

Slip Road Maritime Precinct Concept Plan, (Addendum to Paynesville Maritime Precinct Master Plan 2009) 2021

Adopted by Council on 25 May 2021

Table of Contents

1. Executive Summary	2
2. Introduction and Purpose	3
3. Original Paynesville Marine Precinct Master Plan 2009	4
3.1 Coastal Planning Changes	4
<i>Marine & Coastal Policy</i>	4
<i>Victorian Coastal Strategy</i>	5
<i>Gippsland Boating Coastal Action Plan:</i>	5
<i>The Paynesville Foreshore Management Plan</i>	5
3.2 Previously Proposed Centre for Wooden Boats	7
3.3 Flooding constraints (Burrabogie Flood Study)	7
4. Slip Road Precinct	9
4.1 Site Context	9
4.2 Planning context	10
4.3 Original Master Plan Objectives for the Slip Road Precinct	10
4.4 Revised Site Objectives	12
4.5 Site elements	13
<i>Appendix 1</i>	17

1. Executive Summary

The purpose of this concept plan is to:

- Provide an update to the Paynesville Maritime Precinct Master Plan 2009; and
- Guide the development of the Slip Road Precinct.

The need to develop this concept plan now is in response to a Victorian Government announcement in February 2019 that they will provide \$1.1M for the development of the site for works including the provision of a seawall and boardwalk. This concept plan will guide this development.

Since the publication of the Original Master Plan the following has changed:

- Changes to coastal planning requirements as outlined in the Marine and Coastal Policy 2020;
- The completion of a feasibility study for a Centre for Wooden Boats and/or a Heritage Centre which found that such a centre was *not* feasible; and
- Completion of the Burrabogie Island flood study which outlined flood protection options.

The Slip Road Maritime Precinct in Paynesville is approximately 5 ha of Crown Reserve foreshore on McMillan Strait, one of Victoria's busiest recreational waterways. It adjoins the Gippsland Ports Boatyard and sits opposite a range of boatbuilding, maritime servicing and related businesses. The site is managed by East Gippsland Shire Council and Gippsland Ports.



The objectives of the development of the Slip Road Precinct are to leverage the unique values of the site to complement the marine industry and support the tourism industry by ensuring that there is sufficient water access, moorings and flood mitigation to support recreational boating and the boating industry in this precinct.

The unique values of the site include:

- Geographical location on peninsula between Lake King and Lake Victoria;
- As a gateway to the unique environmental attributes of the lakes including the RAMSAR wetland and abundant Koala's at Raymond Island;
- Access to unique Aboriginal heritage values and archaeological sites on the Gippsland Lakes;
- Access to the boating services provided by the marine Industry precinct; and
- Access to the protected King Street boat ramp with ample space for parking.

To this end the site will need the following elements:

- Seawall renovation and/or upgrade as required;
- Access to and through the site including boardwalk;
- Berthing increases including options for; working berths, boat brokerage, itinerate berthing, permanent berthing;
- Boat ramp upgrade, with additional lane;
- Boat washdown area;
- Fish cleaning provisions;
- Provision for marine industry access;
- Small boat launch eg kayaks;
- Parking provisions;
- Pedestrian link along foreshore to Paynesville township;
- Amenity block improvements; and
- General landscaping and planting;

2. Introduction and Purpose

The purpose of this concept plan is to:

- Provide an update to the Paynesville Maritime Precinct Master Plan 2009
- Guide the development of the Slip Road Precinct.

In 2009 Council worked with the community to develop the Paynesville Maritime Precinct Master Plan¹ which was intended to guide development in this location to support the marine industry and tourism. Now over a decade on, there is a need to both update this Master Plan

¹

https://www.eastgippsland.vic.gov.au/files/content/public/plans_and_projects/paynesville_and_district/final_master_plan_021209.pdf

and develop this Concept Plan to guide investment into the Slip Road Precinct. In February 2019 the Victorian Government committed \$1.1M for upgrade works at the Slip Road Precinct. This concept plan will guide the development of the site.

3. Original Paynesville Marine Precinct Master Plan 2009

The Original Master Plan 2009 addressed the area shown in Diagram 1.



Diagram 1 – Scope of the Paynesville Maritime Precinct Master Plan 2009.

The Original Master Plan can be found on the East Gippsland Shire websiteⁱ.

Since the development of the Original Master Plan 2009 there have been some changes to the site and external context. The most relevant of these include:

1. Changes to coastal planning requirements as outlined in the Marine and Coastal Policy 2020
2. The completion of a feasibility study for a Centre for Wooden Boats and/or a Heritage Centre
3. Completion of the Burrabogie Island flood study.

3.1 Coastal Planning Changes

MARINE & COASTAL POLICY

Since the Original Master Plan the Coastal Management Act 1995 has been replaced by the Marine and Coastal Act 2018 and the Victorian Government has released the *Marine and*

Coastal Policy 2020. The policy states: Our vision is for a healthy, dynamic and biodiverse marine and coastal environment that is valued in its own right, and that benefits the Victorian community, now and in the future.

The Victorian Coastal Strategy 2014 and Coastal Implementation Plan 2014 includes the following hierarchy of principles:

- Ensure the protection of significant environmental and cultural values;
- Undertake integrated planning and provide clear direction for the future; and
- Ensure the sustainable use of natural coastal resources.

Only when the above principles have been considered and addressed:

- Ensure development on the coast is located within existing modified and resilient environments where the demand for development is evident and any impacts can be managed sustainably.

VICTORIAN COASTAL STRATEGY

The Victorian Coastal Strategy 2014 on page 66 outlines criteria for use and development on coastal Crown land. These have been updated since the previous Victorian Coastal Strategy 2008 publication which formed the basis of the Original Master Plan. The relevant extract from the Victorian Coastal Strategy 2014 is shown in **Appendix 1**.

GIPPSLAND BOATING COASTAL ACTION PLAN:

Gippsland Boating Coastal Action Plan 2013 has been released since the Original Master Plan was endorsed by Council. The following points are relevant and consistent with the master plan.

Fort King, Slip Bight Marina and Slip Road (Paynesville marine precinct) are locations where additional wet berths could be accommodated in the future. This should be considered at a local planning level. At other boating areas in Paynesville, improvements should aim to relieve congestion, increase ease of use and improve efficiency and safety.

There are a number of proposals currently under consideration in Paynesville that are consistent with its role as a state marine precinct and major boating destination. Several recent investigations and local management and master plans have been developed and are supported in principle, provided they are developed in a manner that is consistent with the hierarchy of principles in the Victorian Coastal Strategy (2008) and the principles in this plan.

THE PAYNESVILLE FORESHORE MANAGEMENT PLAN

In 2017 Council adopted the Paynesville Foreshore Management Plan. The plan recognises Paynesville's status as a 'State Boating Precinct' and includes the following relevant sections

Provide an overall Walking Track Master Plan that encompasses a walking track and cycling paths along the entire length of the foreshore throughout Paynesville and Eagle Point. Ensure that the Walking Track Master Plan includes '2 by 2' tracks where possible, incorporates water sensitive urban design where appropriate, formalises any 'ad hoc' tracks and reinstate informal tracks that are detrimental to the environment.

Consider increasing fish cleaning facilities at all major boat ramps.

Identify opportunities along the foreshore to create a sense of place and gathering place to support cultural, spiritual and physical needs for Aboriginal people.

Continue to identify new traditional landowner and cultural management learning opportunities whilst delivering on economic objectives of the Gunai Kurnai people.

Install signage to direct traffic flow, define boat trailer and RV parking to reduce conflict with pedestrians.

Align with the Gippsland Boating Action Plan 2013 and provide a clear framework for recreational boating.

Support Gippsland Ports proposal to increase capacity of transient berthing opportunities in McMillian Strait.

Recognise Paynesville as a key launching point for boating activities on the Gippsland Lakes by undertaking appropriate promotion and ensuring that there is an appropriate level of supporting infrastructure provisioned over time.

Any future seawall works should be based on designs that adapt to sea level changes, represent best practice and represent best value for whole of life and maintenance costs.

Investigate impact of storm water on drainage and foreshores and if necessary develop designs to reduce impact of storm water on foreshores.

Actions from the Paynesville Foreshore Management Plan specific to Slip Road include:

- 1. Continue to support Gippsland Ports to provide additional temporary and permanent berthing facilities.*
- 2. Continue to monitor and manage inundation and sea level rise through the implementation of any recommendations made within a future flood study.*
- 3. Implement the Paynesville Maritime Precinct Master Plan 2009 to address many of the identified issues within the Slip Road precinct.*
- 4. Prepare Master Plan for the Slip Road foreshore to improve and increase green spaces, walkability, vegetation cover and formalised parking areas. Any works would be consistent with the Paynesville Maritime Precinct Master Plan 2009, the emerging industrial and maritime uses and the existing residential areas.*
- 5. Improve walkability around the Slip Road precinct by providing connected walking tracks that are separated from the road. Also provide connection to the town centre via King Street and the laneway as identified on the plan. Lighting and signage is likely to be required to facilitate safe access down the laneway section of the walking route.*
- 6. Investigate the viability of a north south pedestrian connection over the canal from Slip Road to Esplanade in the future. Any connection must be able to accommodate vessel access down the canal system.*

7. *Ensure that any future development of public spaces recognises and responds to former uses including landfill*

3.2 Previously Proposed Centre for Wooden Boats

The Original Master Plan 2009 suggests that the concept prepared by the Paynesville Maritime Industry Association (PMIA) of a Centre for Wooden Boats may be an ideal facility to provide a unique tourism destination for Paynesville. One of the recommendations of the Original Master Plan was that a business case be undertaken for the Centre for Wooden Boats. The study² considered a Marine Heritage Centre as being the most viable option and identified that:

- Over 10 years the centre will make a loss (including depreciation),
- The capital cost is estimated to be \$9.9M,
- Multiple sources of funding would be required, mostly from government to enable construction, and
- There would be other flow on financial benefits to the community of the centre through attracting tourists.

Based on the above this project is not considered viable and is *not* being further considered by Council.

3.3 Flooding constraints (Burrabogie Flood Study)

Since the Original Master Plan 2009 there has been a substantial study undertaken of flooding on Burrabogie Island³.

Based on this report the expected flood levels over time are:

ARI (1 in x yrs)	AEP (%)	Scenario and Year			
		Existing	2040 (existing +0.2m SLR)	2070 (existing +0.4m SLR)	2100 (existing +0.8m SLR)
1	63	0.58	0.78	0.99	1.39
2	39	0.67	0.86	1.07	1.47
5	18	1.04	1.16	1.3	1.56
10	10	1.25	1.37	1.51	1.77
20	5	1.5	1.62	1.76	2.02
100	1	2	2.12	2.26	2.52

All levels metres Australian Height Datum (AHD)

² DRAFT Gippsland Lakes Maritime heritage Centre Feasibility and Business Case, 2014, Coffey

³ 'Concept Design for Flooding Adaptation – Burrabogie Island, Paynesville' 2017 Ramboll.

One of the most important considerations in flood protection is to determine the level of protection desired or the Defined Flood Event (DFE). In Victoria it is expected that there will be a 0.8m sea level rise by 2100 and a 1% Annual Exceedance Probability (AEP) standard is adopted by the East Gippsland Catchment Management Authority for declaring flood levels and defining minimum floor levels. The study identified flood mitigation options for the following 2 options:

- 1% AEP event with 0.8m sea level rise; and
- 5% AEP with 0.8m sea level rise.

The study assessed a number of potential flood mitigation options and concluded that the following options were viable for flood protection on Burrabogie Island:

- Sea Wall;
- Large Scale Floodgates on the waterway at the north and south ends of the island at the canal openings (required for a 1% AEP event); and
- Mobile barriers.

It is worth noting that land reclamation was considered unsuitable due to the saline nature of the substrate, disturbance of the lake bed and the extensive area required to be reclaimed. Raising Slip Road as a levee for flood protection was also not considered further as roads with levees on the crest are cost prohibitive.

The report then went on to identify possible alignment options including:

- Following shoreline along north and east sides of the island with flood gates across the canal entrances
- Broadly following the alignment of Slip Road
- Variations of the above.

However the Department standard of 1.5m AHD sea wall height has not been adopted for precinct, instead it is proposed to set seawall heights at 1.0m AHD with the option to increase the height of the sea wall over time as sea levels rise. The reason for adopting the 1.0m AHD level is because providing this height of sea-wall will not prevent flooding as the site will still be inundated with flood water from other parts of the canal surrounding the island.

This level of protection is considered appropriate for a site where there are no significant buildings and the site is public open space. The assets on the site will be designed to accommodate infrequent flooding.

An important element of flood risk mitigation is the provision of access and egress should a flood event occur. With the current design of Burrabogie Island there is only one access point, King St Bridge, King St and Slip Road. The current requirements, set by the East Gippsland Catchment Management Authority, are that the depth of any access and egress should be no deeper than 0.8m below the 1% AEP flood level. The 1% AEP at Burrabogie Island is currently 2.0m AHD rising to 2.52m AHD in 2100. Therefore the levels of the access roads should be 1.2m AHD rising to 1.72m AHD as sea levels rise. These levels are significantly higher than those of Slip Road which are only 0.7m AHD at the lowest point. However it is noted that the East Gippsland Catchment Management Authority standards in relation to access and egress are significantly less stringent than those provided in the rest of Victoria and that these

standards could tighten over time. Triggers for such tightening could be a flood event or other changes in the risk appetite of government

4. Slip Road Precinct

4.1 Site Context

The site is public land located south of the Gippsland Ports Site and east of Slip Road on Burrabogie Island, Paynesville.

The Slip Road Maritime Precinct in Paynesville is approximately 5 ha of Crown Reserve foreshore on McMillan Strait, one of Victoria's busiest recreational waterways. It adjoins the Gippsland Ports Boatyard and sits opposite a range of boatbuilding, maritime servicing and related businesses.

The site forms an important part of Paynesville's marine precinct and provision of access to the Gippsland Lakes, but is underdeveloped and disconnected from the main services of the town. Existing features are a boat ramp, adjoining jetties, Paynesville Boat Harbour (North), amenities block and car parking accommodating approximately 120 boat trailers.

The site is managed by East Gippsland Shire Council and Gippsland Ports.

The Site under consideration is outlined in Diagram 2.



Diagram 2 Slip Road Precinct

The marine industry is based on Burrabogie Island and includes the Gippsland Ports site and the industrial zone west of Slip Road comprising boat storage, building, repairs and retail. Paynesville is a boating centre of state significance and has the third largest boating industry after Geelong and Melbourne. The Gippsland Ports site (immediately north of the Slip Road Precinct) is of significant importance to the marine economy as it provides slipping capabilities and other boating services as well as being home to the Victorian Water Police. Gippsland Ports are currently negotiating with Victoria Police, the Coast Guard and other government agencies to co-locate head-office facilities at either Paynesville or Lake's Entrance.

Tourism at Paynesville is based on proximity to, and boating access to the Lakes. The Original Master Plan 2009 highlights the importance to the tourism economy of uniqueness of the destination. The goal of the Centre for Wooden Boats was to provide such a unique destination. Given the unviability of this option the concept design for Slip Road Precinct is based on building upon the existing unique attributes of Paynesville and the Slip Road site.

The unique values of Paynesville, Burrabogie Island and Slip Road Precinct include:

- Geographical location on peninsula between Lake King and Lake Victoria,
- As a gateway to the unique environmental attributes of the lakes including the RAMSAR wetland and abundant Koala's at Raymond Island which can be seen in their natural habitat,
- Access to unique Aboriginal heritage values and archaeological sites on the lake,
- Access to the boating services provided by the marine Industry precinct,
- Access to the protected King Street boat ramp and ample space for parking.

All of these values are based on *boating* on the Lakes.

4.2 Planning context

This site is zoned PPRZ with the northern part of the site (adjacent to Gippsland Ports) is zoned as IN3Z.

PPRZ – Public Park and Recreation, which allows public recreation and open space and may include commercial uses where appropriately associated with the public land use

IN3Z – Industrial 3 which is industries of a particular nature and of limited impact on their surroundings. Buffer to local communities and their amenity. Only a caretaker dwelling permitted.

This concept plan can be implemented with *no* changes to zoning.

4.3 Original Master Plan Objectives for the Slip Road Precinct

The objectives outlined in the Original Master Plan that are relevant to the Slip Road Precinct concept plan include:

GENERAL

- Develop Paynesville as the boating heart of the Gippsland Lakes, building upon its central location, available marine services and potential for their expansion.

- Secure and promote local employment opportunities, both in the marine service sector and in tourism generally.
- Facilitate integration by improving access through the precinct and connections to the wider town.
- Make better use of currently underutilised and unattractive land adjoining the waterfront, particularly between the King Street Boat Ramp and Gippsland Ports.
- Maintain the small scale, village-feel characteristic of Paynesville and its sense of being a real working town and not just another resort.
- Consider adaptation to climate change and flood mitigation, without stifling activity and paralysing further development.

MARINE INDUSTRIES

- Provide sufficient industrial land for the necessary functioning and expansion of marine services and ensure that it is not unnecessarily occupied by non-marine uses. This also includes possible expansion of the Gippsland Ports facilities.
- Guarantee adequate access to move boats for servicing, including both road access and water access.

BOATING USERS

- Serve the anticipated demand for boat launching facilities, both in terms of ramp space and associated trailer parking (this need may require considerations outside of the precinct).
- Improve boating supplies and maintenance services, particularly access to fuel and sewage disposal.
- Increase the supply of affordable berthing, both long and short-term.
- Consider options for dry boat storage facilities.

TOURISM

- Promote marine related tourism opportunities within the precinct by providing a “destination facility”.
- Connect the precinct more directly to the town centre, at least for pedestrians, by building a pedestrian bridge linking the southern end of Slip Road to the northern end of The Esplanade. The bridge would add benefit if it were of an iconic nature.
- Create a trail or circuit through the precinct from the new bridge to the Motor Cruiser Club at Slip Bight Marina, and in time beyond. This trail should follow the water as far as possible and take on a boardwalk character.
- Optimise casual parking for visitors and associate with mixed use development opportunities to serve their needs.
- Increase short-term boat moorings both fixed and swing, to encourage water-based visitors.

- Market the concept of a working precinct by encouraging marine service industries to present an amenable, accessible face to the public realm.

RESIDENTS

- Protect and improve the amenity of adjoining residential areas, both from visual intrusion and from traffic.
- Protect and improve access to adjoining residential areas, particularly for pedestrians.
- Protect boating access to the canals and particularly do not impede access due to bridging.
- Tailor precinct development to what is justifiably necessary for the general good of Paynesville.

4.4 Revised Site Objectives

The objectives of the development of the Slip Road Precinct are to leverage the unique values of the site to complement the marine industry and support the tourism industry by ensuring that there is sufficient water access, moorings and flood mitigation to support recreational boating and the boating industry in this precinct.

This will be achieved by:

- Ensuring the needs of the marine services industry are accommodated within site constraints;
- Enhancing the capacity for boaters to access the lakes; and
- Encouraging boaters to spend more time in Paynesville and at the Slip Road Precinct either on the foreshore or on the jetties and marinas.

In the Precinct's role as supporting *commercial* the marine services industry the site needs:

- Boat brokerage jetty;
- Working berths for low impact repairs;
- Access to berths for boat clients arriving by water;
- Access to foreshore to recover boats using the boat ramp. Extra wide ramp lane is needed;
- Access to a hoist dock or facility for a negative fork-lift; and
- Opportunities to market marine services.

In the Precinct's role as the *gateway* for boaters to the Lakes. The site needs to service:

- Trailer based boats (sailing and powered) who use the boat ramp;
- Small crafts like kayaks/canoes/personal craft;
- Boat hire facility for those who don't own boats;
- Parking and amenities for the above users;
- Sewage pump out and on-water refuelling services;

- Ample boat storage, either wet storage in a berth or dry storage on nearby land;
- Boat washdown area; and
- Fish cleaning facility.

In the Precinct's role as encouraging people to spend more time at the site needs:

- Easy pedestrian access along across the canal and along the foreshore from Paynesville;
- Jetties and marinas for boats;
- Ample itinerant berths to accommodate both multi day stays and shorter multi hour stays;
- Lots of opportunities to view boats and the activities on the site (working berths and brokerage jetty will contribute to this);
- High site amenity;
- Opportunities to view the natural assets of the area; and
- Retail opportunities including possibilities for food outlets or marine based retail.

Gippsland Ports has historically leased out the operation of the on-water fuelling station and sewerage pumping station to Bull's cruisers a building to support the operation of their boat hire business within the Gippsland Ports site. Bulls cruisers ceased operations in early 2020. The on-water fuelling station and sewage pump out facility is currently being operated by Gippsland Ports. In 2017 Gippsland Ports sought expressions of interest for another lease (EOI). No suitable response to this EOI was received. Gippsland Ports will seek expressions of interest for commercial use of the site at a future date.

4.5 Site elements

Based on the objectives of the site the following site elements are considered necessary:

Seawall

The existing seawalls may need renovation or replacement to meet the mooring and flood protection needs of the site. Further shoreline protection may be required where there is no existing sea wall north of the boat ramp.

Access to and through the site including boardwalk

Access to and through the site for pedestrians, cyclists and vehicles needs to be provided including access to the boat ramp, jetties and to the boat refuelling station.

Berthing

Additional berthing is required that can be flexibility reconfigured to accommodate:

- working berths for low impact repairs;
- boat brokerage berth;
- Itinerant berthing (both short and long term); and
- Permanent berthing.

Should dredging of the lake bed be required consideration will need to be made for the proper management of the soils as they may be acidic and need treatment to prevent acidic runoff from the soils.

Boat ramp

The boat ramp will:

- require upgrade to accommodate oversized vessels, either widen existing or add a second ramp.
- accommodate a higher sea wall,
- fixing erosion at the base of the ramp, and
- extended adjacent jetties to tie boats
- Provision for negative lift boat retrieval to enable dry berthing
- Boat washdown area

Small boats

Facility to launch small boats that are not trailer based eg kayaks and canoes. Facility could comprise a bank or platform that could be accessed via steps. This platform could double as a place where people can view boats close to the water and children can see the ducks and swans close up. It should be at least 10m in length.

Parking

Parking is required for:

- users of the boat ramp (cars and trailers)
- users of small boat launch facility
- visitors to commercial facilities including boat hire.

Circulation of traffic around the site will need careful design to minimise the impact on existing residents and maintain safety for pedestrians and cyclists where there are boats and trailers.

Pedestrian Link

In the 1970s a canal estate was constructed at Paynesville which created Burrabogie Island. Prior to this Slip Road was connected to Paynesville and the site could be accessed by foot from the township along the Paynesville foreshore. As a result, the only road or pedestrian access to the site is via the King Street bridge.

Re-establishing a pedestrian link along the foreshore is desirable should this be technically and financially viable. Such a link would need to accommodate masted boats up to 7.5m wide.

Amenity

The amenity of the site can be improved:

- Landscaping;
- Ensure that the site can accommodate flooding;

- Renovation of the amenity block;
- Provision of a fenced playground that would enable the children of boat users to play safely while their parents/carers launch and retrieve their boats;
- Reflect the site as the gateway to the lakes;
- Incorporate Aboriginal and maritime heritage history and stories; and
- Fish cleaning table

Diagram 3 outlines the concept design for the site.

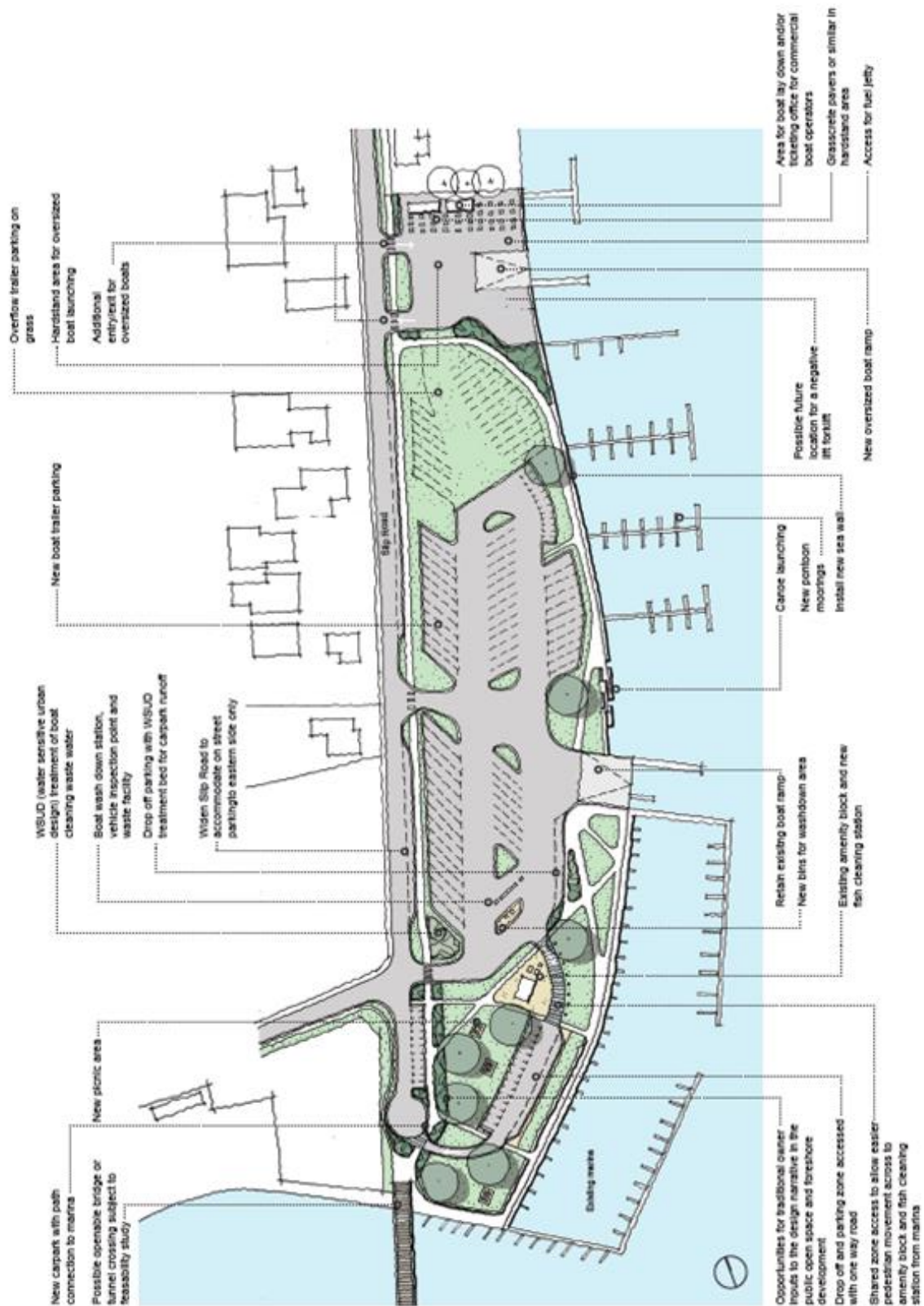


Diagram 3 – Slip Road Precinct Concept Design

APPENDIX 1

Criteria for use and development on coastal Crown land (including reuse and redevelopment) *Victorian Coastal Strategy 2014* p66-67

The following steps provide guidance for assessing development proposals on coastal Crown land. These criteria for use and development apply to all coastal Crown land including the seabed.

1. An important step in applying these criteria is to understand the local context and values of the site. In some locations the environmental values of the land are highly significant, and any use and development must carefully consider the impact on these environmental values. In other locations, the social and cultural values may be more pronounced and may support a wider range of potential use and development.
2. Proposed new development, reuse and redevelopment on coastal Crown land must meet the following criteria and demonstrate, to the satisfaction of the decision-maker, a net community benefit.

(These criteria should be considered as a 'package' rather than each being considered in isolation with a 'pass' or 'fail' outcome)

- Demonstrates need to be sited on the coast, based on support for, and direct linkage to, coastal activities
- Demonstrates that the use and development cannot be feasibly located elsewhere
- Demonstrates responsiveness to the site values
- Facilitates improvement of sites or developments which have poor environmental performance and/or which have limited benefit for the community
- Recognises nature conservation and biodiversity as primary values for use and management of coastal

Crown land

- Is responsive to environmental, social, cultural and economic values of the location
- Enables equitable public access to the coast
- Is located in an Activity or Recreation node – Refer to Figure 7
- Involves consultation with the local and broader community
- Generates public benefits such as the avoidance of public outlays on otherwise desirable facilities and/or infrastructure.

Siting and design

- Exhibits excellence in siting and design which complements, or integrates with, the coastal landscape and setting
- Is consistent with local planning scheme requirements and Siting and Design Guidelines for Structures on the Victorian Coast (VCC, 1998) and Good Design on the Coast (VCC, 1998) available at www.vcc.vic.gov.au

Incorporates ecologically sustainable design principles

- Maintains important public views, vistas and sightlines.
- Avoids coastal hazards, and is set back as far as practicable from the coast and low lying areas.
- Applies appropriate flood level benchmarks for floor levels.
- Takes into consideration Bushfire Management Overlay requirements.
- Facilitates and does not impede access to and along the shoreline and where appropriate consolidates building footprint to use Crown land efficiently and sparingly.
- Contributes to the coastal environment through rejuvenation and adaptive re-use of heritage places.
- Siting and design protects, enhances and supports the existing character of the coastal location.
- Incorporates lifecycle costs in the design of infrastructure.

Access and use

- Makes efficient use of the site, and facilitates multiple use and/or sharing of sites and infrastructure, including car parks.
- Enhances public access to the coast and minimises loss of public open space.
- Provides well designed, safe and convenient pedestrian access.
- Encourages access by transport modes other than private vehicle.
- Anticipates implications for the surrounding community of demand likely to be generated by the use and development
- Incorporates, to the extent practicable, the needs of accessibility and inclusion of people with varied levels of ability or physical capacity

Environmental impacts

- Responds to risk of a changing climate including inundation and erosion based on current scientific knowledge.
- Accommodates climate conditions in 20– 50 years' time and addresses adaptation requirements, including those of natural coastal habitats, based on best available science.
- Ensures that off-site impacts of the use or development do not detrimentally affect coastal and marine environmental values.
- Avoids disturbing coastal acid sulfate soils (CASS). If avoidance is not possible, is consistent with the Victorian.
- Best Practice Guidelines for Assessing and Managing Coastal Acid Sulfate Soils, 2010 (DSE (b) 2010) to avoid.
- adverse impacts associated with the disturbance of CASS on the environment, humans and infrastructure.
- Utilises local indigenous species in landscaping and re-vegetation to enhance built environments, provide habitat and support the resilience of the coast.
- Incorporates environmentally sensitive design which minimises development impact and footprint, minimises disturbance to indigenous flora and fauna, and incorporates energy and materials efficiency and water sensitive design.

Contact us

Telephone

Residents' Information Line: 1300 555 886 (business hours)

Citizen Service Centre: (03) 5153 9500 (business hours)

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Lakes Entrance: 18 Mechanics Street

Mallacoota: 70 Maurice Avenue

Omeo: 179 Day Avenue

Orbost: 1 Ruskin Street

Paynesville: 55 The Esplanade

Outreach Centres

Bendoc Outreach Centre -

18 Dowling Street

Buchan Resource Centre -

6 Centre Road

Cann River Community Centre -

Princes Highway
