towards Eagle Point. The commercial area is to be confined to the existing business area along The Esplanade and Slip Road and should continue to be low rise.

The MSS recognises the importance of providing for maritime industry and an area along Slip Road has been set aside to provide for marine-related industry, including marinas and workshop facilities. The attraction of a commercial marina development in this area is a key aim of Council.

#### **4.2.2 Local Policies**

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

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

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

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

The Significant Landscapes Policy applies to the coastal areas of Paynesville (outside of the town area), due to its location within the Gippsland Lakes system. (Refer Clause 21.05 Map 7 of the East Gippsland Municipal Strategic Statement). The Policy is designed to ensure that all significant regional landscapes are protected and enhanced and not compromised by development.

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

Local policies contained within the planning scheme relating to the broader municipality include: Special Water Supply Catchment Areas; Industry Development; Dwellings in Rural Areas; Tourist, Commercial or Industrial Development in Non-Urban Areas; Identification of Development Constraints; and Small-lot Subdivision in Rural Zones. The Tourist, Commercial or Industrial Development in Non-Urban Areas Policy (22.06) seeks to protect the amenity and environment of non-urban areas in relation to tourist and similar development proposals. The Small Lot Subdivisions in Rural Zones Policy (22.08) is aimed at providing subdivision flexibility for appropriate activities in rural zones that require a site less than the zone minimum. The policy also assists the creation of a site for tourist purposes in non-urban areas.

Identification of Development Constraints Policy (22.09) applies to all land for which detailed hazard (flooding/inundation, erosion, salinity) mapping is not yet available, and provides an interim means of ensuring

that potential constraints are identified and taken into account in decisions on land use and development.

The Paynesville Industrial Development Policy (22.03) applies to the development of land for industry in Paynesville. The Policy acknowledges that there is a short supply of land suitable for marine-related industry located close to the waterfront, and encourages marine-related industry dependent on its proximity to the water to locate in the Slip Road industrial area.

The Policy also states that Council will seek to identify an accessible area of land in or adjacent to Paynesville for establishment of an estate for general-purpose light industrial uses that service the Paynesville area. Until such land is identified, Council will give consideration at its discretion to applications for such industries to locate on appropriate sites in Rural or Low Density Residential Zones, subject to specific planning scheme requirements.

#### 4.2.3 Zoning

Paynesville is largely zoned Residential 1 (R1Z), with rural land (RUZ1) to the west. There are significant tracts of residential zoned land at the western edge of the town, which are yet to be subdivided.

Paynesville town centre, located along The Esplanade, is covered by the Business 1 Zone (B1Z). There are three areas zoned for mixed use purposes (MUZ); one is located on the corner of King Street and Slip Road, one on Bairnsdale-Paynesville Road (on the corner of Main Road/Fort King Road) and one on Fort King Road. A significant industrial precinct exists along Slip Road, where the Industrial 3 Zone (IN3Z) has been applied.

The Public Conservation and Resource Zone (PCRZ) has been applied to parts of the Lake King foreshore and the foreshore in adjacent areas.

The Yacht Club is located on Crown land within the Public Parks and Recreation Zone (PPRZ).

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

Refer Plan 2A Paynesville Zoning Plan and Overlay Controls (DSE 2006).

Paynesville has some residentially zoned land awaiting development. There is an opportunity to rezone parts of the Rural (RUZ) land located to the west of Paynesville for future residential purposes, particularly given its low vegetation quality.

#### 4.2.4 Overlays

##### **Design and Development Overlay 2 (DDO2) – Constructed Waterways, Paynesville**

DDO2 relates to the residential amenity of land and the visual amenity of public areas within the constructed waterways. It applies to the waterways located close to McMillan Strait. Buildings and works must be more than 10 metres from the boundary of a constructed waterway or a permit is required. Decision guidelines relate to bulk, siting, design and materials.



Service station on Bairnsdale - Paynesville Road



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

This overlay applies to the north side of Paynesville Road, between Grandview Road and Burden Place. 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.

**Heritage Overlay (HO) – HO237 Slip and Winch Shed, Paynesville Slipway, Slip Road, Paynesville and HO284 Old Paynesville Primary School and Oak Tree, Paynesville**

The HO applies to two individual sites within Paynesville and aims to conserve and enhance heritage places of natural or cultural significance. All buildings and works require a permit and any development must not adversely affect the significance of a heritage place.

**Environmental Audit Overlay (EAO)**

The EAO applies to the Mixed Use Zone area on the corner of King Street and Slip Road and is designed to ensure that potentially contaminated land is suitable for future uses. Before a sensitive use may commence, an environmental audit must demonstrate that the conditions of the land are suitable for the proposed use.

**Public Acquisition Overlay (PAO3) – Road Acquisition East Gippsland Shire**

This overlay provides for the acquisition of land to the east of Raymond Street for the purposes of constructing a road. The PAO ensures that any use or development of the land does not prejudice the purpose for which the land is to be acquired.

**Land Subject to Inundation Overlay (LSIO)**

The LSIO affects the coastline of Paynesville and its constructed waterways and ensures that inappropriate development does not take place within the flood plain.

It is interesting to note that the LSIO does not include the Paynesville foreshore area, whilst a significant portion of Raymond Island is affected.

**Erosion Management Overlay 1 (EMO1)**

The EMO applies to several parts of the Paynesville township, namely along the Newlands Backwater coastline, sections of the constructed waterways area (and residential land immediately to the west) and to the north of the town (along Windermere Terrace and parts of Fullarton Road and Bay Road). This overlay aims to minimise land disturbance and inappropriate development in areas prone to erosion, landslip and other land degradation processes. Some buildings and works require a permit under this overlay.

Refer Plans 2B-2D Paynesville Overlay Controls (DSE 2006).

The overlays that apply to Paynesville generally affect selected parcels of land, rather than large areas. Areas with significant landscape value and local character are not addressed by the Overlays.

### 4.3 PREVIOUS STRATEGIC PLANNING STUDIES

In addition to the planning controls outlined above, Paynesville has been subject to numerous strategic planning studies over the past 15-20 years. Some of these policies remain relevant today and are referenced in the East Gippsland Planning Scheme.

#### 4.3.1 Paynesville Urban Design Framework 1999

Prepared by: MacroPlan

Status: Adopted in principle by Council in March 2000

This UDF notes that:

- Emphasis is to be given to improving the foreshore areas, via improved pedestrian links, landscaping and recreation infrastructure.
- Council and the community wish to see an enhancement to the presentation of the buildings within the commercial centre and to integrate the design of each centre.
- The commercial centre has not capitalised on the town's unique position on the water.
- Suggested road improvements should include improved directional and 'signature' signage on Paynesville Road.

With regard to building heights, the 1999 UDF recommends development more than 3 storeys on appropriate sites (not defined), providing buildings do not overshadow foreshores or other public areas outside the site.

#### 4.3.2 Eagle Point to Paynesville Local Structure Plan 1992

Prepared by: Perrott Lyon Mathieson

Status: Adopted by Council

The purpose of this Plan is to address the future use of land between Eagle Point and Paynesville, north of the Bairnsdale-Paynesville Road. The guidelines aim to ensure that future development is sensitive to the landscape and environmental capacity of the site and complementary to the future growth of Eagle Point and Paynesville. Key elements of the structure plan include the following:

- Part of the study area generally located between Eagle Point and Paynesville is identified as being a potential site for a major resort development.
- Three structure plan concepts were identified based on a number of consistent planning principles including: maintaining Eagle Point and Paynesville as distinct communities not linked by continual urban development; maintaining view corridors to Lake King from Bairnsdale-Paynesville Road and retaining Bairnsdale-Paynesville Road as the main road link between the two towns.
- Elements of the preferred structure plan include provision of scenic viewing points on Bairnsdale-Paynesville Road, a 'tourist ring-road' around the retirement village/resort precinct and limiting any future marina facility to service the retirement village/resort precinct to one shared facility in order to minimise environmental impacts.

#### **4.3.3 Paynesville Central Area Development Plan – Statutory Documentation 1989**

Prepared by: Perrott Lyon Mathieson

Status: Adopted by Council

This report outlines the suggested draft planning scheme amendments following the preparation of the Paynesville Central Area Development Plan in 1983/84 (and updated in 1986/87).

#### **4.3.4 Foreshore Planning Study 1989**

Prepared by: Perrott Lyon Mathieson

Status: Adopted by Council

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

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

Recommendations of the Strategy relating to Paynesville included:

- Maintaining and enhancing the coastal landscape character of the foreshore.
- Investigating and implementing beach nourishment programs at Paynesville to improve beach facilities.
- Limiting all future jetty construction to shared use or directed into existing and proposed boat harbours.
- Identification of the foreshore as an appropriate location for the Slip Bight Marina development and the establishment of a boating industry and servicing marina abutting the south side of the Government Slip Yard.
- Construction of a public rotunda on the foreshore to provide a community focus for public gatherings and events, and provide a boating reference point and visual focus for people arriving from the water.
- Maintaining public walking access around the yacht club foreshore.

#### **4.3.5 Paynesville Central Area Urban Design Guidelines 1985**

Prepared by: Perrott Lyon Mathieson

Status: Adopted by Council

The urban design guidelines provide direction for the development and refurbishment of the major shopping precinct in Paynesville (generally bounded by The Esplanade, Langford Parade and Wellington Street and extending north for approximately 65 metres).

The non statutory guidelines are directed at producing a number of outcomes including: establishing and maintaining an attractive image for The Esplanade as an integrated shopping precinct, establishing a pleasant and protected Village Square and providing a site for a supermarket with associated car parking.

The guidelines generally aim to:

- Create a maritime character and quality in the centre.
- Create a central area with an identifiable 'Paynesville' image.
- Contribute to achieving a sense of community within the centre by creating a village square.
- Facilitate cooperation between Council and private enterprise.

This document is currently referred to in the East Gippsland Planning Scheme.

#### **4.3.6 Paynesville Central Area Development Plan 1984**

Prepared by: Perrott Lyon Mathieson

Status: Adopted by Council

The aims and objectives of the plan focus on the need to:

- Determine the future land uses in and around the central area.
- Upgrade the general appearance and overall amenity of the central area.
- Develop the central area as the community focal point.
- Recognise the twin role of Paynesville as a place for permanent residents and as a tourist destination.
- Improve the opportunities for a range of recreation facilities.
- Resolve parking conflicts between local residents, tourists and boat trailers.

Five options were outlined for the future development of the central area. These ranged from consolidating all future retail into the existing centre on the south west side (between Langford Parade and Wellington Street) to extending the retail along the entire retail frontage (between Langford Parade and Victoria Street).

The consultants recommended Option 2, which promoted the preservation and consolidation of the two existing retail centres, whilst preventing retail uses in the central area (between Wellington Street and Gilsenan Reserve).

The 1984 Plan was revised in 1986/87.

#### **4.3.7 Outcomes from Previous Strategic Studies**

While a lot of strategic work has been undertaken for Paynesville, only one study (The Paynesville Central Area Urban Design Guidelines 1985) is currently referred to in the Planning Scheme. The aims and objectives of this document have been reviewed and a revised master plan has been prepared for the town centre.

## 4.4 DEVELOPMENT SUMMARY

### 4.4.1 Building Approvals

Between the 1991 and 2001 Census, Paynesville averaged 33 new dwellings per annum. There were 240 building permits issued for new dwellings in Paynesville between 2000 and 2004, which indicates close to double the rate of development as the previous decade. This amount of development is fairly substantial when compared to other settlements within the study area during the same period (eg, Mallacoota: 78; Lakes Entrance: 301).

### 4.4.2 Land Supply

An analysis of land supply within Paynesville has been undertaken and is illustrated in Plan 3 - Land Available for Development.

Within the current residential zoned land there is little vacant fully serviced land and the final stage of the canal development is about to be completed. There is scope for more intensive redevelopment in and close to the town centre, with a number of vacant sites suitable for higher density development. The Paynesville town centre also effectively serves Raymond Island and Eagle Point, both of which have further development potential. Within Eagle Point, there is potential for an additional 580-600 lots.

Notwithstanding the growth potential of these two satellites, the extensive water recreation and sports facilities available at Paynesville suggest there should be provision for further expansion if possible. There are also a number of identifiable needs that will be difficult to serve within the present limits. These include:

- Aged persons accommodation.
- Larger scale retail or light industrial.
- Bulk boat storage.
- Opportunities for a greater variety of housing stock.

Calculations based on approved subdivisions or a gross yield of eight lots per hectare (including an allowance for roads and public open space and based on the existing typical subdivision pattern) provide a yield of approximately 1,126 lots for development on land generally to the west of Waratah Avenue and east of Grandview Road. This includes undeveloped land with an approved subdivision, and where possible, the actual number of lots approved has been included on the plan.

If the current development rate within Paynesville continues at approximately 60 new homes per year, the total land supply within the area to Grandview Road will be sufficient for the next 18 years. At present there is approximately 8 years supply of residentially zoned land that is not developed.



Site of first mixed use development on The Esplanade

#### **4.4.3 Infrastructure**

Paynesville has reticulated water and sewerage supplied by East Gippsland Water and expansion of the town will be accommodated through general upgrade works. There exists full electricity and telecommunications services, supplied by T Squared and Telstra respectively. The installation of natural gas mains to Paynesville is planned to be completed by mid 2006, with street reticulation to be completed before mid 2008.

In terms of drainage throughout the town, it is flat terrain that is difficult to drain quickly. No publicly funded works have been identified for the near future. Developers are expected to meet the costs of new works.

## 5. COMMUNITY VIEWS

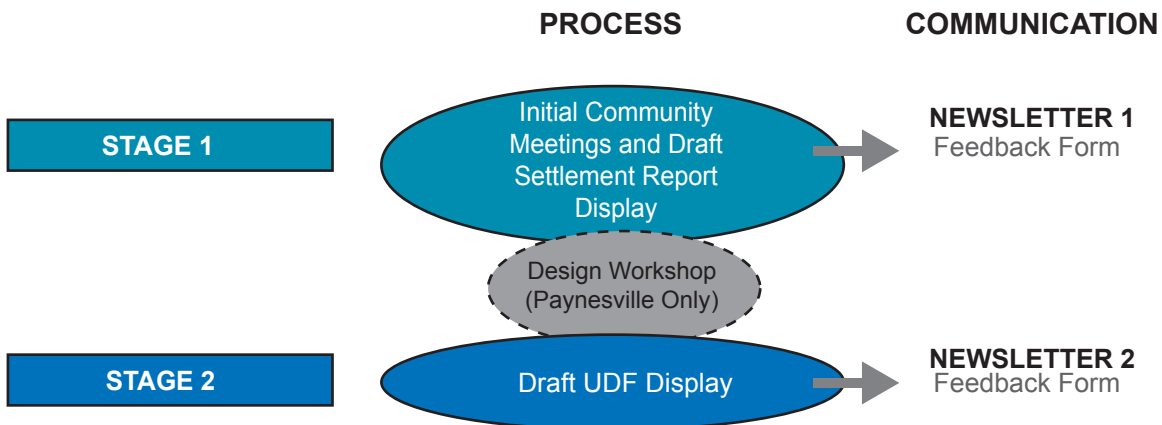
### 5.1 CONSULTATION PROGRAM

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

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

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

**Figure 4 Overview of Consultation Process**



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

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

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

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

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

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



## 5.2 KEY MATTERS FROM COMMUNITY FEEDBACK

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

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

<p><b>Stage 1</b></p> <p>Paynesville</p> <p>Key Issues from Initial Public Consultation</p> <p>(Approximately 120 people attended the consultation meeting and 47 submissions were received)</p>	<p><b>Community Values</b></p> <ul style="list-style-type: none"> <li>• Boating.</li> <li>• Low key style of development.</li> <li>• Access to waterways.</li> </ul> <p><b>Key Issues</b></p> <ul style="list-style-type: none"> <li>• Infrastructure provision (eg. footpaths, walking trails).</li> <li>• Environmental protection.</li> <li>• Boating facilities (trailer parking, berths).</li> <li>• Employment opportunities.</li> <li>• Building heights.</li> </ul> <p><b>Priority Improvements</b></p> <ul style="list-style-type: none"> <li>• Preservation/enhancement of natural environment.</li> <li>• Accessibility – footpaths, walking trails.</li> <li>• Traffic management/parking.</li> <li>• Town centre/foreshore improvements.</li> </ul> <p><b>Feedback on draft UDF</b></p> <ul style="list-style-type: none"> <li>• Vision – generally supported; primary attraction of Paynesville is lifestyle; gateway to Gippsland Lakes; maintain village like scale; protection of Lake ecosystem; remove Forge Creek reference.</li> <li>• Objectives – some concern regarding the focus on canals; building design and streetscape character to be addressed.</li> <li>• Strategies – generally supported; emphasise improvement to walking trails; traffic management issues; desire to see 2-3 storey height limit; some demand for commercial/non marine industrial land on edge of town; support for upgrade of foreshore and town centre (including Gilsenan Reserve).</li> </ul>
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## 6. URBAN DESIGN FRAMEWORK PRINCIPLES

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

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

**Figure 5 Urban Design Framework Process**



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

The analysis is based on four broad subject areas:

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

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

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

## GENERAL DESIGN PRINCIPLES

### **ENHANCE LOCAL CHARACTER**

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

### **CONSERVE THE ENVIRONMENT**

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

### **PROMOTE ACTIVITY TO SUSTAIN COMMUNITIES**

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

### **IMPROVE ACCESS**

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

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

## 7. ANALYSIS

Analysis of Paynesville is underpinned by the Design Principles listed in Section 6 and a range of issues and opportunities relating to Paynesville have been categorised appropriately. These are described below according to character, environment, activities and access and are documented in Plan 4 Paynesville 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

Paynesville is characterised by its engagement with water, with waterfronts on three sides and since the 1980s, an extensive canal system. Boating is a very visible activity around Paynesville, which arguably has the biggest boating infrastructure outside of Port Phillip Bay, and the accessibility and attractiveness of the Lakes for water sports is at the heart of the town's appeal as a tourist destination.

There are a number of launch ramps with good parking facilities and launching conditions tend to be better than average for the region. Limited launching and servicing facilities in nearby towns (eg. Lakes Entrance and Metung) suggests this will remain a competitive advantage for Paynesville into the future, confirming its place as the boating capital of the Gippsland Lakes.

The town has other characteristics that add to its attractiveness including:

- Rural setting with attractive views over gently sloping hills on the entrance road (Bairnsdale-Paynesville Road). There is an unrealised potential for extensive country walks. Canal developments have constrained the provision of a pedestrian path along the foreshore between Paynesville and Eagle Point.
- Its close proximity to Raymond Island, which is accessed by ferry and provides a quiet, more natural setting with nature parks.
- Natural waterfront walks, such as around Newlands Arm, provide well treed quiet walks with a high nature value. There is potential to extend and link these walks and possibly provide interpretation of the flora and fauna.
- Extensive open spaces exist, however the open space is often poorly landscaped and designed. Under a previous Pride of Place Grant, some limited waterfront improvements were carried out which are well used but are quite limited in scope and not all of the planting has survived.
- The extensive canals provide an interesting urban environment and attractive aspect for houses along the canals. This development has introduced a new type of residential development of higher density, which is generally two storey and has narrow frontage with a water focus. Public access to the canals is very limited and their existence



Boating is a visible activity



Upgraded foreshore with Playground & Picnic Shelter

is almost hidden from most of the town.

This situation could be addressed by improving the aesthetics of the few public parks that relate to the canals. There may also be an opportunity to encourage a publicly focused development (eg restaurant, café) onto one of the potential development or redevelopment sites that address the canals.

- An evident aspect of Paynesville’s character is its division into quite separate character precincts. As well as the canals there are two distinct retail precincts that face southwest (on The Esplanade between Langford Parade and Raymond Street) and southeast (on The Esplanade facing McMillan Strait) respectively, each with a small supermarket and food outlets.

The retail precinct facing McMillan Strait is adjacent to a hotel and appears to be developing a tourist character, with its outlook to Raymond Island and the ferry movements providing a focus. A feature of this precinct is its easterly orientation, which provides sunlit outdoor spaces. There is potential to make the streetscape more pedestrian friendly, possibly by widening the footpath to allow for outdoor trading and extending paved access on the water side.

The retail precinct facing southwest appears to contain services that cater more to the local resident population. Its orientation does not provide the same opportunities for outdoor dining, due to the fact that it has a shaded aspect and faces the cooler prevailing south westerly winds.

- The town has distinctive residential areas varying from the contemporary canal houses and older, large homesteads along Newland’s Arm, to early fisherman’s cottages near the town and conservative suburban housing. There is one substantial aged person’s development and a reported demand for more housing of this type. At present there are no parcels of land zoned Low Density Residential, which allows for residential lots between 0.4 and 2 hectares. Rezoning of land for this purpose is not supported within the town boundary, in order to protect land designated for future urban residential expansion.
- There is a distinct marine industry and boat building area adjacent to Slip Road, which although visually untidy, is a vital aspect of the town. Within this precinct there are several non-marine related activities that do not rely on proximity to the water to operate their business. There is considerable potential for growth of the industrial area for marine related uses and competing ideas about how the waterfront land should be used. As part of any redevelopment of the Precinct, the non-marine related industry should be relocated to another site. A master plan for this area is included in this UDF.
- The Gippsland Lakes Yacht Club occupies a key site within the town with impressive views of the water and across to Raymond Island. Pedestrian access along the foreshore is poorly defined within the Yacht Club area and does not give the impression of being open to the public. A master plan for the Yacht Club site is included in this UDF.



Retail precinct facing McMillan Strait



Canal Housing



Slip Road Industrial Area

### *Growth potential*

Paynesville has considerable scope for township growth, with farmland on the edge of town considered to be under-utilised, opportunities for higher density infill around the commercial precinct and the completion of the canal development.

As the land to the west of Paynesville is a highly altered landscape (consisting mainly of farmland with low tree coverage in a single ownership) there would be justification to provide for the continued expansion of Paynesville west towards Grandview Road. This would provide development opportunities to cater for the UDF timeframe.

Within the area earmarked for future expansion, a planning permit has recently been granted for a 376 lot subdivision. The large vacant site is residentially zoned and located between Bairnsdale-Paynesville Road and Newlands Drive. The approved subdivision continues the existing subdivision pattern and provides a yield that is significantly lower than what is hoped will be achieved in future subdivisions and in-fill sites.

The nature of further development on the farmland west of the town will be critical to the town's future character. There is a possibility that it could proceed as standard low density suburbia, further diminishing the 'rural seaside' character of the town.

There is an opportunity to develop this land in a way that retains a distinctive country/lakes character for the arrival experience, keeps a nominal or visual separation from Eagle Point, and provides a distinctive internal character with walking trails and open space links to add to and complete the town's recreation opportunities. To ensure that this area is planned appropriately, a Structure Plan should be prepared to investigate issues such as a suitable layout for the land to be developed and the appropriate levels of connectivity between existing and new areas within Paynesville.

### *Built Form*

In order to preserve Paynesville's low scale village character, a preferred maximum height of 10.5 metres (3 storeys) is recommended. A higher maximum height does not appear to be justified, given the low level of demand for intensive tourist uses and the low profile terrain, resulting in any tall building being a prominent feature on the landscape.

The benefit of a three storey limit is that it will encourage medium density and mixed use development within the town centre to take advantage of views and encourage the development over time of an active vibrant town centre that is distinctive and different from surrounding residential development. Three levels enable the development of residential levels with views above commercial uses. This may be sufficient encouragement for redevelopment of many substandard commercial buildings creating renewal that improves the quality of buildings in the centre. Also three levels of new development are similar in scale to older existing two level buildings. Once a good proportion of sites are redeveloped then a more consistent higher quality built form could be the result, enhancing village feel.

Preliminary shadow analysis has been undertaken, which indicates that buildings of this scale will not have adverse impacts on foreshore amenity.

### 7.1.2 Environment

Whilst the town has extensive nature walks and good tree cover along Newlands Arm, it is only lightly treed elsewhere along the foreshore and streets. There is considerable scope to improve tree planting within residential areas and waterfront reserves.

The countryside between Paynesville and Bairnsdale is highly modified farmland with very limited tree cover. Greater importance should be placed on protecting existing vegetated areas within the town boundary, prior to the approval of new subdivisions. There should also be scope to reintroduce native planting along major roads and within new park areas in new subdivisions. The future of Paynesville as a boating capital will rely on maintaining good water quality. One way to achieve this is through the establishment of landscaped areas/features that assist with storm water treatment.

The access to extensive nature reserves on Raymond Island is a major asset for Paynesville.

### 7.1.3 Activities

The principal activity of the town is boating and this is very evident anywhere near the foreshore and canals. The presence of this activity is not so evident in the suburban areas of the town or at the 'gateways' to the town.

The Gippsland Lakes Yacht Club, which has approximately 250 members, is located on The Esplanade opposite the commercial area. The Club has recently entered into a long term lease with the East Gippsland Shire Council, who act as the Crown Lands manager. The Yacht Club hosts various functions and community programs, including Sailability (for the disabled), Probus, Coast Guard, Jazz Festival, regattas and private functions. The Yacht Club is currently considering options for the future upgrade of the site.

The marine related industry on Slip Road is important to the economy of the town and provides significant employment opportunities for local residents. The Gippsland Ports Slip Yard is located in this area and provides an important regional facility.

It is understood that the Coast Guard is presently utilising space at the Motor Cruiser Club and is looking for a permanent home. It would be desirable to retain the Coast Guard in the Slip Road precinct.

The town is also quite well provided for in retail, café and restaurant opportunities. There is an extensive Community Centre, which could be improved to cater for a wider range of community events and possible short-term activities, such as a summer cinema. The Centre could also be redeveloped to improve its integration with and outlook to Gilsenan Reserve.

There is currently no outdoor space that provides a community focal point. Gilsenan Reserve is an important space in the town and there is community support for improvements to be carried out, including improved facilities and landscaping.

There could be scope to encourage outdoor trading and markets in Paynesville, as well as additional foreshore facilities for family activities, such as picnics and BBQs.



Gippsland Lakes Yacht Club



Paynesville Community Centre

The town centre master plan envisages changes to the centre over time that will take advantage of the setting, improve public spaces and make it more pedestrian friendly. As part of the planned changes, a significant proportion of car parking is to be provided off street (at the rear of the retail precinct) to improve views and visual amenity. The Shire should consider a Development Contributions Plan to assist with providing off street car parking and public realm infrastructure such as landscaping, street furniture and picnic facilities.

Whilst Paynesville has numerous tourist activities/opportunities, there appears to be limited visitor accommodation and related infrastructure to support these activities. The master plans developed for Paynesville have highlighted potential sites for visitor accommodation, subject to further investigation. In addition, a significant opportunity also exists in the town centre for an expansion of community uses that may be required as the town expands.

With regard to boating infrastructure, significant feedback has been received regarding the need for more of it (eg. short term berths close to the retail precincts, dry storage). It has not been possible to assess the adequacy of facilities available or the demand for additional facilities, due to the fact that various authorities are responsible for different sections of the foreshore and there is no co-ordinated approach to managing the infrastructure, from both a supply and demand perspective. As boating plays such an important role in this region, the various organisations involved in managing boating related infrastructure should combine their data/information to provide an accurate picture of the current situation and assist with planning for future demand.

#### **7.1.4 Movement and Access**

Paynesville has a single access road from Bairnsdale. The turn-off from Bairnsdale is unimpressive and could be enhanced with a combination of improved landscaping and public artworks.

The 16 km drive is generally very attractive as a rural drive, but recent development at Eagle Point is beginning to introduce a suburban image with little local character. To preserve the current rural landscape, existing vegetation along the roadside should be protected and enhanced. Planting should be undertaken along Bairnsdale-Paynesville Road to establish a treed entry avenue, which will provide a distinctive character to the town approach. Given the residential uses being introduced on the south side of Bairnsdale-Paynesville Road, it is important that a significant vegetated setback is introduced east of Grandview Road to avoid development directly abutting the road.

From Bairnsdale-Paynesville Road the town has one major route into the town centre (along Main Street), with an alternative along Grandview Road used mainly by locals or residents living along Newlands Drive. It appears the single lane access is adequate for most times but would be close to capacity for short periods at high season, namely Christmas and Easter.

The primary access to town is via the roundabout on Main Street, which takes visitors along a suburban street of approximately 1.3 km length that connects to The Esplanade. This area, which has no defined landscaping and unsightly powerlines, provides little sense of function and does not acknowledge the presence of lakes and canals. In addition,



the roundabout, which provides connection to different parts of the canal system and the open space of the foreshore on Lake King, lacks appropriate signage and key destination information.

There is also an opportunity to highlight the decision point at King Street as a connector to the nearby foreshore and marine industries, as well as the canal system.

With regard to pedestrian/bike paths, Paynesville presents opportunities to expand on the existing network, particularly along the foreshore areas (eg. Slip Road) and linking several towns and attractions, including Newlands Arm, Eagle Point, Raymond Island, Banksia Peninsula, the Mitchell River Silt Jetties and Bairnsdale.



Eagle Point to Paynesville Shared Path

## 7.2 STRATEGY AND POLICY

From the analysis of the planning policies and studies in Section 4, the key issues to be addressed for Paynesville can be summarised as follows:

- Victorian Coastal Strategy (VCS)

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

- Marine and estuarine environments

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

- Access

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

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

- Built environment and coastal infrastructure

Managing the growth of coastal towns via the establishment of township boundaries is a key step towards planning for population growth and protecting coastal values. This is to be supported by consolidation of existing urban areas.

Paynesville has the ability to sustain significant population

growth, due to the availability of modified land with low agricultural qualities. However, it also has an opportunity to encourage medium density development within the town centre and adjoining urban areas. In rezoning existing rural areas for residential development, greater importance must be placed on retaining and enhancing vegetated areas.

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

- Coastal Spaces

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

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

A review of the Landscape Assessment Study (which identifies visually significant landscapes) confirms that none of the land contained within Paynesville's proposed township boundary has been classified as visually significant. The rural land located to the north of Bairnsdale-Paynesville Road, between Eagle Point and Paynesville, has been identified as being visually significant.

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

The Flood Level Modelling Study has established a new 1 in 100 year flood level for Paynesville of 2.0 metres. This is 200mm higher than the previous level.

The LSIO, which does not show any part of the township as being flood prone, should be checked to confirm the accuracy of this information. Further work is also required to determine the impacts of global warming and appropriate measures to be adopted in Paynesville.

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

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

Whilst several strategic reports have been prepared for Paynesville, it would appear that only one document remains relevant. The Paynesville Central Area Urban Design Guidelines 1985 is the only document that has been referenced in the Planning Scheme. The study contains a series of non statutory guidelines dealing with design elements including signage, planting and street furniture. It also addresses building form and encourages new buildings to be

the same height as buildings either side of it. As part of this UDF, a maximum preferred height of 10.5 metres (3 storeys) has been recommended for the Business 1 zoned land.

The following items contained in the guidelines are supported:

- The town centre is to be the focus for future commercial activity.
  - Creation of a first class shopping precinct through the use of urban design features (eg. landscaping, street furniture).
  - The establishment of an attractive image for the retail centre, including a maritime theme
  - The concept of a village square (as part of this UDF Gilsenan Reserve has been chosen as the preferred location).
  - Encouragement of outdoor eating areas.
  - Improved pedestrian connections.
- Recognition of the town's key role in providing water based activities.

To ensure that Paynesville builds on its reputation as the best location to access the Gippsland Lakes there are a number of issues that need to be addressed, namely:

- boating infrastructure to meet demand,
  - water quality,
  - increased accommodation options.
- Maintaining separation from Eagle Point.

This should be a priority so that:

- each town maintains a separate identity and
- the attractive rural setting is maintained and enhanced as an approach to the town.

The land between the two towns could be used for a low intensity development such as a residential/golf course estate. The key outcome to be achieved from any development of the land is the retention of the rural appearance of the area. There would also be an opportunity to enhance landscape values with appropriate vegetation.

- Opportunity for expansion to the west of Paynesville.

Given the modified nature of the land west of the township, there is significant opportunity for expansion. While this expansion will focus primarily on residential uses, it is acknowledged that the increase in population will lead to increased demand for commercial and non-marine related industrial land/uses. It is recommended that commercial development be contained within the existing town centre, which should capitalise on the opportunity to attract medium density mixed use developments. The development of commercial uses outside of the town centre would undermine its viability and should not be supported.

- Non-Marine Related Industrial Uses

Some of the demand for non-marine related industrial land will need



Paynesville Boatyard is a significant marine industry

to be addressed in the short term to allow this industry to relocate from Slip Road (which is intended to focus on marine related industrial uses). Additional industrial zoned land should also be supplied to provide for any anticipated future demand.

A potential site for non-marine industrial uses is suggested south of the cemetery, which is located on Bairnsdale-Paynesville Road. This site would cater to the expanded areas of Paynesville and Eagle Point.

This site requires further investigation to ascertain its suitability as a non-marine industrial precinct. This should be done as part of the development of a Structure Plan for the growth area. A detailed master plan would be required to guide an appropriate entry to the site, its interface with residential areas, appropriate landscaping treatment, building siting and anticipated demand.

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

- Support for Paynesville's role as a major retirement and tourist centre.
- Provision of a range of retail and commercial services.
- Continued recreation focus on water based activities.
- Promotion of the town through major events.
- Enhancement of the maritime character of the town.
- Greater provision of tourist accommodation and related services.
- Recognition of Paynesville's role as a major residential growth area.
- Support for marine related industrial development at Slip Road.

## 8. STRATEGIC FRAMEWORK

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

The proposed vision for Paynesville 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.

**“Paynesville will build on its strengths as the best recreational boating destination to access the Gippsland Lakes to become a vibrant maritime town that reflects the international standard of the lakes for boating, the natural environment and cultural heritage. The preservation and enhancement of the natural environment will have high priority.**

**It will expand as a residential and business centre focused around boating, tourism and healthy living, with access to walking and riding trails, passive and active recreation.**

**The buildings will develop with a coastal maritime character that will be expressed through materials, colours and detail. The scale will be village like with a feeling of relating well to human scale.**

**Its town heart will develop as an attractive and active centre for both residents and visitors developing an active relationship with the foreshore and waterfront.**

**It will have a strong relationship with Bairnsdale, contributing to its character and relying on it for major services. Paynesville will develop as a service centre supporting a network of neighbouring towns and attractive small communities including Eagle Point and Raymond Island. It will benefit from this inter-relationship with improved connections so that a broader range of recreation, tourism and environmental resources will be available through the network.”**

## 8.2 KEY OBJECTIVES AND STRATEGIES

### OBJECTIVE 1:

To enhance the town heart.

#### STRATEGIES:

- 1.1 Facilitate infill of vacant and redevelopment sites in the town centre with mixed use developments that will bring residential apartments above retail to help add to the town centre's population.
- 1.2 Continue to consolidate future commercial and mixed use development within existing business zoned areas.
- 1.3 Establish a maximum preferred height of 10.5 metres (3 storeys) on Business 1 zoned land within the town centre.
- 1.4 Widen footpaths to allow street trading.
- 1.5 Provide linkages between the two retail centres by providing consistent pavement treatment, street furniture and tree planting.
- 1.6 Install traffic calming measures on The Esplanade.
- 1.7 Improve Gilsenan Reserve as a town park and re-arrange the Paynesville Community Centre to address this space with an attractive north facing garden terrace.
- 1.8 Reorganise parking at the rear of the retail precinct to improve efficiency and the attraction of outdoor spaces along the foreshore. Allow for overflow parking onto Gilsenan Reserve for major events and peak season.
- 1.9 Consider a Development Contributions Plan to assist with providing off street parking in designated locations, as well as public realm infrastructure such as landscaping, street furniture and picnic facilities.



Gilsenan Reserve

### OBJECTIVE 2:

To build on the strengths of Paynesville as the best boating destination on the Gippsland Lakes.

#### STRATEGIES:

- 2.1 Reflect the boating / sailing theme in the treatment of entrances to town and at major decision points.
- 2.2 Increase the capacity for boating access and convenience.
- 2.3 Reinforce Paynesville as a major centre for maritime industries.
- 2.4 Improve boat launching, parking and storage options eg, plan for location of dry storage centre for small to medium size boats. Explore the opportunity to locate dry storage adjacent to one of the marina developments and / or on the edge of town.
- 2.5 Build on the network of towns on the lakes by providing information about boating destinations through a wide range of media: online, printed, fixed signage, active signage, art installations, etc.

**OBJECTIVE 3:**

**To improve access, safety, circulation and legibility of roads and pedestrian links along the foreshore, throughout the town and into the hinterland.**

**STRATEGIES:**

- 3.1 Provide an operable pedestrian bridge over the canal entry to link the town centre to the Slip Road foreshore and beyond.
- 3.2 Improve pedestrian access along the foreshore adjoining the Yacht Club by providing a formal path and appropriate signage.
- 3.3 Improve pedestrian and bicycle links to nearby towns and attractions including Newlands Arm, Raymond Island, Eagle Point, Banksia Peninsula, the Mitchell River Silt Jetties and Bairnsdale.
- 3.4 Provide interpretive elements along the walks highlighting maritime and flora/fauna information.
- 3.5 Reflect the canals and waterfronts in public art/signage/entry details.
- 3.6 Plan for open space links and walks from north to south.
- 3.7 Undertake a traffic and parking study to assess existing conditions, appropriate circulation routes, key routes in and out of town and treatment of key entry points.
- 3.8 Relocate some of the on street parking on The Esplanade to designated areas behind the commercial uses.
- 3.9 Control the speed of vehicles entering the retail centre by utilising traffic calming measures.
- 3.10 Improve signage at key decision points to assist with wayfinding throughout the town.
- 3.11 Provide distinctive landscape treatment to define the main road network, including Bairnsdale-Paynesville Road (from Grandview Road), Main Street and The Esplanade.
- 3.12 Remove overhead powerlines along Main Street and The Esplanade.



**Improve pedestrian access along foreshore**



**Remove overhead powerlines along Esplanade**

**OBJECTIVE 4:**

**To manage the expansion of the town boundary and new residential development to ensure a variety of housing types and styles and add to the special character of Paynesville.**

**STRATEGIES:**

- 4.1 Plan for expansion of the town westwards generally between Waratah Avenue and Grandview Road.
- 4.2 Contain urban development within the area to the east of Grandview Road during the plan period.
- 4.3 Encourage a variety of lot sizes in new subdivisions, with an average gross lot yield of 8-10 lots per hectare.

- 4.4 Promote higher densities in relation to the redevelopment of existing areas, in particular within proximity of the town centre.
- 4.5 Ensure there is a distinct separation of Eagle Point and Paynesville urban areas with appropriate forms of development that incorporate extensive open space areas.
- 4.6 Require expansive green edges to abut entry roads to maintain the sense of country atmosphere to the arrival experience. On the south side of Bairnsdale-Paynesville Road this is to consist of a 15 metre vegetated setback.
- 4.7 Investigate and protect vegetated areas of significance, particularly in undeveloped areas within the town boundary. This should be undertaken prior to, or as part of the approval of a subdivision.
- 4.8 Investigate opportunities to supplement existing or create new vegetated areas within the town boundary.
- 4.9 Investigate the possibility of allocating the land to the south of the Paynesville cemetery for clean, non-marine industrial uses and commercial uses servicing the local community. Further investigation, including a detailed master plan, is required to assess its suitability and to deal with the amount of land required, access to the site, appropriate landscaping and building siting.
- 4.10 Provide development guidelines and planning scheme provisions to achieve the desired design and development outcomes.

**OBJECTIVE 5:**

**To maximise tourism opportunities.**

**STRATEGIES:**

- 5.1 Present boating/maritime industry heritage within the town. This is to be done initially through artworks, installations and signage. In the medium term, investigate the opportunity to establish a maritime heritage centre, possibly in association with active maritime industries.
- 5.2 Encourage development of a variety of tourist accommodation options within Paynesville, particularly in the town centre or close to the canals.
- 5.3 Investigate opportunities to attract major events to the town.
- 5.4 Encourage local tourism opportunities to promote the food and wine products of the region.
- 5.5 Investigate opportunities for expanded boating services and activities for tourists, eg. a Paynesville-Metung-Lakes Entrance link.



**OBJECTIVE 6:**

**Redevelop Slip Road as a Tourist and Marine Related Industrial Precinct.**

**STRATEGIES:**

- 6.1 Investigate opportunities to provide additional industrial land for maritime industry at Slip Road in an attractive setting, which is able to be viewed by the public.
- 6.2 Provide an alternative site for non marine related industrial uses, so that these businesses can relocate from Slip Road.
- 6.3 Investigate opportunities to establish a Centre for Wooden Boats facility at Slip Road, incorporating elements such as boat restoration, maritime museum and training/education opportunities. The facility should include a commercial component incorporating cafes/restaurants and retail outlets.
- 6.4 Develop viewpoints along the canals where public open space abuts them, in particular where the canals approach McMillan Strait (adjacent to the northern and southern end of the Slip Road precinct).
- 6.5 Provide a kiosk/café/public facility on the northern side of the canal entry closest to the town. This together with the canal bridge will provide a viewing point for the canals and visually extend the main street (Esplanade) activity to include the canals.



**Improve Slip Road amenity**



**Canal entry to McMillan Strait**

**OBJECTIVE 7:**

**Redevelop the Yacht Club site.**

**STRATEGIES:**

- 7.1 Investigate opportunities for community uses in the redevelopment of the Yacht Club and surrounding foreshore area.
- 7.2 Investigate opportunities to provide offices for organisations to relocate to the redeveloped Yacht Club.
- 7.3 Investigate the possibility of extending the Crown land lease for the Yacht Club site.

Further documentation is provided in Plan 5 - Paynesville Strategy Plan.



**Redevelop Yacht club site**

### 8.3 MAJOR DEVELOPMENT OPPORTUNITIES

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

- Town Centre

Vacant sites on the corner of Wellington Street and The Esplanade are well suited for mixed use developments with retail on the ground floor and residential above. Suggest one level of retail/food outlet and 1 or 2 levels of residential, dependent on design quality.

The retail component is critical to reduce the activities gap between the two retail precincts.

The existing houses between Wellington Street and Raymond Street should also be designated for mixed use redevelopment in the medium term.

- Existing retail generally

Most of the existing shops are modest single level structures. A critical issue is to retain the retail edge, however there is scope to redevelop these with 1 or 2 levels of residential apartments above the retail. Building form over 2 storeys may need to be set back to limit shading to the foreshore.

- Motel

Any redevelopment of the Mariners Cove Motel on The Esplanade should be encouraged to include a retail or food outlet serving the general public addressing The Esplanade and providing viewing opportunities of the canal entry.

- Boatyard, eastern end of King Street

This site is a critical opportunity to provide a tourism/publicly accessible entertainment/retail/food outlet as part of any mixed use redevelopment to provide viewing opportunities of the canal entry and to provide a destination/focus at the northern end of the town centre. (NB; requires the pedestrian bridge to be effective).

## 9. IMPLEMENTATION

### 9.1 INTRODUCTION

The Urban Design Framework for Paynesville 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 Paynesville 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 Paynesville. 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

#### 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.

implement them.

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

### **9.2.1 Master Plan Description**

With regard to boating infrastructure, the development of the two master plans for Paynesville has been based on the strategy that Slip Road will become the key focus for boating activity, building on the existing use and infrastructure in the Slip Road area. The development of the Centre for Wooden Boats and marine related industrial activity would further strengthen the boating focus of this Precinct. The promotion of boating related activity to Slip Road would partially free up the foreshore area adjacent the town centre for other recreational uses (eg. pathways, picnic areas). To assist in achieving this, the town centre master plan contemplates restricting public access to the boat ramp adjoining the Yacht Club. This proposal would require further investigation into current usage of the ramp at peak times and an appropriate design solution.

#### **Town Centre and Foreshore**

This project (refer Plan 6A - Part 1) will provide a focal point for the town, better access to key attractions, enhance the town identity and improve pedestrian circulation and safety. Development proposals will need to take into account the potential heritage significance of particular sites.

The town centre master plan has been carefully considered to provide good levels of vehicle access while keeping the Esplanade near the waterfront free of unnecessary traffic and parking. The development of an efficient rear circulation system behind the commercial area is a key strategy. This road provides convenient parking and new development frontages in a potentially attractive new crescent shaped street space.

A large attractive and efficient new car park is proposed within the commercial area to the west. This will take pressure off parking spaces within Crown land on the foreshore, which should be reduced when the opportunity arises.

Implementation of the master plan would result in a significant increase in car park spaces in the town centre.

Removal of the trailer carpark beside the boat launching ramp adjoining the Yacht Club is considered important to enable the Yacht Club to be successfully upgraded to provide safe, continuous, attractive water front public access past the club area.

The ferry loading design is effectively a landscaped version of the existing queuing arrangement. Dimensions of lanes and pavements and landscape areas could be refined at the time of design development and documentation. The intention is to turn this unsightly road space into a shared space that cares for pedestrians and is landscaped while also making queuing more orderly.

Parking provision when the ferry is out of service should not be a problem when the plan is implemented because of the vast increase in parking capacity in the town centre and Slip Road.

A traffic and parking study is considered necessary to enable detailed proposals to be developed. Issues that should be considered include assessment of car and car/trailer usage, the most appropriate circulation routes, key routes in and out of the town and treatment of key entry points.

### **1. Upgrade of The Esplanade**

This space is proposed to be improved as an attractive waterfront space with active commercial frontages. Continuous new wide promenades are suggested, one along the line of the existing footpath and the other along the waters edge. Road space and car parking is deliberately reduced to a minimum to improve views and visual amenity. Infill commercial and tourist uses are encouraged at ground level and high quality upper level development to two further levels is suggested in the form of office, apartment and visitor accommodation.

### **2. Ferry access**

This plan assumes continued operation of the ferry and provides an attractive landscape while accommodating loading and unloading of pedestrians/cars.

### **3. The Esplanade South**

A roundabout is suggested at Raymond Street to encourage most visitor car circulation into the new Raymond Crescent. Sections of The Esplanade, beyond Raymond Street, are developed as an efficient landscaped car park.

### **4. Raymond Crescent**

Subject to land acquisition we recommend the development of a new service road for the centre in a form that accommodates all required visitor parking and creates a new attractive frontage for new commercial, community and office uses as the centre grows. Apartments would be encouraged on upper levels.

### **5. Devon Road**

This reserve is suggested to be developed as a shopping mall providing direct pedestrian and visual links between the foreshore, Raymond Crescent and the new park.

### **6. Town Park**

This plan suggests developing this park as an attractive passive park with a range of facilities. The park would have walking circuits, play areas for children, picnic facilities and open lawn areas suitable for informal ball games etc. Design of this park needs careful consideration of options and community need. This sketch just suggests a flavour for it. Amenities should compliment those provided along nearby foreshore reserves. Land acquisition on the eastern edge would be required.

### **7. Gippsland Lakes Yacht Club redevelopment**

This concept shows a new building developed for the site to extend the public waterfront and pathways from The Esplanade to the point. The new building could be two or three levels enabling replacement of existing facilities together with the possibility of some community

use areas.

The boat storage area is reconfigured to be an enclosed area between the new building and the existing boat ramp that would be restricted to use by the club.

#### **8. Shops at Langford Parade**

The commercially zoned land behind the existing shopping centre should eventually be redeveloped as a double sided shopping area focused on a new efficient landscaped public car park that could eventually extend between Wellington Street and Langford Parade. Development of residential or office uses above retail is to be encouraged provided designs are of high quality and improve the image and activity level of the centre.

#### **9. Foreshore Reserve**

The aim should be to reduce car parking on the foreshore and enhance the beach and open space by providing improved promenades, picnic areas, childrens play facilities and planting.

#### **10. Main Street improvement**

Paynesville Road is the primary visitor arrival route however it has the character of a standard suburban street. Improvement is recommended including removal of overhead power lines and a new street tree planting of consistent large scale tree. The junction at The Esplanade should be carefully considered to heighten the sense of arrival at the foreshore and to direct visitors with imaginative signs.

### **Slip Road**

This project (refer Plan 6B) will strengthen the marine related industrial focus of the precinct, and improve its identity/appearance and pedestrian connections. Implementation of the master plan would result in a significant increase in car park spaces in the Slip Road precinct.

#### **1. Multi use park opposite the King Street entry**

A large open lawn area is proposed at the southern end of the precinct. This area is available for casual use and events. A boating themed children's play area is located near the amenities block, cafe and promenade.

#### **2. Southern parking area**

Limited road space with associated parking is proposed to service boats, the proposed new café and open space.

#### **3. Low level operable pedestrian bridge**

A direct pedestrian link from the town centre is essential. This could be a lightweight fixed elevated bridge with ramped approaches or an operable low level opening bridge, subject to further detailed investigation. This is a high priority component.

#### **4. Café site**

A commercially operated café is suggested on the waterfront close to the pedestrian bridge. It should be a modest transparent building with high quality external spaces.

**5. Water edge promenade**

A new consistent promenade is proposed. It would consist of a 6 metre wide walkway beside the seawall designed for shared use with restricted light vehicles. A 20 metre wide grass lawn behind will have tree planting and picnic facilities. A second footpath about 3 metres wide would cater for bikes and access from car parking areas.

**6. Trailer parking and public car park**

This new car park will support an upgraded boat launching facility by providing dedicated car and trailer parking as well as visitor car parking around the perimeter. The car park would be sealed with stormwater treatment provided through landscaped swales within the adjoining landscape.

**7. Site for the Centre for Wooden Boats**

This site is allocated for the proposed new centre. Buildings around the perimeter could accommodate a boat museum, workshops, interpretive displays, a shop and commercial café. The centre of the site could be developed with timber jetties, and a small enclosed harbour for mooring boats. Views into the site would be encouraged from the adjoining public promenade. Quality architecture displaying timber craftsmanship is important.

**8. Enhancement of Slip Road**

A key first step is the undergrounding of all overhead services on both visual and safety grounds. Council should seek funding as a priority. The existing road pavement would be retained with nature strips, kerbs and crossings rationalised. Consistent large scale, street trees are proposed spaced to maintain views through to the water.

**9. Frontage to water edge boat yards**

The primary promenade will follow this boundary line. Fences need to be replaced with quality design and indented viewing areas with interpretive information. Vehicle crossings need to be narrowed and rationalised to reduce conflict.

**10. Revegetation area**

The area to the north of Gippsland Ports could continue to be revegetated as a re-created natural area. In the longer term this area may be needed to provide expanded boat storage. Demand for this facility would have to be demonstrated.

**11. New car parks**

The existing access road is proposed to be replaced with two efficient narrow linear car parks to provide for visitors, members of the Paynesville Cruiser Club and owners of moored boats. The length of the car park would be based on regular demand. The Slip Road end and the sides of this car park would be screened with planting on low mounding. Stormwater drainage would be treated through landscaped swales.

**12. Multi use open lawns**

Three wide lawns would provide long views from Slip Road through to the water. Bands of native trees would provide shade and shelter.

The lawns would be used for passive use and informal games and also they could be used as over flow parking or event space for occasional major boating events.

**13. Water edge promenade**

A new consistent promenade is proposed. It would consist of a 6 metre wide walkway beside the seawall designed for shared use with restricted light vehicles. A 20 metre wide grass lawn behind will have tree planting and picnic facilities. Sections of this lawn near the Cruiser Club could be paved to form a large plaza. A second footpath about 3 metres wide would cater for bikes and access from car parking areas.

**14. Lookout mound**

A large planted earth mound is proposed near the point to act as a destination for walkers. It could have a disabled gradient spiral path and direct access from the promenade by steps.

**15. Slip Road northern end**

A landscaped turnaround is proposed on the northern end to provide vehicle access to residents and a way back for visitors who would be encouraged to park in the screened car parks rather than on Slip Road.

**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). This outline is a starting point for planning these projects. This programming is likely to change to fit availability of funds and even private sector and other community initiatives. Funding sources are discussed in Section 9.5.



**Table 1 Master Plan Projects Indicative Cost 2006**

<b>Project summary</b>	<b>Anticipated cost government sector (2006)</b>	<b>Anticipated cost private sector (2006)</b>	<b>Project priority</b>
<b>Town Centre</b>			
1. Upgrade of The Esplanade	\$526,000		High
2. Ferry Access	\$262,122		High
3. The Esplanade South	\$241,437		High
4. Raymond Crescent	\$621,100		High
5. Devon Avenue	\$80,962		Medium
6. Town Park	\$254,262		Low
7. Gippsland Lakes Yacht Club Redevelopment		\$3,043,728	Medium
8. Shops and Housing at Langford Parade		\$25,225,245	Low
9. Foreshore Reserve	\$747,628		Medium
10. Main Street improvement	\$2,517,452		Medium
<b>Sub Total: Town Centre</b>	<b>\$5,250,963</b>	<b>\$28,268,973</b>	
<b>Slip Road</b>			
1. Multi-use park opposite King Street entry	\$526,862		High
2. Southern parking area	\$73,171		High
3. Low level operable pedestrian bridge	\$350,000		High
4. Café		\$252,000	High
5. Water edge promenade	\$393,862		High
6. Trailer parking and public car park	\$743,280		High
7. Site for the Centre for Wooden Boats	\$3,216,140		Medium
8. Enhancement of Slip Road	\$1,794,072		Medium
9. Frontage to water edge boats yard	\$77,756		Medium
10. Revegetation area	\$35,700		Medium
11. New car parks	\$658,402		Medium
12. Multi use lawns	\$733,628		Medium
13. Water edge promenades	\$498,988		Medium
14. Lookout mound	\$167,538		Medium
15. Slip Road northern end	\$316,316		Medium
<b>Sub Total: Slip Road</b>	<b>\$9,585,715</b>	<b>\$252,000-</b>	
<b>TOTALS</b>	<b>\$14,836,678</b>	<b>\$28,520,973</b>	

### 9.3 PLANNING SCHEME PROVISIONS

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

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

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

Manage development of Paynesville 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.)"

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

#### 9.3.2 Zones

The following short term amendment (within 5 years) to the zone provisions of the planning scheme is proposed:

- Amend to Public Park and Recreation Zone, land on the eastern side of Slip Road, south of the proposed 'Centre for Wooden Boats' (existing Industrial 3 Zone).

The following further amendments are proposed in the short term (within 5 years) subject to demand and/or further investigations.

- Land to the east of Grandview Road and south of Bairnsdale-Paynesville Road, currently Rural Zone – Schedule 1, should be amended to Residential 1 Zone subject to demand and the approval of a Structure Plan to ensure coordinated and integrated development. It is not expected that all of this land will be required for residential development within the 15 year plan period.
- Within the above area a site should be provided for Industrial 3 Zone generally to the south of the cemetery.
- Existing Rural Zone – Schedule 1 land to the north of Bairnsdale-Paynesville Road and east of Grandview Road/Bay Road should be subject to detailed investigations and comprehensive development

generally for high quality residential purposes that incorporate extensive open space areas and which also provide a visual and physical separation from the Eagle Point area. A planning scheme amendment should be prepared to facilitate this development. Any development should be subject to the approval of a Structure Plan.

### 9.3.3 Overlays

Residential development should be managed through a Design and Development Overlay. A new Design and Development Overlay Schedule - Development in Coastal Settlements (East Gippsland) as detailed in Appendix E is proposed to apply to the areas zoned Residential 1 (excepting those areas where DDO2 applies).

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

#### Objectives

- To achieve integrated, cohesive and functional commercial building design appropriate to a coastal setting.
- To provide for building scale and form consistent with the preferred character within the commercial area.
- To ensure foreshore areas and civic spaces are not impacted from overshadowing by commercial buildings.
- To develop active street frontages that are conducive to a vibrant and attractive shopping street.
- To provide opportunities for outdoor spaces suitable for a range of civic and tourist uses.
- To develop integrated streetscapes and building form.
- To provide attractive and informative signage and lighting that contributes to the coastal and village character of the township.
- To ensure that there is adequate (considering seasonal demand variation) and coordinated provision for car parking associated with commercial and visitor accommodation development.
- To ensure building design provides for protection of the amenity of adjacent residential areas.
- To ensure building design incorporates appropriate responses to coastal climatic influences.

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

- Maximum preferred building height of 10.5 metres.
- Upper floor level setback (minimum 3 metres) for buildings with frontage to the southern aspect of The Esplanade, no setback requirement for upper levels for buildings on the eastern frontage to The Esplanade.
- Setback from the abutting Residential 1 Zone of not less than 3 metres.
- Residential uses above ground level to meet the requirements of

Clause 55 of the Planning Scheme.

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

- A detailed analysis of traffic and parking demand, including seasonal peaks and boating related parking and traffic needs.
- Detailed discussions with land owners in the commercial precinct.
- Detailing of the preferred built form and character outcomes.
- Consideration of the need for additional development management tools to achieve the desired outcomes such as more detailed design guidelines, Car Parking Precinct Plan or Development Contributions Plan.

#### **9.3.4 Other Planning Scheme Actions**

The Structure Plan recommended in relation to guiding the development of the vacant land to the west of the residential area to Grandview Road should form the basis for a future Development Plan Overlay that will manage and coordinate the development process.

Local Planning Policy 22.03 Paynesville Industrial Development Policy should be amended to reflect the identification of a future site for light industrial development as proposed south of the cemetery.

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.

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

#### Notes

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

Based on this framework an overview of the role and development potential is provided in the following figure (Overview of Settlement Futures). In this context the future for Paynesville in relation to the other coastal towns within the study area is as a **District Town likely to expand significantly**.

## Overview of Settlement Futures

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

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

## **APPENDIX B - ENVIRONMENTAL DETAILS**

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





# PAYNESVILLE

## Municipality – Shire of East Gippsland

Paynesville, in the Gippsland Plains Bioregion, is situated in an agricultural landscape with very little indigenous vegetation now remaining. The township, at the eastern end of a broadly rectangular peninsula is surrounded on three sides by water: Lake King to the north, an arm of Lake Victoria (Newland Backwater) to the south, and a narrow channel on the eastern side separating the township from Raymond Island (to which it is connected by ferry). The township of Eagle Point is located a short distance to the west. Lakes King and Victoria are part of the Gippsland Lakes Ramsar site.

### Flora values

The remnant indigenous vegetation of the area persists in an agricultural landscape devoted to stock grazing and, less importantly, cropping. The town has rapidly expanded to the west occupying these agricultural landscapes. What little indigenous vegetation persisting is largely comprised of trees (eucalypts) in road reserves and scattered stands and individuals in pasture, or the much more intact indigenous vegetation in areas that were not amenable to agricultural development: an extensive Saltmarsh/Swamp Scrub complex on the Lake King shore, and abutting Newland Backwater, a fairly steep coastal escarpment.

In this highly modified landscape, all remnant indigenous vegetation retains high intrinsic value, and faunal habitat as well as landscape values. Many of the local eucalypts, almost all Gippsland Red-gum (*Eucalyptus tereticornis* ssp. *mediana*), are fine, healthy, old-growth specimens of great beauty. A scattering of remnant eucalypts as well as some good stands also persist in residential areas and public open spaces, and all trees in the landscape are considered important. In recognition of this, the Gippsland Red-gums in the road reserve of Bairnsdale-Paynesville Road are afforded protection under a Vegetation Protection Overlay. While all trees in the landscape are important, there is very little recruitment occurring because of stock grazing, mowing regimes and/or unfavourable seed beds, hence there is an ongoing net loss of these important remnants from the landscape because of ongoing tree mortality.

Gippsland Red-gum (*Eucalyptus tereticornis* ssp. *mediana*) was the universal dominant of the Plains Grassy Woodland which formerly occupied most of the landscape. This seriously depleted regional endemic in the Gippsland Plain and East Gippsland Lowland Bioregions) is now vulnerable in Victoria because of clearing (it occupied vast stretches of the Gippsland Plain) and because of the catastrophic regional tree decline which has resulted in mass tree death and precipitous decline in tree health in the rural landscape. Locally the Gippsland Red-gums are in good or very good condition.

Four Ecological Vegetation Classes have been mapped for the Paynesville area as pre -1750 vegetation (see below). One of these however, Swamp Scrub, dominated by Swamp Paperbark (*Melaleuca ericifolia*), has been transformed to Coastal Saltmarsh because of the increased salinity of the Gippsland Lakes as a result of more frequent tidal penetration at Lakes Entrance. Swamp Scrub persists however in smaller more elevated areas peripheral to the Saltmarsh and on the point which juts into Lake King. A large proportion of this Coastal Saltmarsh/Swamp Scrub complex has recently been destroyed by reclamation for residential/marina development, as a northern continuation into Lake King of the marina waterway; the southern opening of this waterway is into the channel separating Paynesville from Raymond Island.

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

## Ecological Vegetation Classes

Ecological Vegetation Classes	
EVC	Conservation status in Bioregion
Damp Sands Herb-rich Woodland (now virtually extinct in study area)	Vulnerable
Coastal Saltmarsh (not mapped for pre-1750 but now present)	Least Concern
Limestone Box Forest (pre-1750 but now essentially extinct in the study area)	Vulnerable
Swamp Scrub (former area currently substantially occupied by Coastal Saltmarsh)	Endangered
Plains Grassy Woodland (now extinct in study area and persisting as overstorey trees)	Endangered

EVC conservation status subject to verification by DSE

## Rare or Threatened Flora

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

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

## VEGETATION MAPPING AND DEVELOPMENT CONSTRAINTS

The vegetation has been mapped according to three categories:

- Higher Quality Vegetation Areas (High development constraints)**
- Moderate Quality Vegetation Areas (Moderate development constraints)**
- Low Quality Vegetation Areas (mostly pasture with scattered or isolated trees) (Low development constraints).**

Field inspection and air-photo interpretation indicates that there is an abundance of cleared land locally now carrying pasture of little or no conservation value. The principal development constraint from a vegetation viewpoint is to ensure tree protection (mostly Gippsland Red-gum) in development areas (including road reserves), via the appropriate planning mechanisms. Dead trees, which are observed in pasture, are a crucial resource for hollow-dependant fauna (nesting and roosting sites e.g. parrots and bats) and efforts should also be made to ensure their protection. It is also evident from field inspection that there are likely to be a few sites in the context of cleared pasture-land that carry natural or constructed wetlands (farm dams) that may have significant flora and fauna values, notably as habitat for the nationally-listed Green and Golden Bell Frog (see below). A comprehensive survey is required to determine the location and particular values of such sites, and the means by which they should be protected under residential development scenarios. Protection and assisted recruitment of scattered trees and stands of trees is essential to ensure their persistence in the landscape.

One indirect impact of recent and future residential development should be noted and that is the potential for urban runoff into or near saltmarsh along the (northern) Lake King shore of Paynesville, to depress salinity, thus causing the demise of the Saltmarsh. This has been observed by us at many locations elsewhere in Victoria and the net result is likely to be the transformation of the Saltmarsh to a Common Reed (*Phragmites australis*) grassland.

## Fauna Values

Paynesville is bordered by two of the seven lakes forming the Gippsland Lakes Ramsar site. These are the Lake King system to the north (7,100 ha) and Lake Victoria wetlands to the south (10,850 ha). The Lake King wetlands are part of a major drought refuge for fauna (ANCA 1996, DSE 2003b). Forty-six waterbird species have been recorded at Lake King, including Little Tern (listed under the Victorian Flora and Fauna Guarantee Act 1988 or FFG-listed, and listed as vulnerable in Victoria under DSE 2003a), Fairy Tern (FFG-listed and endangered - DSE 2003a), Eastern Curlew (near threatened - DSE 2003a) and White-bellied Sea-Eagle (FFG-listed and vulnerable - DSE 2003a) (ANCA 1996, DSE 2003b). Lake King has supported 1% of the Australian population of the Little Tern (up to 194 birds), 5% of the State population of the Common Tern (up to 402) and 10% of the regional population of the Black Swan (up to 10,000). The breeding population of Little Tern at Bullock Island and near Ocean Grange constitutes at least 10% of the national breeding population of this species. Other large numbers of waterbirds include 4500 Australasian Grebe, 1179 Grey Teal, 2000 Chestnut Teal, 10,000 Eurasian Coot and 78 Fairy Terns (ANCA 1996, DSE 2003b).

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

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

The lakes are important for fish, with 45 native species being recorded in the fauna Data Review Area (or DRA) (DSE 2004b).

Suitable habitat, namely wetlands (in the pastoral landscape) with dense stands of emergent and submergent aquatic and fringing vegetation, occurs on the outskirts of Paynesville for the EPBC-listed Green and Golden Bell Frog.

Remnant hollow-bearing trees in the pastoral landscape represent potential roost sites for Nationally-significant Southern Myotis (near threatened - National Action Plan and DSE 2003a). This bat species feeds on fish and aquatic invertebrates by raking the water surface of wetlands and watercourses with its large hind-feet. Remnant hollow-bearing trees also provide nest and den sites for hollow-dependent species (e.g. bats, parrots, cockatoos, Tree Martins), whilst remnant trees generally provide substrate (e.g. branches) for species which build external stick nests, such as Wedge-tailed Eagles and other raptors, and nectar for nectarivorous species (e.g. lorikeets, honeyeaters).

There are numerous records (57) of the FFG-listed cave-dwelling Common Bent-wing Bat (*Miniopterus schreibersii oceanensis*), and therefore the area surrounding Paynesville represents important feeding habitat. The closest known permanent roost occurs at Nowa Nowa, c. 15 km northeast of Lakes Entrance.

Nearby islands (e.g. Raymond and Rotamah Islands) support records of the Nationally-significant Lewin's Rail (FFG-listed, Vulnerable - DE 2003a and Near Threatened - National Action Plan) and State-significant Swampland Cool-skink (or Glossy Grass Skink, Near Threatened - DSE 2003a). Suitable habitat occurs adjacent to Paynesville for both species, namely saltmarsh and Swamp Scrub at Point Fullarton.

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

One hundred and twenty-four species listed in the Paynesville fauna DRA (DSE 2004b) are listed under the Migratory and/or Marine-overfly Schedules of the EPBC Act, highlighting the importance of the lakes to migratory bird species.

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

### Threatened Fauna Species

No. of threatened Fauna species#					
	Introduced	EPBC	DSE 2003a	FFG	Total
Birds	10	3	43	19	232
Mammals	6	0	2	1	30
Reptiles	0	1	2	1	15
Frogs	0	1	2	0	8
Fish	2	0	0	0	47

# 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.

Paynesville Fauna Data Review Area

Common Name	Scientific Name	EPBC	NAP	FFG	DSE	Feral
Emu	<i>Dromaius novaehollandiae</i>					
Little Penguin	<i>Eudyptula minor</i>	M				
Stubble Quail	<i>Coturnix pectoralis</i>	M				
Painted Button-quail	<i>Turnix varia</i>					
Topknot Pigeon	<i>Lopholaimus antarcticus</i>					
Peaceful Dove	<i>Geopelia placida</i>					
Common Bronzewing	<i>Phaps chalcoptera</i>					
Brush Bronzewing	<i>Phaps elegans</i>					
Wonga Pigeon	<i>Leucosarcia melanoleuca</i>					
Lewin's Rail	<i>Rallus pectoralis</i>		NT	L	VU	
Buff-banded Rail	<i>Gallirallus philippensis</i>	M				
Australian Spotted Crake	<i>Porzana fluminea</i>					
Dusky Moorhen	<i>Gallinula tenebrosa</i>					
Purple Swamphen	<i>Porphyrio porphyrio</i>	M				
Eurasian Coot	<i>Fulica atra</i>					
Great Crested Grebe	<i>Podiceps cristatus</i>					
Australasian Grebe	<i>Tachybaptus novaehollandiae</i>					
Hoary-headed Grebe	<i>Poliiocephalus poliocephalus</i>					
Fluttering Shearwater	<i>Puffinus gavia</i>	M				
Sooty Shearwater	<i>Puffinus griseus</i>	Mi,M				
Short-tailed Shearwater	<i>Puffinus tenuirostris</i>	Mi,M				
Great-winged Petrel	<i>Pterodroma macroptera</i>	M				
Common Diving-Petrel	<i>Pelecanoides urinatrix</i>	M			NT	
Shy Albatross	<i>Thalassarche cauta</i>	VU,Mi,M	VU	L	VU	
Great Cormorant	<i>Phalacrocorax carbo</i>					
Little Black Cormorant	<i>Phalacrocorax sulcirostris</i>					
Black-faced Cormorant	<i>Phalacrocorax fuscescens</i>	M			NT	
Pied Cormorant	<i>Phalacrocorax varius</i>				NT	
Little Pied Cormorant	<i>Phalacrocorax melanoleucos</i>					
Darter	<i>Anhinga melanogaster</i>					
Australasian Gannet	<i>Morus serrator</i>	M				
Australian Pelican	<i>Pelecanus conspicillatus</i>	M				
White-winged Black Tern	<i>Chlidonias leucopterus</i>	Mi,M			NT	
Whiskered Tern	<i>Chlidonias hybridus</i>	Mi,M			NT	
Gull-billed Tern	<i>Sterna nilotica</i>	Mi,M		L	EN	
Caspian Tern	<i>Sterna caspia</i>	Mi,M		L	NT	
White-fronted Tern	<i>Sterna striata</i>	Mi,M			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	
Arctic Jaeger	<i>Stercorarius parasiticus</i>	Mi,M				
Ruddy Turnstone	<i>Arenaria interpres</i>	Mi,M				

Common Name	Scientific Name	EPBC	NAP	FFG	DSE	Feral
Pied Oystercatcher	<i>Haematopus longirostris</i>	Mi				
Red-kneed Dotterel	<i>Erythrogonyx cinctus</i>	Mi				
Masked Lapwing	<i>Vanellus miles</i>	Mi				
Banded Lapwing	<i>Vanellus tricolor</i>	Mi				
Pacific Golden Plover	<i>Pluvialis fulva</i>	Mi,M			NT	
Hooded Plover	<i>Thinornis rubricollis</i>	Mi,M	VU	L	VU	
Double-banded Plover	<i>Charadrius bicinctus</i>	Mi,M				
Red-capped Plover	<i>Charadrius ruficapillus</i>	Mi,M				
Black-fronted Dotterel	<i>Euseyornis melanops</i>	Mi				
Black-winged Stilt	<i>Himantopus himantopus leucocephalus</i>	Mi,M				
Red-necked Avocet	<i>Recurvirostra novaehollandiae</i>	Mi				
Eastern Curlew	<i>Numenius madagascariensis</i>	Mi,M			NT	
Whimbrel	<i>Numenius phaeopus</i>	Mi,M			VU	
Bar-tailed Godwit	<i>Limosa lapponica</i>	Mi,M				
Grey-tailed Tattler	<i>Heteroscelus brevipes</i>	Mi,M		L	CE	
Common Sandpiper	<i>Actitis hypoleucos</i>	Mi,M			VU	
Common Greenshank	<i>Tringa nebularia</i>	Mi,M				
Marsh Sandpiper	<i>Tringa stagnatilis</i>	Mi,M				
Curlew Sandpiper	<i>Calidris ferruginea</i>	Mi,M				
Red-necked Stint	<i>Calidris ruficollis</i>	Mi,M				
Sharp-tailed Sandpiper	<i>Calidris acuminata</i>	Mi,M				
Red Knot	<i>Calidris canutus</i>	Mi,M			NT	
Latham's Snipe	<i>Gallinago hardwickii</i>	Mi,M			NT	
Glossy Ibis	<i>Plegadis falcinellus</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	
Australasian Bittern	<i>Botaurus poiciloptilus</i>		VU	L	EN	
Magpie Goose	<i>Anseranas semipalmata</i>	Mi,M		N	VU	
Australian Wood Duck	<i>Chenonetta jubata</i>	Mi				
Black Swan	<i>Cygnus atratus</i>	Mi				
Australian Shelduck	<i>Tadorna tadornoides</i>	Mi				
Pacific Black Duck	<i>Anas superciliosa</i>	Mi				
Chestnut Teal	<i>Anas castanea</i>	Mi				
Grey Teal	<i>Anas gracilis</i>	Mi				
Australasian Shoveler	<i>Anas rhynchos</i>	Mi			VU	

Common Name	Scientific Name	EPBC	NAP	FFG	DSE	Feral
Freckled Duck	<i>Stictonetta naevosa</i>	Mi		L	EN	
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 Kite	<i>Milvus migrans</i>	Mi				
Black-shouldered Kite	<i>Elanus axillaris</i>	Mi				
Australian Hobby	<i>Falco longipennis</i>	Mi				
Peregrine Falcon	<i>Falco peregrinus</i>	Mi				
Black Falcon	<i>Falco subniger</i>	Mi			VU	
Brown Falcon	<i>Falco berigora</i>	Mi				
Nankeen Kestrel	<i>Falco cenchroides</i>	Mi,M				
Southern Boobook	<i>Ninox boobook</i>	M				
Barn Owl	<i>Tyto alba</i>					
Rainbow Lorikeet	<i>Trichoglossus haematodus</i>					
Scaly-breasted Lorikeet	<i>Trichoglossus chlorolepidotus</i>					
Musk Lorikeet	<i>Glossopsitta concinna</i>					
Little Lorikeet	<i>Glossopsitta pusilla</i>					
Yellow-tailed Black-Cockatoo	<i>Calyptorhynchus funereus</i>					
Gang-gang Cockatoo	<i>Callocephalon fimbriatum</i>					
Sulphur-crested Cockatoo	<i>Cacatua galerita</i>					
Long-billed Corella	<i>Cacatua tenuirostris</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>					
Blue-winged Parrot	<i>Neophema chrysostoma</i>	M				
Swift Parrot	<i>Lathamus discolor</i>	EN,M	EN	L	EN	
Ground Parrot	<i>Pezoporus wallicus</i>		VU	L	EN	
Tawny Frogmouth	<i>Podargus strigoides</i>					
Australian Owlet-nightjar	<i>Aegotheles cristatus</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				
Rainbow Bee-eater	<i>Merops ornatus</i>	Mi,M				
White-throated Needletail	<i>Hirundapus caudacutus</i>	Mi,M				

Common Name	Scientific Name	EPBC	NAP	FFG	DSE	Feral
Fork-tailed Swift	<i>Apus pacificus</i>	Mi,M				
Pallid Cuckoo	<i>Cuculus pallidus</i>	M				
Fan-tailed Cuckoo	<i>Cacomantis flabelliformis</i>	M				
Brush Cuckoo	<i>Cacomantis variolosus</i>	M				
Horsfield's Bronze-Cuckoo	<i>Chrysococcyx basalis</i>	M				
Shining Bronze-Cuckoo	<i>Chrysococcyx lucidus</i>	M				
Welcome Swallow	<i>Hirundo neoxena</i>	M				
Tree Martin	<i>Hirundo nigricans</i>	M				
Fairy Martin	<i>Hirundo ariel</i>					
Grey Fantail	<i>Rhipidura albiscapa</i>					
Rufous Fantail	<i>Rhipidura rufifrons</i>	M				
Willie Wagtail	<i>Rhipidura leucophrys</i>					
Leaden Flycatcher	<i>Myiagra rubecula</i>					
Satin Flycatcher	<i>Myiagra cyanoleuca</i>	M				
Restless Flycatcher	<i>Myiagra inquieta</i>					
Black-faced Monarch	<i>Monarcha melanopsis</i>	M				
Jacky Winter	<i>Microeca fascinans</i>					
Scarlet Robin	<i>Petroica boodang</i>					
Flame Robin	<i>Petroica phoenicea</i>	M				
Pink Robin	<i>Petroica rodinogaster</i>	M				
Rose Robin	<i>Petroica rosea</i>					
Eastern Yellow Robin	<i>Eopsaltria australis</i>					
Golden Whistler	<i>Pachycephala pectoralis</i>					
Rufous Whistler	<i>Pachycephala rufiventris</i>					
Olive Whistler (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>					
Weebill	<i>Smicromis brevirostris</i>					
Striated Thornbill	<i>Acanthiza lineata</i>					
Yellow Thornbill	<i>Acanthiza nana</i>					
Brown Thornbill	<i>Acanthiza pusilla</i>					
Buff-rumped Thornbill	<i>Acanthiza reguloides</i>					
Yellow-rumped Thornbill	<i>Acanthiza chrysorrhoa</i>					
White-browed Scrubwren	<i>Sericornis frontalis</i>					
Chestnut-rumped Heathwren	<i>Hylacola pyrrhopygia</i>			L	VU	
Striated Fieldwren	<i>Calamanthus fuliginosus</i>					
Brown Songlark	<i>Cincloramphus cruralis</i>	Mi				

Common Name	Scientific Name	EPBC	NAP	FFG	DSE	Feral
Rufous Songlark	<i>Cincloramphus mathewsi</i>	Mi				
Little Grassbird	<i>Megalurus gramineus</i>	Mi				
Australian Reed-Warbler	<i>Acrocephalus australis</i>	Mi				
Golden-headed Cisticola	<i>Cisticola exilis</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>					
Silveryeye	<i>Zosterops lateralis</i>	M				
White-naped Honeyeater	<i>Melithreptus lunatus</i>					
Brown-headed Honeyeater	<i>Melithreptus brevirostris</i>					
Scarlet Honeyeater	<i>Myzomela sanguinolenta</i>					
Eastern Spinebill	<i>Acanthorhynchus tenuirostris</i>					
Regent Honeyeater	<i>Xanthomyza phrygia</i>	EN,Mi	EN	L	CE	
Lewin's Honeyeater	<i>Meliphaga lewinii</i>					
Yellow-faced Honeyeater	<i>Lichenostomus chrysops</i>					
White-eared Honeyeater	<i>Lichenostomus leucotis</i>					
Yellow-tufted Honeyeater	<i>Lichenostomus melanops</i>					
Crescent Honeyeater	<i>Phylidonyris pyrrhoptera</i>					
New Holland Honeyeater	<i>Phylidonyris novaehollandiae</i>					
Noisy Miner	<i>Manorina melanocephala</i>					
Yellow-throated Miner	<i>Manorina flavigula</i>					
Little Wattlebird	<i>Anthochaera chrysoptera</i>					
Red Wattlebird	<i>Anthochaera carunculata</i>					
Noisy Friarbird	<i>Philemon corniculatus</i>					
Australian Pipit	<i>Anthus australis</i>	M				
Singing Bushlark	<i>Mirafra javanica</i>					
Diamond Firetail	<i>Stagonopleura guttata</i>		NT	L	VU	
Red-browed Finch	<i>Neochmia temporalis</i>					
Olive-backed Oriole	<i>Oriolus sagittatus</i>					
Spangled Drongo	<i>Dicrurus bracteatus</i>	M				
Satin Bowerbird	<i>Ptilonorhynchus violaceus</i>					
White-winged Chough	<i>Corcorax melanorhamphos</i>					
Pied Currawong	<i>Strepera graculina</i>					
Grey Currawong	<i>Strepera versicolor</i>					
Pied Butcherbird	<i>Cracticus nigrogularis</i>					
Grey Butcherbird	<i>Cracticus torquatus</i>					
Australian Magpie	<i>Gymnorhina tibicen</i>					
Bassian Thrush	<i>Zoothera lunulata</i>	Mi				



Common Name	Scientific Name	EPBC	NAP	FFG	DSE	Feral
Forest Raven	<i>Corvus tasmanicus</i>	M				
Mottled Petrel	<i>Pterodroma inexpectata</i>	M				
Australian Raven	<i>Corvus coronoides</i>					
Mallard	<i>Anas platyrhynchos</i>	Mi				*
Common Tern	<i>Sterna hirundo</i>	Mi,M				
Little Raven	<i>Corvus mellori</i>	M				
Rock Dove	<i>Columba livia</i>					*
Striated Pardalote	<i>Pardalotus striatus</i>					
Cattle Egret	<i>Ardea ibis</i>	Mi,M				
Spotted Turtle-Dove	<i>Streptopelia chinensis</i>					*
Common Blackbird	<i>Turdus merula</i>					*
Skylark	<i>Alauda arvensis</i>					*
Eurasian Tree Sparrow	<i>Passer montanus</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>					
Agile Antechinus	<i>Antechinus agilis</i>					
Common Brushtail Possum	<i>Trichosurus vulpecula</i>					
Common Ringtail Possum	<i>Pseudocheirus peregrinus</i>					
Yellow-bellied Glider	<i>Petaurus australis</i>		NT			
Koala	<i>Phascolarctos cinereus</i>		NT			
Common Wombat	<i>Vombatus ursinus</i>					
Swamp Wallaby	<i>Wallabia bicolor</i>					
Eastern Grey Kangaroo	<i>Macropus giganteus</i>					
White-striped Freetail-bat	<i>Tadarida australis</i>					
Lesser Long-eared Bat	<i>Nyctophilus geoffroyi</i>					
Common Bent-wing Bat	<i>Miniopterus schreibersii oceanensis</i>			L	VU	
Gould's Wattled Bat	<i>Chalinolobus gouldii</i>					
Chocolate Wattled Bat	<i>Chalinolobus morio</i>					
Southern Myotis	<i>Myotis macropus</i>		NT		NT	
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>					*

Common Name	Scientific Name	EPBC	NAP	FFG	DSE	Feral
Fox	<i>Vulpes vulpes</i>					*
Australian Fur-seal	<i>Arctocephalus pusillus doriferus</i>	M	CD			
Bottlenose Dolphin	<i>Tursiops truncatus</i>					
Unidentified Broad-nosed Bat	<i>Scotorepens sp.</i>					
Leathery Turtle	<i>Dermochelys coriacea</i>	VU,M	VU	L	CE	
Eastern Snake-necked Turtle	<i>Chelodina longicollis</i>					
Jacky Lizard	<i>Amphibolurus muricatus</i>					
White's Skink	<i>Egernia whitii</i>					
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 Tiger Snake	<i>Notechis scutatus</i>					
Swampland Cool-skink	<i>Pseudemoia rawlinsoni</i>		RIK		NT	
Red-bellied Black Snake	<i>Pseudechis porphyriacus</i>					
Eastern Brown Snake	<i>Pseudonaja textilis</i>					
Black Rock Skink	<i>Egernia saxatilis intermedia</i>					
Southern Water-skink	<i>Eulamprus tympanum tympanum</i>					
Lowland Copperhead	<i>Austrelaps superbus</i>					
Eastern Banjo Frog	<i>Limnodynastes dumerilii</i>					
Brown-striped Frog	<i>Limnodynastes peronii</i>					
Spotted Grass Frog	<i>Limnodynastes tasmaniensis</i>					
Southern Toadlet	<i>Pseudophryne semimarmorata</i>				VU	
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>					
Verreaux's Tree Frog	<i>Litoria verreauxii verreauxii</i>					
Short-finned Eel	<i>Anguilla australis</i>					
Marbled Eel	<i>Anguilla reinhardti</i>					
Sandy Sprat	<i>Hyperlophus vittatus</i>					
Australian Anchovy	<i>Engraulis australis</i>					
Australian Smelt	<i>Retropinna semoni</i>					
Common Jollytail	<i>Galaxias maculatus</i>					
Goldfish	<i>Carassius auratus</i>					*
European Carp	<i>Cyprinus carpio</i>					*
Southern Sea Garfish	<i>Hyporhamphus melanochir</i>					
River Garfish	<i>Hyporhamphus regularis</i>					

Common Name	Scientific Name	EPBC	NAP	FFG	DSE	Feral
Small-mouthed Hardyhead	<i>Atherinosoma microstoma</i>					
Silverfish	<i>Leptatherina presbyteroides</i>					
Hairy Pipefish	<i>Yrocampus carinirostris</i>					
Soldierfish	<i>Gymnapistes marmoratus</i>					
Red Gurnard	<i>Chelidonichthys kumu</i>					
Dusky Flathead	<i>Platycephalus fuscus</i>					
Estuary Perch	<i>Macquaria colonorum</i>					
Southern Pygmy Perch	<i>Nannoperca australis</i>					
King George Whiting	<i>Sillaginodes punctata</i>					
Tailor	<i>Pomatomus saltatrix</i>					
Silver Trevally	<i>Pseudocaranx dentex</i>					
Eastern Australian Salmon	<i>Arripis trutta</i>					
Black Bream	<i>Acanthopagrus butcheri</i>					
Luderick	<i>Girella tricuspidata</i>					
Old Wife	<i>Enoplosus armatus</i>					
Yelloweye Mullet	<i>Aldrichetta forsteri</i>					
Flat-tail Mullet	<i>Liza argentea</i>					
Sea Mullet	<i>Mugil cephalus</i>					*
Sand Mullet	<i>Myxus elongatus</i>					
Tupong	<i>Pseudaphritis urvillii</i>					
Bridled Goby	<i>Arenigobius bifrenatus</i>					
Tamar River Goby	<i>Afurcagobius tamarensis</i>					
Glass Goby	<i>Gobiopterus semivestitus</i>					
Swan River Goby	<i>Pseudogobius olorum</i>					
Large-mouth Goby	<i>Redigobius macrostoma</i>					
Flathead Gudgeon	<i>Philypnodon grandiceps</i>					
Long-snouted Flounder	<i>Ammotretis rostratus</i>					
Greenback Flounder	<i>Rhombosolea tapirina</i>					
Black Sole	<i>Synaptura nigra</i>					
Six-spined Leatherjacket	<i>Meuschenia freycineti</i>					
Yellow-finned Leatherjacket	<i>Meuschenia trachylepsis</i>					
Smooth Toadfish	<i>Tetractenos glaber</i>					
Globefish	<i>Diodon nicthemerus</i>					
Barred Toadfish	<i>Contusus richiei</i>					
Snapper	<i>Pagrus auratus</i>					
Rough Leatherjacket	<i>Scobinichthys granulatus</i>					
Barracuda	<i>Sphyræna waitii</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 <sup>2</sup> .
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**



# **PAYNESVILLE**

## **STAGE 1 CONSULTATION OUTCOMES**

**Public Meeting 3 June 2006 (120 people)**

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### **WHAT WILL PAYNESVILLE BE LIKE IN 25 YEARS?**

- Best boating destination in Victoria
- Cycling Strategy – accessibility, walking
- Industrial land / service areas
- Location of commercial / industrial area – limitation of land in town centre
- Shift of light industrial away from foreshore
- Alternative commercial and industrial precinct
- Essential community service provision (to service demographics)
- Diverse population, range of economic opportunities
- “Place to live and work” – needs to provide opportunities for both
- Retain residential population balanced with tourism
- Provide attractions to ameliorate tourism season high & low
- Environmental network between Paynesville, Eagle Point & Forge Creek should be strengthened
- Environmentally sustainable development
- Preservation & enhancement of natural environment
- Water supply, electricity etc – infrastructure capacity
- Reliance on Bairnsdale – need land allocated for education & sporting facilities
- Environmentally friendly / sustainable residential development (low impact)
- Certainty of access to Raymond Island
- Provision for boating / utilisation of water way & location

### **WHAT ARE THE PRIORITIES?**

- Attract youth – jobs, encourage to live / join the community
- Social Structure – balance, variety, diversity
- Economic opportunity & tourism important for jobs
- Stormwater management / improvement of water quality – reduce mosquitoes
- Building heights – limit 2 storeys
- Boat trailer parking
- Relieve pressure on foreshore area & town centre with increasing population
- Public transport especially to Bairnsdale – high cost
- Infrastructure provision (loop) to alleviate possibility of being cut off
- Examine tourist accommodation availability including houses for short term rental (very seasonal)
- Provide facilities outside of town for boating
- Environmental protection of attributes outside of town also
- Public transport / accessibility to Bairnsdale
- Essential community services

## WHAT NEEDS TO BE IMPROVED?

- Quality of architecture
- Accessibility – footpaths, widths to accommodate scooters, range of users
- Area near water needs to be retained for water activities
- Integration of west & east (residential areas). West utilises Bairnsdale facilities, younger family population
- Management of green corridors, retention of native vegetation & rehabilitation
- Make most of water – foreshore marinas too intense
- Road access between Paynesville & Bairnsdale needs improvement

## TOWN CENTRE & FORESHORES ISSUES

### Pedestrian / cycle pathways & access

EXISTING	FUTURE
Link Newlands Arm with bike / walk - school kids access (1989)	Walk around edge, integrate whole town
Few walk along road – no interconnections	Boardwalk
	Safe cycling
	Link between Paynesville – Bairnsdale – Eagle Point
	Newlands Arm 9.7km regularly maintained, link to Paynesville like this one
	Consideration for scooters
	McMillan Strait pedestrian links

### Boating

#### (Ferry access, Jetties, Yacht Club future development)

EXISTING	FUTURE
Not enough car park	Future berths, where is car parking?
Slip Road – boats static	Possible relocation ramp
No money being spent by boaties in town, park boats only	Increase berthing
Jetties with no facilities, police jetties	
Yacht Club parking	
Attractive for trailer sailers	
Slip Road to benefit community	

### Roads and Parking

EXISTING	FUTURE
Esplanade Road dangerous	Parking behind shopping
Inadequate parking	Not at expense of oval
Esplanade not pedestrian friendly	Esplanade pedestrianised – but elderly still require easy car access to facilities
Car park full on Sundays and summer time	No traffic lights
People go to Bairnsdale	No parking meters
40 km speed limit extended	Remove boat launching from foreshore
Cars / trailer park - non contributing people	No parking exemptions
Parking, shopping and beach distinction	More parking behind community centre
Recreation area is a car park	Accommodate boat launching
Council controls hinder development	Pedestrians only in Esplanade, move road behind

	Langford Parade/Esplanade – one way
	45 degree parking
	Wellington Street two way
	Multi storey (eg. Geelong)

## FORESHORE ISSUES

### Building style & scale

EXISTING	FUTURE
West end dated	Height limits
No theme – ad hoc	2 storey human scale
Single storey dull and flat scale	West: Colours, interesting architecture
Plan 3 storey	Future building design should be sympathetic Coastal themes – unique Not too dense
Dead end	Multi use
“Water precinct”	Provide life, economic activity
Raymond Island relationship	High rise not dominant
	Improvement to old section
	3 storeys – loss of views – overshadowing – loss of village identity – walk up
	North-south to have lower limit (2.5 storeys)
	East-west possibly increase to 3.5 storeys
	Minimal overshadowing
	Open space behind buildings
	Caters to locals and tourist / leisure market
	Possible relocation of banks, markets, doctors, etc behind existing shops
	More activity in business centre
	Only things that need to be there
	Boat users need facilities at this location

### Open space – activities, landscape style

EXISTING	FUTURE
Market	Treed park, not car parking
1st stage of playground built - others didn't happen (3 stages)	Landscaping maintained
Squatters Row	Development of foreshore
Community health centre needs to add services, eg. long day childcare	Foreshore, no cafes
Toilets smell	Some people want more cafes
Beaches, seaweed	Open foreshore
Unique	Retail surrounding town square, facing open space
Underutilised resource	Youth areas disjointed, need improvement

	Move Yacht Club building away – just keep boating infrastructure
	Other people wanted Yacht Club to remain in current location
	Relocation of skate park

## **ENVIRONMENT, RESIDENTIAL, HINTERLAND AND TOWN BOUNDARY**

### **Environment**

- Marinas putting pressure on Lakes system – parking
- Want to limit number of berths / marinas in the Strait
- Public open space near Cruiser Club & Squatters Row not zoned for recreation
- Gilsenan Reserve not to go to parking
- People coming to Paynesville want berthing
- No fresh water ponds as they attract mosquitoes
- Safety issue with ponds
- Lake King – what will happen here? – It is a sensitive environment
- Charge for using boat ramps
- Others suggested people already pay via licenses
- Get people to spend money in town
- Other attendees stated visitors did spend money in town

### **Residential**

- Existing plan places blanket 3 storey height limit (commercial & residential)
- Support 3 storey limit (commercial)
- Larger buildings tend to be on waterfront – lose views
- Street widths in new subdivisions are too narrow (can't get through if cars parked on both sides)
- Certain charm with narrow streets – slows traffic down
- Group community recreation facilities
- Tourism on canals – don't want people visiting
- Want some bigger lots in residential areas – eg. 800m<sup>2</sup>
- Want restrictions on tourist developments

### **Hinterland**

- Forge Creek Road & Aerodrome Road could be better utilised
- Coastal grey boxes no good on side of road
- Extending Newlands Drive to Forge Creek Road – Lake Victoria Road
- Managing traffic at key points
- Duplication of Bairnsdale-Paynesville Road in future? Need to protect this option
- Lack of footpaths is due to funding issue
- Could create new road from Bairnsdale-Paynesville Road / Grandview Road across the new residential area
- Maintain green belts in new development
- Need industrial area for workshops (boat storage)

- Low lying powerlines a danger
- Extend restaurants on waterfront (including Cruiser Club)
- Dry & Wet boat storage required – eg. Lake King on old air strip, end of Newlands Arm
- Shopping centre on Bairnsdale-Paynesville Road?
- Need room for ambulance

### **Town Boundary**

- Bairnsdale – Paynesville Road is congested and needs to be widened
- One entry in and out of town – it is locked and is a fire hazard
- End of the line for utilities – infrastructure capacity to be investigated
- Where is key entry to Paynesville? Should it be Grandview?
- Entry treatment at Grandview could be a roundabout
- Could have a ring road around northern part of town with lake views

### **Other**

- Squatters Row – what are the plans? To be retained for trailer boats
- Old tip site was original site of Maritime Museum
- There are no long day childcare services available – there is potential for the community centre to be extended to offer the service.

## **FEEDBACK ON DRAFT SETTLEMENT REPORT**

Number of responses: 47

Groups/Organisations responding: Farr Trailer Yacht Association of Victoria; Yachting Victoria; Hartley TS18-21 Yacht Club; The Timpenny Trailable Yacht Association of Australia; Magnum Yacht Association of Victoria; Ann Walker Real Estate; Riviera Properties Ltd; NBA Group.

## **MAJOR ISSUES RAISED & COMMENTS**

### **VISION**

Generally supported

- Lifestyle is the primary attraction of Paynesville.
- Paynesville is a gateway to the Gippsland Lakes, rather than a boating/tourism destination.
- Maintain and define village like scale.
- Lake ecosystem needs to be protected, stormwater management.
- Remove reference to Forge Creek.

### **OBJECTIVES**

- Revise objective regarding canals - opposition to increasing public access.
- Concern regarding building design and streetscape character, want height limit defined.

### **STRATEGIES**

Generally supported

- Strong support for improved and integrated walking trails within the town and surrounding area.
- Various traffic management issues noted, eg. along The Esplanade and key intersection at Bairnsdale-Paynesville Road requires upgrading.
- Building height is an issue – 2-3 storey height limit preferred by respondents.
- Support for an additional commercial and non marine related industrial site on the edge of the township

(Bairnsdale-Paynesville Road).

- Support for upgrade of Gilsenan Reserve, including completion of playground and landscaping and for upgrade of foreshore facilities and amenities.
- Support for retention of car and trailer parking in Slip Road.

#### PROPOSED ACTIONS FROM CONSULTATION:

- Make reference in vision to Paynesville being the place to access the Gippsland Lakes (gateway role).
- Strengthen vision and strategies in relation to protection and enhancement of the natural environment.
- Remove reference in vision to Forge Creek.
- Review objective focusing on improving connections to the canals and related strategies.
- Establish a maximum preferred height for the town centre.

#### OTHER COMMENTS

- 14 of the submissions received were based on 2 similar proforma letters.
- A large number of comments were made regarding capacity of boating infrastructure – further work is required to ascertain supply of and demand for boating infrastructure.
- A submission was received seeking support for a resort complex on rural land. An individual assessment of this submission has not been included in this study.



## **APPENDIX E - PROPOSED PLANNING CONTROLS**



## SCHEDULE ? TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO ?

### DEVELOPMENT IN COASTAL SETTLEMENTS (EAST GIPPSLAND)

#### 1.0 Design objectives

To protect the coastal township character of these settlements.

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

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

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

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

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

#### 2.0 Buildings and works

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

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

<b>Settlement</b>	<b>Building height above natural ground level</b>	<b>Total area of proposed works on a site (including building construction)</b>	<b>Slope of land where works are to be carried out</b>	<b>Total building area proposed on a site</b>	<b>External finishes and materials of buildings and works</b>
<b>Metung</b>	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
<b>Eagle Point</b>	Greater than 7.5 metres (greater than 5 metres in prominent areas)			Greater than 300 square metres	
<b>Paynesville</b>	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.

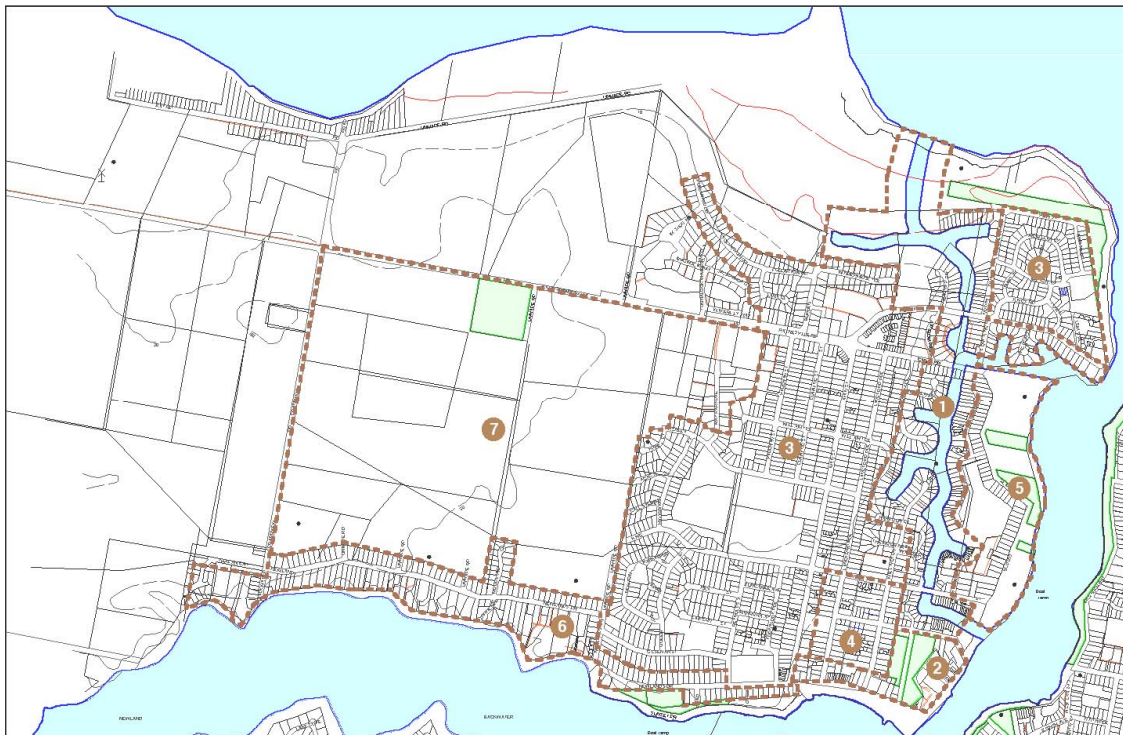


## **APPENDIX F - DESIGN GUIDELINES**





# Paynesville Design Guidelines



## Character Zones

- 1 Canal Estates**  
The canals and canal housing are all development post 1985 and feature upper-market 2-3 storey townhouse style developments. There is presently little connection with the rest of the town and few public access viewing points.
- 2 Town Centre**  
The Town Centre and foreshore now extends on two frontages with some disconnection between activities. The existing buildings are varied in style and quality. The focus tends to be on the foreshore addressing Raymond Island with slightly better weather protection and the sense of enclosure provided by the island. There is also the constant activity provided by the ferry.
- 3 Suburban Area**  
The suburban streetscapes represent the more traditional (pre-canal) character of more modest housing or beach houses.
- 4 Village Housing**  
Village housing is an area close to the original shops and contains a good sample of early fisherman's cottages and early Victorian housing. Although these can be found elsewhere the "village" area is within walking distance of the Town Centre and could develop as a feature of the town.
- 5 Marine Industries**  
The relatively unsightly Marine Industries area, also known as Squatters Row is an area of concentrated maritime industry from boat sales and repair to large boat construction, hire boats, commercial boating, etc. It also contains underutilised foreshore, which is currently subject to flooding that could be improved (Slip Road).
- 6 Newlands Drive**  
This area contains many established and large early housing and has an attractive foreshore walk that could be enhanced with local improvements, e.g. signage, local seating, trail improvements.
- 7 Town Expansion Precinct**  
Presently cleared farmland with flat topography.



COASTAL TOWNS DESIGN FRAMEWORK

# Paynesville Design Guidelines

## INTRODUCTION

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

*"Paynesville will build on its strengths as the best recreational boating destination to access the Gippsland Lakes to become a vibrant maritime town that reflects the international standard of the lakes for boating, the natural environment and cultural heritage. The preservation and enhancement of the natural environment will have high priority.*

*It will expand as a residential and business centre focused around boating, tourism and healthy living, with access to walking and riding trails, passive and active recreation.*

*The buildings will develop with a coastal maritime character that will be expressed through materials, colours and detail. The scale will be village like with a feeling of relating well to human scale.*

*Its town heart will develop as an attractive and active centre for both residents and visitors developing an active relationship with the foreshore and waterfront.*

*It will have a strong relationship with Bairnsdale, contributing to its character and relying on it for major services. Paynesville will develop as a service centre supporting a network of neighbouring towns and attractive small communities including Eagle Point and Raymond Island. It will benefit from this inter-relationship with improved connections so that a broader range of recreation, tourism and environmental resources will be available through the network."*



# Paynesville Design Guidelines

## COASTAL SPACES LANDSCAPE ASSESSMENT STUDY

### Statement of Significance – Gippsland Lakes

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

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

Assessment: State Significance

## DESIGN GUIDELINE OBJECTIVES

- To protect those elements of the township that contribute positively to the on-going maintenance of the valued character of the township.
- To ensure that new buildings and works respect those valued character elements and.
- 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 to and from the surrounding landscape, both rural and views from the water.
- The rural setting of the town and the attractive rural drive from Bairnsdale.
- 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.



# Paynesville Design Guidelines

- The examples of early housing such as early fishing cottages; larger Victorian houses, and examples of 20<sup>th</sup> Century "beach house".

## Commercial Area

- Strong visual interaction with boating activities and waterways adjacent.
- Active land uses along the street with relatively small retail frontages.
- Convenient and safe access from foreshore areas.
- Mix of residential, commercial and tourist activities.
- Village scale of commercial establishments, with retail outlets of limited frontage and a variety of shopfront styles.
- The sense of space and outlook to the elements of detail on Raymond Island and the adjacent waterways.
- The strong sense of connection to Raymond Island
- The dynamic of the Raymond Island ferry – an activity generator and visual interest point.

## OUTCOMES SOUGHT FROM APPLICATION OF THE GUIDELINES

### Protecting the valued elements of the township

- Buildings should be sited to minimise their visual intrusion through and above the surrounding tree canopy especially when they can be viewed from distant viewpoints.
- Buildings and works should be sited to minimise excavation. Site disturbance in the form of fill or cut and fill should be avoided for houses, outbuildings or landscaping.
- The felling of existing native trees and ground flora should be minimised. Where trees or ground flora are removed, new indigenous trees or ground flora should be planted 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 and shared use trails should be included in any new residential areas equivalent to the development conditions. This involves maintaining natural vegetation and expanding vegetated areas on all development sites.



# Paynesville Design Guidelines

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

## PARTICULAR CHARACTER ELEMENTS OF PAYNESVILLE TOWNSHIP THAT SHOULD BE RESPECTED AND REINFORCED

### Canal Estates (Area 1)

#### Design Objective

To retain the compact scale and "contemporary" character of the existing canal housing. To limit the visual bulk of new houses.

#### Design Guidelines:

- Limit the height of new residences to no more than three storeys or 10.5 m above the adjacent natural ground level.



# Paynesville Design Guidelines

- Upper storeys are encouraged to be partly enclosed within the pitched roof line.
- New development should provide an attractive street frontage.
- Ensure building siting provides some visual access to the canals (avoid a wall of buildings that totally screens water views from public areas).

## Town Centre (Area 2)

### Design Objective 1

To retain the low scale “country” character of the low density township.

To limit the visual bulk of development while encouraging mixed use development close to the centre.

### Design Guidelines:

- Limit the height of new developments within the Town Centre to no more than 3 storeys, a maximum building height of 10.5 m above the adjacent natural ground level.
- A pitched roof with an eaves overhang of a minimum 600mm is preferred. Upper storeys are encouraged to be partly enclosed within a pitched roof line.

### Design Objective 2

To retain the “village” feel and pedestrian friendly character of the retail area.

To encourage diversity and interest in shopfronts.

### Design Guidelines:

- Avoid large frontages with single uses.
- Maximum length of any single shopfront not to exceed 8 m.
- Larger developments to be encouraged to make use of architectural features to divide the facades at street level into units not longer than 8 m.
- Encourage visual links through to public spaces, parking areas and commercial uses at the rear of The Esplanade.
- Encourage design that provides for outdoor spaces as part of retail operations.
- Provide weather protection in exposed locations.



# Paynesville Design Guidelines

## Design Objective 3

To encourage the development of a unique local built character.

### Design Guidelines:

- Develop a colour palette for village centre projects. This could 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.
- Design of street front facades to be integrated in relation to height, parapet/roof treatment, veranda type, placement of signage.
- Ensure rear of properties present attractively to Gilsenan Reserve.

## Design Objective 4

Enhance the sense of connection to the Lakes and encourage public interaction with the waterfront at the key access points (in the parks opposite the shops).

### Design Guidelines:

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

## Design Objective 5

Enhance a sense of small village character through appropriate street and building lighting.

### 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.



# Paynesville Design Guidelines

## Suburban Area (Area 3)

### Design Objective 1

To retain the existing “low impact” character with appearances principally affected by front gardens. Limit the visual bulk of new houses.

### Design Guidelines:

- Limit the height of new residences to no more than two storeys or 7.5 m above the adjacent natural ground level.
- An additional storey may be achieved if built largely within the roof line.
- Pitched roofing with an eaves overhang of at least 450 mm is generally recommended to lower the perceived height.

### Design Objective 2

To retain a tree cover and the visual dominance of front gardens in the landscape. Limit building area and encourage tree retention and planting of native species.

### Design Guidelines:

- New free-standing houses should have a minimum front setback of 6 m or an average of the existing setbacks on either side.
- Extend street tree planting to unify area.

## Village Housing (Area 4)

### Design Guidelines:

- Limit the height of new residences to no more than two storeys or 7.5 m above the adjacent natural ground level.
- Pitched roofing with an eaves overhang of at least 450mm is generally recommended to lower the perceived height.
- Respect setting and environs of buildings with heritage character in relation to scale, mass and setbacks of new structures.
- Redevelop sites that do not contain heritage character buildings at higher densities to take advantage of accessibility of foreshore and town centre.





# Paynesville Design Guidelines

## Marine Industries (Area 5)

Design Guidelines:

- Car parking, waste and materials storage should be provided at rear of property or within buildings.
- Encourage outdoor maritime activities and boat storage within frontage areas.
- Provide tree planting as a buffer at interface with residential zone.

## Newlands Drive (Area 6)

Design Guidelines:

- Ensure public access along Newlands Arm frontage.
- Retain views to water (Newlands Arm) from Newlands Drive where practicable.
- Discourage high fencing on southern frontage of Newlands Drive.
- Provide for retention of established trees in site design and redevelopment.
- Preferred maximum building height on southern side of Newlands Drive is 5 metres above natural surface at property frontage.

## Town Expansion Precinct (Area 7)

Design Guidelines:

- Create high quality residential subdivision with open woodland setting.
- Maximum preferred building height of 7.5 metres above natural ground level.
- Pitched roofing preferred.
- Integrate landscaped pedestrian/bicycle pathways into area.
- Integrate water sensitive urban design treatments into design for storm water management.
- Provide for retention of established trees in site design and development.
- Promote indigenous tree planting in public spaces.



# Paynesville Design Guidelines

## Public Art and Signage

### Design Objectives

To enhance Paynesville as a base to visit the Lakes, Raymond Island, and other attractions in the vicinity.

To emphasise the location of town entries and major entry roads.

### Design Guidelines:

- Adopt a coordinated public art program to indicate major entries, pathways and drives.
- Public art installations could include: bollards; special light fittings; special fencing or seats; and purpose designed installations.
- A coordinated approach is preferred where for example, an initial installation situated at the Bairnsdale turn off is repeated in a theme along the Bairnsdale - Paynesville road (but at a smaller scale) with a similar installation of more dramatic scale to be located at the town entry.
- Town and regional walks and drives could also be marked with small art bollards that could also include some interpretive information.



**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 Paynesville UDF and any subsequent changes recommended to the report.

### **Shire-Wide Strategic Issues**

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

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

### ***Climate Change***

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

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

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

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

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

### ***Building Heights***

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

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

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

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

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

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

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

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

### ***Traffic and Parking***

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

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

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

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

### ***Role of the Master Plans***

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

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

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

### Response to Specific Issues Raised at Paynesville

Number of Submissions Received: 171

<b>Issue Raised</b>	<b>Response/Recommendation</b>
<p><b>Built Form</b></p> <ul style="list-style-type: none"> <li>• This was the major issue – strong view that the maximum height of three storeys is not consistent with ‘village’ character.</li> <li>• High level of support for 2 storeys.</li> <li>• There were a number of respondents who specifically noted that three storey developments were not appropriate on/near the foreshore/open space.</li> </ul>	<p>This matter is dealt with in detail in the report. It is considered that there is substantial planning merit in providing for a concentration of higher intensity development in Paynesville as a principle of the UDF.</p> <p>Implementation of this element of the UDF will require the development of more detailed draft planning controls prior to exhibition of an amendment to the Planning Scheme as this level of detail is not accommodated by the scope of the present CTDF.</p>
<p><b>Traffic</b></p> <ul style="list-style-type: none"> <li>• General concern about the extra traffic expected, particularly with the focus of activities in the town centre (which is at the end of the line and has only one main entry/exit point).</li> <li>• It was suggested by some respondents that new or better access options into town were required.</li> <li>• The proposed extension of roads through future residential land (King and Ashley Streets) was seen as an issue due to anticipated traffic congestion, particularly near the primary school.</li> </ul>	<p>There is general agreement that there is a range of traffic issues. It is considered that there is a need for a traffic and parking study to enable detailed proposals to be developed and to consider issues such as the most appropriate circulation routes, key routes in and out of the town and management of township entry points.</p> <p>In planning for expansion of the residential areas west of Paynesville, provision needs to be made for appropriate levels of connectivity between new and existing areas of town, so that people can move around easily without causing unreasonable impacts to existing residential areas. This will require the development of a Structure Plan to provide guidance about the layout of these areas and to determine the way in which they will connect. As part of this work it may be appropriate to review the designation of priority access roads by the inclusion of a Road Zone to designate their importance as key access routes.</p> <p>The parking issues would require assessment of car and car/trailer usage.</p> <p>The Town Centre and Foreshore Master Plan should be edited to show roundabout at the intersection of Esplanade and Main Street (currently shown at Langford Parade).</p>
<p><b>Parking</b></p> <ul style="list-style-type: none"> <li>• The major issue regarding parking was the perception that it had been reduced.</li> <li>• Concern expressed that development approvals would provide for an inappropriate dispensation from</li> </ul>	<p>The Master Plan for the Town Centre and Foreshore area does alter car parking provision in the area, however it has been designed to provide convenient and accessible parking, primarily to the rear of the Esplanade. A desk top assessment comparing existing parking provision</p>

<p>parking requirements.</p>	<p>with that proposed (should the master plan be achieved) indicates a significant increase in the total number of spaces.</p> <p>There is a perception that in approving development, and in particular multi-unit residential development, it receives inappropriate dispensation from parking requirements. The UDF recommends that this form of development must comply with Residential Development Standards set out in Clause 55 of the Planning Scheme.</p> <p>Council does have the ability to exercise discretion in respect to the appropriate parking provision for other uses in the commercial area, however it is considered that the Master Plan (together with any further traffic and parking analysis) will provide Council with an increased ability to make appropriate requirements for parking provision in Paynesville.</p>
<p><b>Pedestrian</b></p> <ul style="list-style-type: none"> <li>• There was a mixture of support and opposition to the operable pedestrian bridge.</li> <li>• Negative comments relating to the operable bridge generally related to restriction to boat access and its feasibility/how it would be operated.</li> <li>• General support for pedestrian/bike paths through the town and beyond.</li> </ul>	<p>Improvements to pedestrian connectivity in and around Paynesville is considered to be an important aspect of the functionality of the town. Walking is a key activity for community members these days and Council has experience with high levels of use of well-designed and located walking facilities.</p> <p>The concept that the pedestrian connectivity be improved across the southern canal entrance to improve movement along the foreshore is considered important and should be retained.</p> <p>Whether this connectivity is achieved through the provision of an operable bridge, or some other mechanism that will minimize impact to boating traffic, should be the subject of further more detailed investigation.</p>
<p><b>Industrial</b></p> <ul style="list-style-type: none"> <li>• Support for non-marine industrial land to be away from the town centre, possibly in a different location to the one proposed.</li> </ul>	<p>Provision has been made for an additional area of Industrial land, that would be suitable to provide for non-marine related industrial activity and those businesses and services that would be required to service Paynesville. This would be designed to accommodate uses that would not otherwise be located in the Business Area, as it is important that the integrity of the Town Centre be maintained.</p> <p>Provision of a separate non-marine related industrial area would, overtime, allow for consolidation of the Slip Road Industrial area as a Marine Industry Precinct, as set out in the UDF.</p> <p>The exact details of the site location, its interface with planned/proposed residential areas and other surrounding use and traffic routes, needs to be incorporated into the development of a Structure Plan for the growth area identified for Paynesville.</p>



### **Town Centre & Foreshore**

- Most criticism was directed to Gilsenan Reserve, with the proposed Lake causing most concern.
- There were a high number of respondents who stated that they objected to the development proposed on the Reserve, particularly the residential/commercial components).
- Quite a few respondents wanted to know where the playground and skate park had gone.
- Of the traffic issues highlighted, the ferry terminal access arrangements received most criticism.
- A number of other comments were made (by only 1 or 2 respondents) regarding the merits of leaving The Esplanade alone versus making it one way.
- The greatest parking related issue was the location for parking when the ferry was out of service.
- Several respondents also noted that there appeared to be a reduction in parking numbers, particularly along the foreshore.
- Underground parking was seen as a problem, due to flooding.
- The proposed redevelopment of the Yacht Club received many comments, generally in opposition to the 'privatisation' of the Club and launching/parking facility. Considered that if redevelopment was to occur that sailing activities are to take precedence.

The Master Plan has been designed to achieve an increased level of consolidation and activity in the town centre, while improving key open space areas, particularly adjoining the Esplanade. It seeks to enhance Gilsenan Reserve, which will be an increasingly important area of informal open space in Paynesville. Ultimately it would be hoped that additional land can be acquired to form part of the park and to facilitate traffic movement around the park. This will need to form part of the planning scheme controls. The plan for Paynesville is premised on the basis that Slip Road will be the key focus for boating activity. As such this Master Plan contemplates a reduction in public access to the existing southern foreshore boat ramp. This will require further examination, however, the plan does seek to find a balance between the use of public land for parking/boating purposes and other users, by focusing most of the activity to one location in town.

In response to the issues raised in respect to the Master Plan, it is proposed that a series of amendments be made to the plan as follows:

- Remove reference to the Lake on Gilsenan Reserve. Retain the intention to examine the upgrading and formalisation of the park, following detailed consideration of the needs for this community space.
- Remove residential development from Gilsenan Reserve.
- Highlight playground and skate park uses on the plan.
- Access to the ferry terminal is essentially unchanged, but does include landscaping. Any plan for changes to traffic movement in this area will need to meet appropriate standards to allow access for anticipated traffic.
- While there have been a range of suggestions about how traffic movements might work in the area of the Esplanade, it is considered that this requires more detailed examination to ensure a workable solution is obtained. Generally the concept should remain, as improving traffic movement and removing unnecessary traffic from the Esplanade is important to the amenity and functionality of the town centre.
- Overall the plan results in a gain in parking in the town centre. It is considered that there will remain, a range of options for Raymond Island residents to park when the ferry is out of service.
- Although there is a level of concern about the extent of redevelopment of the Yacht Club site, there is some general agreement that a level of upgrading would be appropriate. The plan represents a maximum development

	<p>proposal. This is a key site in Paynesville and it is appropriate that the UDF contemplates some form of upgrade, however it would be appropriate to delete reference to accommodation on site. Examination of an appropriate level of redevelopment would need to be undertaken with key stakeholders and the community.</p> <ul style="list-style-type: none"> <li>Remove mention of the Coast Guard in relation to the Yacht Club redevelopment and include in Slip Road proposal.</li> </ul>
<p><b>Slip Road</b></p> <ul style="list-style-type: none"> <li>Some respondents noted that the narrow vehicular crossings and additional large trees would impact on the ability to transport boats in the Precinct.</li> <li>There is a perception that car and trailer parking areas have been reduced.</li> <li>The design of car parks and additional vegetation (large trees) were seen as potentially restricting boat movement.</li> <li>The swan breeding area was seen as an important habitat to protect.</li> <li>Viewing mound is considered to be unnecessary.</li> </ul>	<p>The Slip Road Master Plan has been designed to provide a significant upgrade in amenity of the area, while also aiming to provide for the development of a Boating Precinct. This plan builds on the existing boating use and infrastructure in the area, and together with other initiatives seeks to develop this area as the boating focus for the town. The plan supports the development of a boating related proposal such as the Centre for Wooden boats as being appropriate on the Foreshore, but seeks to enhance the industrial activity through consolidation on private land rather than expanding this activity on public land.</p> <p>The plan forms part of the foreshore pedestrian trail and encourages people to move along the foreshore, past the boating activity to the end of the point. The open spaces are flexible, and can be used for a variety of purposes including a helipad (if required), festivals and community events and overflow parking.</p> <p>The plan provides for the formalisation of parking areas with the intention that the available space be used more efficiently, and to ensure that the parking layout does not reduce views through and connectivity to open space areas.</p> <p>In respect to the comments made:</p> <ul style="list-style-type: none"> <li>Some suggestions have been made about the need to understand what the peak demands for car and trailer parking might be in this area, particularly if the southern (town centre boat ramp) access is altered. Surveys of peak demand may be appropriate, and it may be necessary to consider alternative mechanisms to cope with growing demand for occupation of foreshore areas essentially to store trailers.</li> <li>The design of car and trailer parking will need to meet appropriate standards to allow safe movement of vehicles, and provision of landscaping will need to be designed having regard to the nature of the traffic using the area.</li> <li>Development of this area as a key urban open space area may result in the loss of a small section of native vegetation. This would need to be addressed at the time.</li> </ul>

	<ul style="list-style-type: none"> <li>The viewing mound is a suggestion only, and is not a requirement of the plan, however it should be retained at this time for more detailed consideration.</li> </ul>
<p><b>Planning Controls</b></p> <ul style="list-style-type: none"> <li>Most respondents did not provide an outright response to this question</li> <li>Various comments on the proposed DDO, including objection to the deletion of DDO2 (Riviera).</li> </ul>	<p>There was limited comment in respect to planning controls for Paynesville. In respect to the existing Design and Development Overlay relevant to the Constructed Waterways, it is not intended that this be removed.</p> <p>The draft planning controls will require further refinement prior to exhibition of any Planning Scheme Amendment.</p>
<p><b>Site Specific Requests</b></p> <p>A number of submissions have been received from land owners nominated within the existing town boundary and in some cases from those outside the nominated boundary seeking particular forms of development, or proposing rezoning or inclusion in the township boundary.</p>	<p>Based on current rates of growth and the provision of a supply of land for the planning period involved, it is not recommended that the township boundary be relocated as there is insufficient justification for this to occur.</p> <p>In respect to proposals submitted for future development of land within the nominated township boundary – these have been noted, but the UDF process is not designed to provide approval, even notionally for these proposals. Any approval will be subject to normal planning processes.</p>