

PAYNESVILLE GROWTH AREA

STRUCTURE PLAN

July 2016

(updated October 2025)



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1. INTRODUCTION

1.1 Background

Since its settlement in the late 19th century as a small lakeside fishing village, Paynesville has always undergone growth and change.

From the collection of fishermen's cottages, hotels and stores along the foreshore at the turn of the 20th Century, through the baby boom and post-war housing growth as a young community strongly linked to employment in Bairnsdale, to the growth in tourism and lifestyle appeal for retirees, the town has expanded substantially to the north and west. Paynesville has been transformed over the past 30 years by investment in residential canal estates, retail and commercial facilities, boating infrastructure, education, health and community facilities.

In essence, however, Paynesville has retained its same local character as a small lakeside town, physically and visually connected to the water and surrounding landscape, reflected in the wide tree-lined streets in the older section of the town, good accessibility to the foreshore and town services and a strong sense of local identity.

The aim of the Paynesville Growth Area Structure Plan is to maintain and enhance that identity, so that the town can continue to grow and change to meet the needs of the future.

The East Gippsland Planning Scheme (Clause 11.01-1L-02), currently includes the following Strategies for Paynesville:

- *Provide a variety of housing types and styles that add to the special character of Paynesville.*
- *Provide key linkages between residential, commercial, recreation, town centre activity areas, the foreshore, the waterfront and the hinterland.*
- *Develop tourism opportunities and event spaces that facilitate an all year-round destination.*
- *Encourage the maritime industry (including marinas and workshop facilities) and service industry in the Industrial 3 Zone at Slip Road.*
- *Discourage industry that is not reliant on access to water in the Industrial 3 Zone on Slip Road.*
- *Expand the town westwards generally between Waratah Avenue and Grandview Road.*
- *Contain urban development within the area to the east of Grandview Road.*
- *Promote higher densities in the redevelopment of existing areas.*
- *Provide a distinct separation of Eagle Point and Paynesville incorporating extensive open space areas.*
- *Provide expansive green edges to abut entry roads to maintain the sense of country atmosphere to the arrival experience.*
- *Encourage development of a variety of tourist accommodation options within Paynesville, particularly in the town centre or close to the canals.*
- *Encourage the use of the site adjoining the coast north-west of Paynesville to be development for resort development or for urban/residential use.*

- *Plan any resort development as an integrated development that does not include land uses that would be prejudicial to the primacy of the Paynesville activity centre.*

The Paynesville Growth Area Structure Plan aims to put in place a broad plan to meet the above objectives over a 30-40 year period and to ensure that the best possible outcomes for the sustainable growth of the town.

1.2 Preparation of the Structure Plan

The development of the Paynesville Growth Area Structure Plan (PGASP) was undertaken in two main stages.

In 2013 a community consultation and structure planning process was undertaken by consultants working for East Gippsland Shire Council to establish key principles and requirements for future growth. A substantial amount of consultation was undertaken to establish community aspirations and to develop and document options for the future urban structure of the growth area.

Initial assessment of site constraints and opportunities was undertaken, including community workshops to establish community values and to identify the key issues that need to be addressed in planning for future growth of the town.

In 2015 this work was reviewed and updated, based on further community input, consultation with the Council and landowners and refinement of planning objectives and outcomes. This second stage of work sought to establish a much clearer and responsive design philosophy for the growth of Paynesville and a strong focus on the character and identity of new growth and a shift to a more sustainable, attractive and liveable urban environment in the lakeside setting.

The work included further assessment of opportunities and constraints for the growth area, the identification of preferred road and open space layouts, traffic assessment, and review of native vegetation requirements, including ecological and cultural heritage assets.

Further investigations included traffic modelling and impact assessment, hydrological analysis, native vegetation scan, and social impact assessment.

Substantial local knowledge and technical information about the Paynesville Growth Area have informed the preparation of the PGASP and it has been guided by the views and preferences of community members through extensive consultation.

Consultation with community members through targeted community focus groups and meetings with all landowners and their representatives was undertaken to test propositions for the initial structure plan and obtain further input on preferred development options.

The final preferred urban structure plan and this document have been prepared with the aim of satisfying community aspirations for the growth area, including the stated desires of landowners for a practical and achievable plan and within the broader policy requirements of Victorian Government agencies and the East Gippsland Shire Council.

PGASP was reviewed and updated in 2023 to achieve the following outcomes:

- Ensure the statistical information used to inform the Structure Plan remained relevant and up-to-date.
- Update recommendations regarding Statutory Implementation to align with structural changes to the East Gippsland Planning Scheme Municipal Planning Strategy and

Planning Policy Framework.

Updates to PGASP were policy neutral and did not affect the policy intent of recommendations contained in the original 2016 version of the Structure Plan.

1.3 Purpose

The purpose of the Paynesville Growth Area Structure Plan (PGASP) is to provide a set of desired outcomes, objectives, guidelines and requirements for future development of the growth area, based on principles of good urban design and sustainability.

It aims to:

- Plan the structure of the growth area previously established in the Urban Design Framework for Paynesville which identified land for the foreseeable long-term urban growth of Paynesville (up to 35-40 years). Plan for the services necessary to support the town's economic and social well-being.
- Outline and describe a preferred urban structure that broadly defines the allocation of land for future residential development, open space, drainage and other urban uses to support sustainable growth, good urban design and housing choice within the Paynesville township boundary.
- Provide a road hierarchy and standards; identify future traffic and pedestrian circulation; and identify road and intersection upgrades necessary to provide for safe and efficient movement within, to and from the study area – including plans for funding of that infrastructure.
- Plan for the appropriate mix and separation of urban land uses necessary to achieve a vision for optimum community and economic outcomes.
- Identify key townscape themes that will be incorporated into the public realm to retain and reinforce the local identity, urban character and sense of place for Paynesville.
- Take advantage of the environmental and social values that are unique to Paynesville and which give the town its competitive advantage as a place to live, work and play.
- Incorporate sustainability principles to minimise the environmental footprint of development.
- Include assessment of social impact to guide the provision of community infrastructure and services.
- Integrate public open space, foreshore areas and pedestrian/cycle networks to achieve conservation and recreational objectives.
- Identify the social infrastructure required both within the study area and the town as a whole to provide optimum facilities and services for the community, including practical and effective arrangements for funding and delivery.
- Prepare a Public Infrastructure Plan to assist in funding key infrastructure in the PGASP, where that infrastructure requires contributions from multiple landowners.
- Provide for the transfer of land required for key movement corridors and development of walking/cycle paths as early as possible in the development process.
- Provide guidance on the preparation of Planning Scheme Amendments; transfer of land for, and management of, public open space assets; and delivery of infrastructure investment in the study area.
- Review and update key recommendations of the Paynesville Urban Design Framework.

1.4 Planning Policy Context

The PGASP is informed by:

- The Municipal Planning Strategy and Planning Policy Framework as set out in the East Gippsland Planning Scheme.
- The Paynesville Urban Design Framework 2007.
- Local policy and strategy plans including:
 - Paynesville and District Community Plan 2012.
 - East Gippsland Shire Council Urban Waterways Strategy 2012.
 - East Gippsland Regional Towns Industry Study 2012.
 - Paynesville Foreshore Management Plan 2017.
- A range of other State and local legislation, policy and plans.

The PGASP is intended to be adopted and implemented through the East Gippsland Planning Scheme to guide further urban design, subdivision and development within the growth area.

The PGASP does not absolve any party from obligations under Commonwealth, State and Local Government legislation. It seeks to maintain consistency with those obligations in setting development objectives and requirements to achieve the community's desires for sustainable growth outcomes for Paynesville.

In particular, it is guided by the objectives and strategies of the Paynesville Urban Design Framework, as follows:

1. 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.
2. Plan for open space links to foreshore areas and walks from north to south.
3. Plan for the expansion of the town westwards generally between Waratah Avenue and Grandview Road.
4. Encourage a variety of lot sizes and housing types to meet community needs.
5. Ensure there is a distinct separation of Eagle Point and Paynesville urban areas with appropriate forms of development that incorporate extensive open space.
6. Require expansive green edges to abut entry roads to maintain the sense of country atmosphere to the arrival experience.
7. Investigate the possibility of allocating land for clean, non-maritime industrial uses and commercial uses servicing the local community.

An objective of the Community Plan for Paynesville and a key role for this document is to ensure that new residential development is sympathetic to, and supports retention of, the character of Paynesville as a lakeside town.

The plan describes a pattern of land use and development that will: provide good connections to the existing town and foreshore areas; provide spacious streets and landscape corridors; stimulate variety in residential lot sizes; and sensitively locate land uses to support Paynesville's future growth.

1.5 How to use this document

The Structure Plan guides strategic land use and development for the urban growth area.

Existing planning permits are in place for the 'Coast' development where a 376 lot subdivision permit exists for the first constructed stage and for the undeveloped land zoned in the General Residential Zone in the south-east portion of the growth area. The preferred urban structure shown in this plan has been prepared to generally align with and enable the permitted 376 lot development, should it proceed in accordance with approved plans. Should further planning permits be sought for alternative development or staging of development within this land, the provisions of this PGASP will apply to ensure development within the growth area is integrated and that an orderly and efficient pattern of growth occurs.

The PGASP requires the preparation of one or more development plans, demonstrating general conformity with this document and the coordination and integration of development on adjoining land.

Development Plans, overlays, planning applications and planning permits must implement the outcomes of the PGASP. The outcomes are expressed by the Vision, Objectives and Requirements. Possible ways to achieve these outcomes are included in the Guidelines.

Each element of the PGASP contains objectives, requirements and guidelines as relevant.

Objectives describe the design outcomes that apply to the PGASP that achieve the vision for the area.

Requirements should be adhered to in development of the land. Where they are not demonstrated in an overall Development Plan or permit application, requirements may be included as a condition on a planning permit or obligations in a legal agreement, whether or not they take the same wording as the structure plan, to achieve its intent.

Guidelines express how the discretion will be exercised by the responsible authority in certain matters that require a planning permit. If the responsible authority is satisfied that an application for an alternative to the guidelines implements the outcomes, the responsible authority may consider the alternative.

These objectives, requirements and guidelines will operate within the statutory planning framework to implement the outcomes of the PGASP. The PGASP also includes recommendations for a Public Infrastructure Plan, which functions in part to apportion the costs of key infrastructure where multiple landowners benefit from the infrastructure, and for the preparation of legal agreements to deliver infrastructure by individual landowners within or directly adjacent to their landholdings in respect of that key infrastructure.

A range of other measures are also recommended to facilitate implementation of the PGASP, including agreements between Council and other agencies for the future management of foreshore reserves, processes for preparation of Development Plans for the landholdings, delivery of landscape corridors and walking/cycling connections, and forward planning and budgeting for expansion and maintenance of public facilities.

Development must also comply with all other Acts and approvals where relevant, including the Environment Protection and Biodiversity Conservation Act 1999, Aboriginal Heritage Act 2006, amongst others. These requirements will be applied at the Planning Permit stage.

1.6 Land affected by the Paynesville Growth Area Structure Plan

Figure 1: Paynesville Growth Area Structure Plan – Land affected by the PGASP



Land affected by this Structure Plan comprises land holdings to the west of the existing Paynesville town area. The affected land has a total area of 227 hectares, including land used for grazing, some existing vacant residential-zoned areas and the Paynesville Cemetery. The area is bounded generally by Grandview Road to the west, Newlands Drive to the south, Lake King and Bay Road to the north and the existing urban area to the east.

The Structure Plan area includes land in the General Residential Zone 1, Farming Zone 1, Transport Zone 2 and Public Conservation and Recreation Zone.

It includes land in the General Residential Zone in the south-eastern portion of the growth area and shown in Figure 1 as “Existing Planning Permit”. This land is included for the purposes of showing the overall preferred development of the Study Area but will only be subject to the requirements of the Structure Plan in the event that a new planning permit is issued for the land.

The coordinated development of this parcel and the adjoining land to the west is critical to achieving the objectives of the East Gippsland Planning Scheme and this Structure Plan, in particular, the appropriate staging of development to facilitate timely extensions of Ashley Street and King Street towards the west.

If new or amended planning permits are sought for this land, it must be demonstrated that the development will generally be in accordance with this Structure Plan and will not prejudice the timely and efficient development of adjoining land.

Land to the west of Grandview Road (south of Paynesville Road) is not included within existing defined urban growth areas – although a part of that land is proposed for consideration as the site for the Paynesville Employment and Emergency Services Precinct as an adjunct to this structure plan – on the basis such a precinct is seen as preferably located on the outer edge of the Paynesville Growth Area. The rationale for this location is contained later in this report.

The achievement of a suitable transition from the rural landscape west of Paynesville to the town itself also requires management of the approaches to the town and view corridors, to ensure that development of land outside the structure plan area does not detract from the objectives of this plan.

1.7 Assumptions for Growth

1.7.1 Land supply, Lot Yield and Population

The PGASP aims to plan the development of the growth area in which the Urban Design Framework identified sufficient land for the foreseeable long-term residential growth of Paynesville; and the provision of services to support the town's economic and social well-being.

Profile ID's data regarding population forecasting for Paynesville (1) indicates an increase over the next 20 years from a population in 2021 of 3,636 people to a population in 2041 of 6,250 people (Profile ID, East Gippsland Shire Council - October 2023).

There are projected to be 1,025 dwellings to accommodate growth over that period.

The total lot yield for the area within the structure plan is estimated to be 1,375 lots. At predicted occupancy rates for Paynesville of 2.55 persons per dwelling, this will accommodate an additional population of 3,506 people.

At current and projected rates of growth, the PGASP area equates to 25.5 years of demand, not including demand taken up by infill development of existing residential areas, for which there is significant potential. The 25.5 year time frame is therefore a conservative estimate.

This structure plan exceeds the rule of thumb requirement to plan for urban supply of 20 years, but in doing so it satisfies long-term growth needs for the foreseeable future within the already designated urban boundary.

Despite the long timeframe to achieve ultimate development, there is no strong rationale to "withhold" land within the growth area for future rezoning, and there are advantages in rezoning all of the growth area to enable stages of development to commence on the different landholdings and provide different products to the market.

1.7.2 Infrastructure and Servicing

Each of the landholdings is able to be efficiently serviced and logical extensions of major services can occur on a number of fronts, provided there is general consistency with the preferred urban structure and requirements of the Structure Plan.

Extension of the road network, sewer, water, power, gas and telecommunications services will be undertaken by developers at their cost in accordance with the requirements of service providers. Where land transfers and development of infrastructure for drainage, open space, pedestrian/cycle connections, road intersections and upgrades are required, these may form part of the Public Infrastructure Plan, which outlines the requirements and costs to be met in providing these facilities.

A capped cash contribution for the purposes of community infrastructure may also be provided per lot to contribute to any required upgrading of existing community services outside of the growth area.

The Plan also allows for a transitional form of development to occur through the subdivision of larger lots with requirements in place to facilitate the longer-term re-subdivision of these lots to achieve the ultimate residential yield. Over the time period of development monitoring and review of the structure plan will need to occur to coordinate lot release and the delivery of infrastructure.

1.7.3 Traffic

The objective of the traffic modelling is to ensure that the road network is capable of meeting traffic demand, however it is important that traffic generation is not overestimated and that no more road infrastructure is provided than will be required.

Over-design of the road system has the potential to conflict with the planning objectives for the area by creating excessive road pavement widths (thus reducing the available space for pedestrians and cyclists, landscape corridors and infiltration of surface water), encouraging higher traffic speed, and adding unnecessarily to the cost of initial development.

The risk of “under-design” is much less given the long period of development and opportunity to review actual traffic generation over time. Generous road reserves are proposed to accommodate local place-making objectives and to create spacious street corridors for multiple use (street trees, lighting, pedestrian/cycle movement, storm water management). In the unlikely event that traffic generation exceeds the predicted volumes, there will be time and capacity to upgrade the road network. But this would require traffic volumes to be 2.5 times the current measured trip generation in Paynesville.

The Infrastructure Design Manual (IDM) standard is 10 trips per day for residential dwellings, however the IDM specifically anticipates variations from this standard figure on an evidence base. Where actual measurement of traffic generation in a locality demonstrates a lower traffic generation figure, that data should be used as the primary evidence-based guide.

Evidence from traffic monitoring undertaken in Paynesville indicates a traffic generation rate of 3.2 vehicles per day.

Anecdotally, the reasons for the residential traffic generation figures to be less than the adopted standard may include:

- Older age profile of the community, including a much higher proportion of retirees and semi-retirees, who are less likely to undertake daily trips related to work, children’s sporting activities, or convenience shopping as might be undertaken by working families with children;
- Different socio-economic characteristics in Paynesville including single-parent families and lower levels of car ownership.

The modelling therefore adopts a traffic generation rate of 7 vehicles per day as a conservative assumption, well in excess of the measured actual rate. Given the benefits of providing a road network that is designed for optimum, rather than maximum volumes of traffic, and the long time period over which actual traffic volumes can be monitored, there is no tangible disadvantage in modelling and designing the road network based on this figure.

2. OUTCOMES

2.1 Vision

The Paynesville Growth Area will provide an attractive, spacious and accessible residential environment for approximately 3,506 additional residents by 2049.

It will provide for a range of family types and lifestyles, with good access to employment, services and facilities, while supporting the function of the Paynesville town centre and maritime precinct as the established locations for retail and commercial services and maritime activities respectively.

Entry to Paynesville at the Grandview Road intersection will strongly reinforce a transition from rural and lake vistas and arrival in a spacious carefully designed lakeside urban parkland environment.

A well-connected road network will allow for convenient and efficient traffic movement and distribution of traffic.

Residential neighbourhoods with dwellings and lots suitable for a range of lifestyles will be well connected to the existing township via existing roads and new extensions to Ashley Street and King Street; connections of Fullarton Drive and Bay Road with Paynesville Road and to the foreshore and cycling paths on Newlands Arm and Lake King.

The area will accommodate a Neighbourhood Activity Centre fronting Paynesville Road that will not adversely affect the core commercial precinct.

An employment and emergency services precinct will be established on the western side of Grandview Road, in a landscaped parkland setting, to accommodate additional local services for the town and support local employment.

The new residential neighbourhoods should have spacious tree-lined streets, a variety of residential lot sizes and centrally-located open spaces for local recreation and relaxation.

Generous open space linkages and pedestrian/cycle corridors will provide convenient off-road access into the existing town and to connect with public foreshores. The Lake King foreshore will be managed and protected as an important environmental and public open space asset.

Open spaces will create green corridors supporting natural drainage and provide off-road connections for cyclists and pedestrians, retaining as much native vegetation as possible and enhanced with new plantings.

The growth area will provide for a range of residential lot sizes and options for a diverse and inclusive community, aged care and visitor accommodation and other land uses to meet social and economic needs for Paynesville.

Strong native landscape themes will provide visual and environmental character for the growth area, establishing tree-lined avenues, movement corridors and an urban landscape respectful of the lakeside location.

The cost of provision of infrastructure to service the community will be apportioned through infrastructure contributions by landowners, augmented by public investment to support on-going maintenance and management of services and amenities.

2.2 Achieving the Vision

The Vision described above will only be achieved over a long period and through a combination of planning and development processes that will occur over many years.

These processes include:

- Adoption of the Structure Plan and the provisions of this document in the East Gippsland Planning Scheme to establish a statutory basis for the approval of more detailed plans for the growth area.
- Implementation of a Development Plan Overlay for the growth area, setting requirements for more detailed planning to satisfy the objectives, requirements and guidelines contained in this document.
- The rezoning of land to allocate areas for residential and other land uses with negotiated legal agreements to establish obligations with respect to land transfer, infrastructure and staging requirements.
- Preparation by landowners of one or more Development Plans for the growth area, including more detailed investigation of site constraints, vegetation, sites of cultural heritage significance, and the detailed design and layout of streets and lots.
- Preparation of a Public Infrastructure Plan, setting out the arrangements for equitable delivery of infrastructure. The Public Infrastructure Plan will also consider development staging and apportionment of contributions for infrastructure as outlined in the Development Plan Overlay.
- Planning by Council for public works and future maintenance of public land identified in the Structure Plan and subsequent Development Plans.
- On-going engagement and consultation with the community to provide opportunities for the community to review proposed Development Plans.
- Preparation by landowners of planning permit applications for individual landholdings for subdivision and development, in accordance with this Structure Plan and overall Development Plan for the growth area.

2.3 Planning and Design Principles

The following planning and design principles underpin the vision described above. They are principles that should guide the detailed design and development implementation processes over time.

2.3.1 Town character and identity

Entry to Paynesville will be at Grandview Road, where the transition for a rural landscape and views across Lake King and of tree-lined road corridors signal arrival in the town.

Neighbourhood design should seek to create an urban character that is, well- connected, and distinctive, through the overall road and lot layout, landscape and open space design, entry thresholds, street character and variety in lot sizes and design.

The design, layout and orientation of subdivisions should maintain a primarily grid-like pattern of wide landscaped streets to deliver a preponderance of desirable east – west oriented lots, with accessible local open spaces and parkland corridors connecting neighbourhoods and the existing town.

Tree-lined road corridors on the major approaches and internal street system and generous landscaped open spaces will create a distinctive park-like townscape and vistas.

2.3.2 Urban Land Use

The growth area is intended primarily to accommodate residential land use. Compatible land uses including retirement living and aged care facilities and community facilities will be encouraged to support local community needs.

An area for small-scale service business activities and emergency services has been identified to the west of Grandview Road and can be accommodated in a landscaped setting outside the residential area to avoid conflict with residential use.

Tourism development is encouraged on designated land in the study area, to provide sensitively developed accommodation and tourist facilities designed to blend into a semi-rural landscape at the entry to Paynesville on Waterview Road.

A Neighbourhood Activity Centre is able to be accommodated fronting Paynesville Road, just west of the cemetery, with suitable access.

2.3.3 Movement Network

The road network should be designed to achieve a distribution of traffic and choice of route into and through the town.

The street network design should provide sufficient capacity to cater for traffic volumes based on evidence of local trip generation and avoid over-design based on arbitrary traffic volume predictions. For the purpose of road design within the structure plan area, a trip generation of 7 vehicles per day per dwelling is assumed, based on local evidence.

Paynesville Road and Grandview Road should form tree-lined avenues with a minimum number of connector road intersections provided to provide choice of vehicle movement through the growth area.

Connector roads and residential streets should generally form a north-south and east-west grid pattern and provide generous reservations for tree planting and pedestrian/cycle paths.

Local street layouts shall create a permeable street network for vehicles and pedestrians/cyclists, avoiding cul-de-sacs and indirect line of travel.

Off-road pedestrian and cycle links shall be provided along the alignment of Paynesville and Grandview Roads and through open space connections within the growth area to provide safe access to residential areas, foreshores and the existing town area.

2.3.4 Foreshores and Wetlands

Protection of the recreational and ecological values of foreshore and wetland areas on Lake King shall be of the highest priority.

Areas of foreshore land below 2.8 metres AHD shall not be developed for urban purposes, except for appropriate infrastructure, and should generally be transferred to public ownership and managed to maintain and enhance ecological values.

Foreshore reserves should be accessible for passive recreation (primarily walking and nature watching) where appropriate and managed for conservation purposes in more sensitive areas.

The unmade road reserve connection between Bay Road and Fullarton Drive and the Eagle Point-Paynesville walking/cycling path should be retained.

The 2.8m AHD line will define the southern extent of the foreshore reserve which will provide ample buffer for vegetation and environmental protection.

Foreshore areas should be revegetated with suitable species where required.

Drainage and nutrient stripping on foreshore reserve areas shall be designed and implemented to prevent adverse environmental effects.

2.3.5 Public Open Space

Public open space should be provided in central locations within 400 metres of all residents.

Local neighbourhood spaces should provide passive and active recreational opportunities for all ages, with play facilities, seating, landscaping and amenities to meet local demand.

Landscaped open space corridors will connect neighbourhoods and the existing town and foreshore areas for pedestrians and cyclists, providing a district movement network.

Open space should be designed and landscaped to provide habitat for wildlife and assist with drainage functions through water sensitive urban design.

2.3.6 Drainage and Water Management

Stormwater drainage will be integrated into the overall design of new subdivisions through water sensitive urban design, including retention and infiltration at source, the creation of areas for stormwater detention and nutrient stripping (such as “water gardens” within open space and road reserves), to minimise volumes of stormwater flow and nutrients exiting the areas.

Stormwater management can be integrated into the design of residential lots, roads and open space (including the Lake King foreshore reserve), providing that the recreational functions are also maintained. Drainage assets should allow for the conveyance and treatment of upstream catchments.

2.3.7 Infrastructure and Subdivision Works

Infrastructure and works to facilitate subdivision and development shall be designed and developed to meet the objectives of the structure plan, which establishes functional requirements for roads, pedestrian/cycle paths, open space, drainage and other infrastructure.

Public infrastructure should be designed for sustainability, efficiency and amenity of residential areas, avoiding a “standardised” approach, in favour of using local materials and creating a unique urban character in streets and public spaces.

The Infrastructure Design Manual (IDM) used by Council to achieve standardised design of public infrastructure provides for discretion to vary design standards to meet local objectives. Where the requirements of this structure plan conflict with the IDM, the objectives and requirements of this Structure Plan take precedence.

2.3.8 Coastal Inundation

This Plan adopts a position that the any development of the subject land is new greenfield development outside current town boundaries for the purpose of planning for sea level rise and coastal inundation.

Planning for land at risk of inundation, including an allowance for sea level rise of not less than 0.8 metres by 2100, means that all land below the level of 2.8 metres AHD will be excluded from urban development, in accordance with the Victorian Coastal Strategy and State Planning Policy Framework.

2.3.9 Sustainability

Residential development within the growth area should provide a range of housing choices in neighbourhood environments designed for sustainability, through water sensitive urban design, energy efficiency, promotion of walking and cycling and public realm design measures intended to support a cohesive and accessible community.

Development should accommodate a range of family types to support community diversity.

Development within the growth area should meet the highest standards of environmental efficiency.

The growth area should provide opportunities for tourism, business and employment in designated areas.

The sustainability of the Paynesville Growth Area will also be augmented by the significant plantings proposed within the Structure Plan for roadsides; streetscapes; public open spaces, drainage wetlands and retention basins and foreshore reserve revegetation.

2.4 Preferred Urban Structure

The Paynesville Growth Area Structure Plan is illustrated in Figure 2 below.

Figure 2: Paynesville Growth Area – Preferred Urban Structure

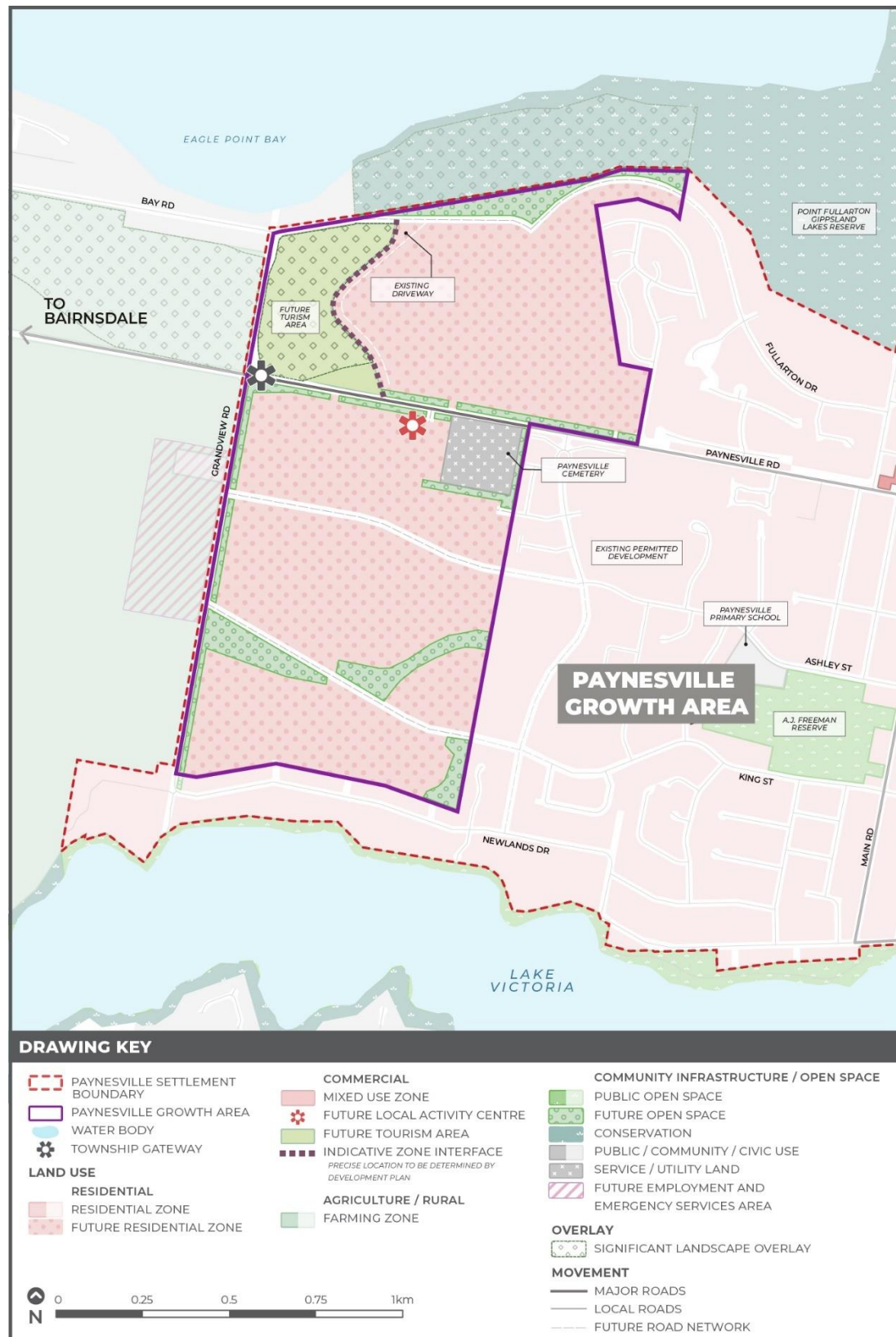
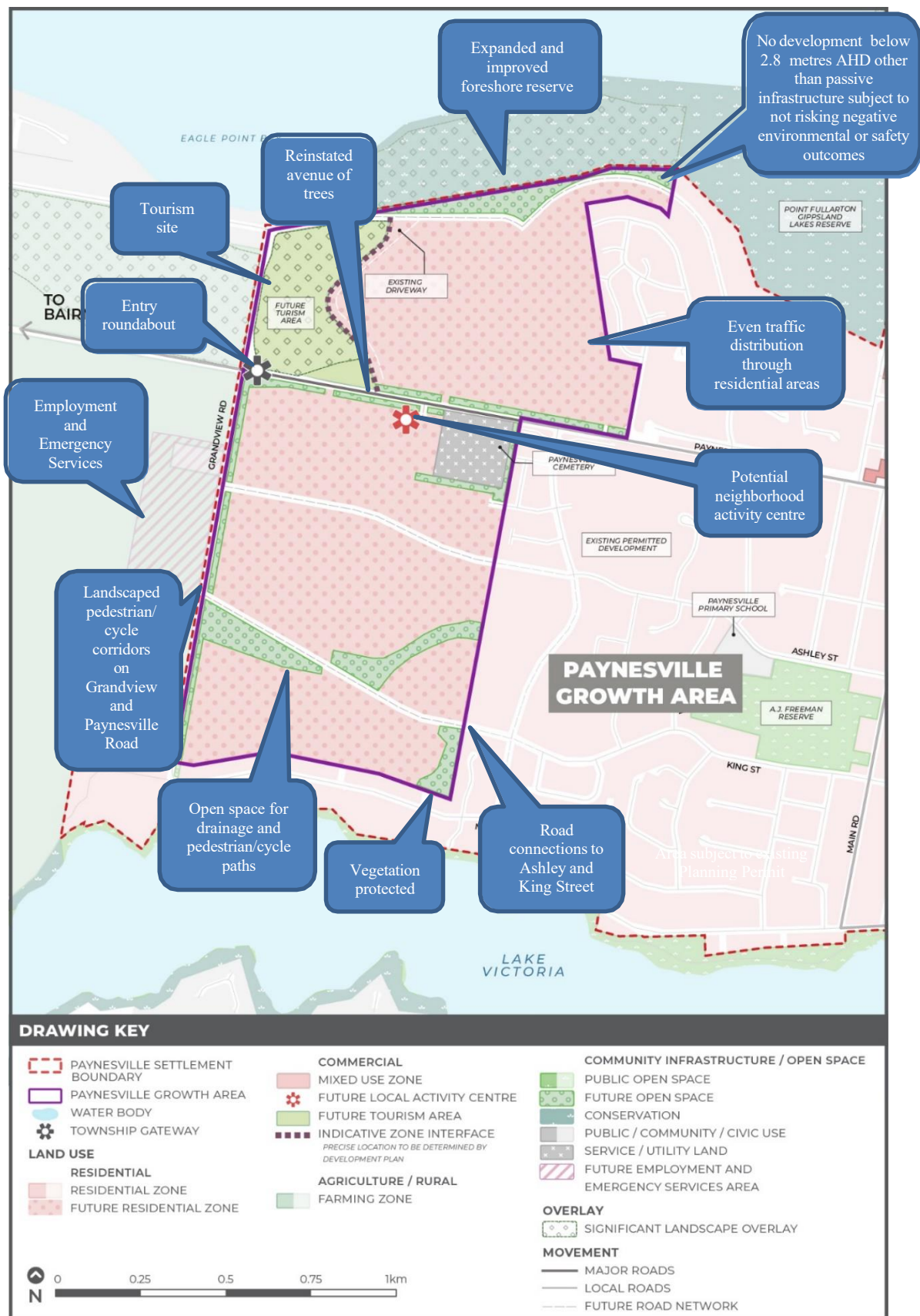


Figure 3: Annotated Preferred Urban Structure Plan



3. IMPLEMENTATION

3.1 Planning Objectives, Requirements and Guidelines

3.1.1 Town Character and Identity

OBJECTIVES	
3.1.1-O1.	To establish a pattern of residential development across the growth area that supports good access, neighbourhood cohesion and reinforces local identity.
3.1.1-O2.	To support a strong sense of place and local character that builds on Paynesville's existing character and sense of place.
3.1.1-O3.	To create distinctive tree-lined streets environments that form a strong landscape setting for housing development.
3.1.1-O4.	To establish native planted corridors in key locations that frame road corridors and major entry points, provide open space connections for cyclists and pedestrians and enhance the visual appearance of the built environment.
3.1.1-O5.	To ensure the scale and location of land uses and activities support the preferred future character of Paynesville.
3.1.1-O6.	To establish a town entry at Grandview Road that provides a distinctive visual transition into the town and maintains a vista to the Gippsland Lakes.
3.1.1-O7.	To establish tree lined corridors along Paynesville and Grandview Road.
3.1.1-O8.	To provide a walkable town with good connections and relationships with foreshore open space.

REQUIREMENTS	
3.1.1-R1.	Development should provide a parkland townscape character with native tree corridors on arterial roads, generous, planted road verges on local streets and open space connections where water sensitive drainage is integrated with public access.
3.1.1-R2.	Residential neighbourhoods should have convenient access to local open spaces and off-road pedestrian and cycle networks, linking to the town centre and foreshore areas.
3.1.1-R3.	Street trees selected from a species list approved by the Council must be provided on both sides of all new roads and streets (excluding laneways).
3.1.1-R4.	Trees (native, indigenous and exotic) in parks and streets must be: • Larger species wherever space allows • Suitable for local conditions and to minimise fire risk • Planted in modified and improved soil as required to support longevity
3.1.1-R5.	Landscape corridors of minimum 15 metres width must be provided on Paynesville Road (both sides), Grandview Road and Waterview Road (east side) and planted to establish avenues of large native trees between road intersections.
3.1.1-R6.	The intersection of Paynesville Road and Grandview Road and surrounding development must consider a transition from a rural environment with views to Lake King into a spacious townscape with tree- lined streets.
3.1.1-R7.	Native tree planting shall be implemented on the foreshore reserve and adjacent streets to soften the visual impact of development when viewed from Lake King while providing reasonable opportunities for view sharing from residential lots north of Paynesville Road and complying with bushfire management requirements.
3.1.1-R8.	Development must be in accordance with the recommendations of a Flora and Fauna Assessment prepared by the proponents as part of a Development Plan to the satisfaction of the responsible authority.

GUIDELINES	
3.1.1-G1.	Street networks within subdivisions should be designed to maximise direct connections to surrounding areas and long distance views to the water.
3.1.1-G2.	All residential lots should be within a 400 metre distance of a local or district open space area or foreshore reserve.
3.1.1-G3.	Street trees should be planted as follows AVERAGE INTERVALTREE SIZE 8-10 metres Small trees (less than 10 metre canopy) 10-12 metres Medium trees (10-15 metre canopy) 12-15 metres Large trees (canopy larger than 15 metres)
3.1.1-G4.	Street trees and associated landscaping should be selected to provide consistent landscape themes to reinforce movement hierarchy and differentiated neighbourhood themes. Landscape designs should feature iconic local species consistent with the existing town character and surrounding landscape (e.g. red gums, paperbarks and similar species that reflect the Gippsland Plains and coastal vegetation species).

3.1.1-G5.	A consistent suite of lighting and furniture should be used across individual subdivisions and the growth area appropriate to the type and role of the public space to the satisfaction of the responsible authority.
3.1.1-G6.	Three-dimensional building envelopes should be prepared for residential lots on land below the northernmost 19 metre AHD contour to demonstrate suitable management of heights and view sharing to Lake King.
3.1.1-G7.	Where landscape corridors are required to accommodate drainage features, such as detention basins, they may need to be wider than 15 metres to satisfy this purpose.

3.1.2 Urban Land Use

OBJECTIVES	
3.1.2-O1.	To provide for a variety of lot sizes and housing types to meet community needs.
3.1.2-O2.	To accommodate medium density residential development, aged care and retirement accommodation and a Neighbourhood Activity Centre in locations consistent with the Preferred Urban Structure.
3.1.2-O3.	To support the development of visitor facilities and services that complement Paynesville's economic function and take advantage of land with proximity and access to the foreshores and wetlands of the Gippsland Lakes.
3.1.2-O4.	To ensure that land use and development is located and designed to provide community benefits, minimise conflict and provide amenities and services to meet the future needs of the community.
3.1.2-O5.	To provide the opportunity for high-quality tourism and eco-tourism facilities through the allocation of suitable land within a Comprehensive Development Zone (or similar), with guidelines for design, use and scale of facilities.
3.1.2-O6.	To provide for different types of housing and a range of lot sizes and densities that will provide for diversity and greater choice in the future community.
3.1.2-O7.	To ensure a suitable standard of design for residential and other land uses that meets contemporary standards for efficiency and sustainability.
3.1.2-O8.	To accommodate work-from-home and non-residential land use for employment and local services.

REQUIREMENTS	
3.1.2-R1.	A range of residential lot sizes should be provided within each neighbourhood.
3.1.2-R2.	Residential lots should be designed and oriented to: • Overlook public open space, where possible; • Provide a direct frontage to connector roads and local roads; • Provide for building setbacks and orientation to manage building bulk; • Maximise solar orientation to dwellings; and • Provide suitable land area and dimensions on lots north of Paynesville Road to accommodate dwellings that provide for reasonable view sharing from adjacent and nearby lots.
3.1.2-R3.	Specialised housing forms such as retirement living or aged care should be: • Integrated into the wider urban structure by way of street and pedestrian connections; • Conveniently accessed by connector roads and bus routes.

3.1.2-R4.	Tourism development and/or visitor accommodation on the site shown as 'Future tourist accommodation precinct subject to further investigation' should consider: • A scale and design of development to reflect the semi-rural lakeside setting; • Retention of views from surrounding public roads; • Native landscaping themes; and • Integration with public streets and walking/cycle paths.
3.1.2-R5.	Development of the Neighbourhood Activity Centre should: • Consider the local retail needs and not adversely affect the primary role of the existing Paynesville Activity Centre; • Be separated and screened from surrounding residential development to minimise impacts on residential amenity.
3.1.2-R6.	The 'Paynesville Employment and Emergency Services Precinct' should:: • Be located to the west of Grandview Road and set back from the road behind a 15 metre landscape buffer, developed to provide walking and cycling connections from Paynesville Road to Newlands Drive; • Provide for low impact, local non-retail service businesses not suitable for location in the Paynesville town centre; • Provide for an emergency services facility; • Be screened from Paynesville Road by suitable landscaping; and • Avoid environmental or amenity impacts in accordance with the requirements of the EPA.

GUIDELINES

3.1.2-G1.	Each residential subdivision stage should generally provide a range of lot sizes.
3.1.2-G2.	Compact lots should be considered where adjacent open space, activity centre or natural features provides an opportunity for more compact housing.
3.1.2-G3.	Residential lots greater than 1000 square metres will be discouraged but may be provided where it is demonstrated that a future subdivision of the lots and street construction can be achieved to provide direct street frontage without battle-axe lots.
3.1.2-G4.	Land uses in the 'Employment and Emergency Services Precinct' should be limited to service industries, storage, emergency services facilities and business activities that do not compete with or detract from the retail and business services located in the Paynesville town centre.

3.1.3 Movement Networks

OBJECTIVES

3.1.3-O1.	To provide a permeable and functional hierarchy of streets, roads and pathways with connections to existing and planned networks outside the Structure Plan boundary.
3.1.3-O2.	To provide direct and safe access to the surrounding road network that connects residents within the growth area and to the existing town, with choice of vehicle movement in a low speed traffic environment.

3.1.3-O3.	To promote a range of transport options including walking and cycling.
3.1.3-O4.	To provide a legible and functional structure of blocks and streets that is easily navigated and also recognises existing land tenure.
3.1.3-O5.	To provide off-road walking and cycling routes along Paynesville and Grandview Road in landscaped corridors.
3.1.3-O6.	To ensure the movement network accommodates the diversity of transport modes and supports land use activities.
3.1.3-O7.	To ensure the interface between the street and buildings supports pedestrian amenity and safety.
3.1.3-O8.	To maximise pedestrian and cyclist safety, amenity and security.
3.1.3-O9.	To accommodate bus routes that can be extended over time.
3.1.3-O10.	To facilitate timely delivery of a road network and the upgrading of key intersections and external road connections.
3.1.3-O11.	To minimise direct access to Paynesville Road.

REQUIREMENTS

3.1.3-R1.	Subdivision layouts must provide a permeable street network to provide a legible choice of access to residential areas and the town centre.
3.1.3-R2.	Connections to Paynesville Road should be minimised and located and designed to provide safe vehicle movement, without requiring loss of substantial roadside vegetation.
3.1.3-R3.	The street network must be generally oriented on a north-south or east-west access to maximise solar orientation to lots and to maintain a consistent and legible street pattern.
3.1.3-R4.	Streets must be designed to provide safe traffic movement at speeds consistent with the residential environment.
3.1.3-R5.	Shared bicycle and pedestrian paths must be delivered consistent with the network shown on the Structure Plan.
3.1.3-R6.	Intersections of local streets and connector roads with off-road bicycle/pedestrian paths must be designed to allow safe passage by bicycles and pedestrians with appropriate visual cues and signage.
3.1.3-R7.	The street network both north and south of Paynesville Road must be designed to be bus capable.
3.1.3-R8.	Pedestrian connections are to be provided within and between the street network to provide permeability.
3.1.3-R9.	Where development adjoins public land in the form of foreshore reserves or local open spaces, a road interface is to be provided to avoid establishment of rear or side fences abutting those reserves.
3.1.3-R10.	Shared bicycle and pedestrian paths are to be delivered to make connections through the growth area at the earliest opportunity.
3.1.3-R11.	Land is to be transferred for off-road pedestrian/cycling corridors along Grandview, Waterview and Paynesville Roads and corner splays at Paynesville/Grandview Road at the earliest opportunity.
3.1.3-R12.	Footpath connections will be provided to provide access for residents to the existing town footpath network.

GUIDELINES

3.1.3-G1.	Road connections should be provided to Paynesville Road, Grandview Road, Newlands Drive, King Street, Ashley Street, Fullarton Drive and Bay Road.
3.1.3-G2.	Cul-de-sacs should not prevent convenient pedestrian and vehicle connections.
3.1.3-G3.	Lighting should be installed along shared pedestrian and cycle paths linking key destinations, unless otherwise approved by the responsible authority.
3.1.3-G4.	Off-road cycling and pedestrian paths should be a minimum of 1.5 metres in width and constructed in accordance with the design requirements of the responsible authority. Shared paths should be at least 2.5 metres in width.
3.1.3-G5.	District cycling and walking connections should be provided adjacent to the alignment of Grandview/Waterview Roads to provide a continuous connection for pedestrians and cyclists to the walking paths and foreshores on Newlands Arm and Lake King.

3.1.4 Foreshores and Wetlands**OBJECTIVE**

3.1.4-O1.	To support the protection, management, enhancement and public enjoyment of natural foreshore areas as public open space.
3.1.4-O2.	To protect the environmental values of the Gippsland Lakes and associated wetlands and fringing areas.
3.1.4-O3.	To protect property and infrastructure from natural hazards such as bushfire, flood and inundation.
3.1.4-O4.	To provide the opportunity for visitor accommodation and facilities in proximity to the wetlands and public foreshores.
3.1.4-O5.	To provide for convenient public access to reserves and the provision of facilities suited to the natural foreshore environment, including interpretive facilities.
3.1.4-O6.	To avoid the direct discharge of stormwater or pollutants into natural wetlands.
3.1.4-O7.	To provide opportunities for revegetation and the creation of vegetated buffers to prevent wetland degradation and provide habitat.
3.1.4-O8.	To integrate the urban growth area with adjoining and connected foreshore areas with appropriate connections and interfaces of private and public land.
3.1.4-O9.	To reduce the visual impact of development when viewed from Lake King, whilst enabling the reasonable sharing of views from private property.
3.1.4-O10.	To ensure the sustainable management of the foreshore and wetland environment.
3.1.4-O11.	To provide for developer contributions to the improvement of open space and foreshore areas.
3.1.4-O12.	To minimise disturbance of coastal acid sulfate soils and ensure that development complies with requirements for management of acid sulfate soils.

REQUIREMENTS

3.1.4-R1.	Residential lots shall only be created on land at or above 2.8 metres AHD. All land below 2.8m AHD must generally be included in the foreshore reserve.
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3.1.4-R2.	All land shown on the Structure Plan as foreshore reserve must be transferred to the Council and must be improved in accordance with an approved Foreshore Improvement and Management Plan to the satisfaction of the responsible authority.
3.1.4-R3.	Residential lots below the northernmost 19.0 metres AHD contour must be designed and oriented to allow for siting of dwellings to minimise the visual impact of development, provide for reasonable sharing of views and for casual surveillance of public open space areas.
3.1.4-R4.	Storm water detention basins must be integrated into the design of public open space and designed to prevent the direct discharge of storm water flows into waterways in accordance with best practice urban stormwater management.
3.1.4-R5.	A new alignment for the walking/cycling path from Burden Place to Bay Road (if required) shall be defined generally in accordance with the Preferred Urban Structure plan to provide greater separation from the adjacent wetlands, to facilitate natural 'vegetation shift' over time, and to enable the future construction of a new path alignment.
3.1.4-R6.	Development adjacent to existing and proposed foreshore reserves shall be in accordance with the objectives and requirements of any adopted Foreshore Management Plan.
3.1.4-R7.	Public playgrounds and other active recreation facilities (other than pedestrian and cycling paths) shall not be located below the 2.8 metre AHD line.

GUIDELINES

3.1.4-G1.	Residential lots directly abutting the foreshore reserve should be avoided.
3.1.4-G2.	Development causing disturbance to low lying areas should meet the requirements of the Victorian Best Practice Guidelines for Assessing and Managing Coastal Acid Sulphate Soils (DSE, October 2010).
3.1.4-G3.	New walking and cycling paths should be located within a buffer not less than 50 metres from existing wetlands.
3.1.4-G4.	Development of lots fronting the foreshore reserve (or a road adjacent to the foreshore reserve) should be restricted by three-dimensional building envelopes defining maximum height limits and side boundary setbacks to avoid continuous built form.

3.1.5 Public Open Space

OBJECTIVES

3.1.5-O1.	To provide a system of open space linkages in parklands that accommodate natural drainage patterns and existing native vegetation and establish off-road pedestrian and cycling connections through the growth area and to surrounding foreshore paths.
3.1.5-O2.	To ensure all users have convenient and safe access to and through public spaces.
3.1.5-O3.	To ensure comfortable and enjoyable public spaces.
3.1.5-O4.	To establish neighbourhood and district open spaces suitable for local recreational activity.
3.1.5-O5.	To ensure the public realm is able to be well-maintained and managed.

3.1.5-O6.	To maximise the safety of public open spaces through informal surveillance of streets and public spaces from dwellings and streets.
3.1.5-O7.	To provide a reasonable level of public facilities in local open space, suited to the function of the open space.
3.1.5-O8.	To ensure the retention, protection and enhancement of environmental values in the foreshore reserve and wetlands.

REQUIREMENTS

3.1.5-R1.	Public open space should be provided: • To create conveniently accessible areas for passive recreation in each neighbourhood; • To create linear pedestrian and cycling links between neighbourhoods and foreshores; • To preserve or provide habitat, landscape values and significant stands of native vegetation; and • To supplement any existing vegetation and habitat corridors.
3.1.5-R2.	Public open space should have direct access to a continuous road frontage on one side to provide for casual surveillance.
3.1.5-R3.	Public open space should be of a size and location suitable to its purpose and developed in accordance with an approved Landscape Master Plan to include public facilities (including car parking, playgrounds, public amenities, shelter and shade) to properly serve that purpose.
3.1.5-R4.	Land provided in public open space for the primary purpose of drainage shall not be included in any calculation of public open space allocation.
3.1.5-R5.	Existing trees within open space areas shall be retained.

GUIDELINES

3.1.5-G1.	All public open space should be located, designed and developed in accordance with the description in Table 1. Water sensitive drainage functions may be integrated with the recreational use of the open space.
3.1.5-G2.	Development plans for open space areas shall be prepared showing proposed access, park furniture and facilities, pathways and landscaping to the satisfaction of the responsible authority.
3.1.5-G3.	Detention basins and associated drainage infrastructure should be incorporated into public open space provided that sufficient land is also allocated for recreational use.
3.1.5-G4.	Public open spaces should be connected by off road paths where possible.
3.1.5-G5.	All public open space must be designed and constructed to enable practical maintenance and planted with species suitable for the local climate and soil conditions.
3.1.5-G6.	Open space should contain extensive tree planting to create local habitat, enhance neighbourhood identity and improve the visual appearance of surrounding development.

3.1.5-G7.	Planted open space corridors should be provided on the entire length of Paynesville Road to Grandview Road, and the southern section of Grandview Road from its intersection with the King Street extension, within a minimum 15 metre landscaped setback. of the inclusion of some fire retarding species should be encouraged.
3.1.5-G8.	Encumbered areas of reserves, required for purposes other than public recreation, will not be included in the calculation of open space provision.

Table 1: Open Space Types

Type	Function	Location	Facilities
Neighbourhood Park	Passive recreation	<400m of all lots	Seating, shelter, BBQ, playground
Linear Park	Local access, water management	Natural drainage lines	Cycle/walking paths
Foreshore Reserve	District access, environmental protection, water management	Land less than 2.8m AHD	Cycle/walking paths, revegetation areas, drainage basins, visitor facilities
Roadside trail	District access	Grandview Road/Waterview Road	Cycle/walking path
Landscape Corridor	Visual landscape, habitat, water management	Paynesville Road	Drainage basins
Landscape/Cultural Protection	Preservation of landscape or cultural values	As required	Cycle/walking paths

3.1.6 Drainage and Water Management

OBJECTIVES	
3.1.6-O1.	To provide for infiltration and detention of surface water and reduce the “downstream” flow of floodwaters and nutrients in accordance with best practice water sensitive urban design.
3.1.6-O2.	To integrate the design of drainage facilities with the design of roads, open space and public reserves.
3.1.6-O3.	To adhere to water sensitive urban design principles in accordance with Council policy.
3.1.6-O4.	To manage drainage at a sub-catchment level and ensure that stormwater detention and nutrient stripping requirements are met for each sub-catchment with an integrated stormwater design not limited to land ownership boundaries.
3.1.6-O5.	To integrate drainage functions into open space areas and linear corridors, while maintaining their function as recreation spaces.

REQUIREMENTS

3.1.6-R1.	All drainage infrastructure shall be designed in accordance with an approved Public Infrastructure Plan to be prepared in conjunction with a Development Plan.
3.1.6-R2.	Drainage for all lots must be designed to minimise the volume and velocity of storm water flow and transport of nutrients into the Gippsland Lakes.
3.1.6-R3.	Stormwater flows and quality must be managed through constructed detention basins and/or nutrient stripping measures to minimise flooding and nutrient export.
3.1.6-R4.	Drainage corridors and detention basins must be integrated with the open space network to provide areas for passive recreation and pedestrian and cycle movement.
3.1.6-R5.	Final design and boundaries of constructed waterways, waterway corridors and detention basins must be to the satisfaction of the responsible authority.
3.1.6-R6.	Development staging must provide for the delivery of the ultimate waterway and drainage infrastructure, or demonstrate how any interim solution adequately manages flood protection and stormwater treatment.
3.1.6-R7.	Drainage easements shall be created and/or land transferred to Council ownership where necessary to protect drainage functions, at no cost to Council.
3.1.6-R8.	Section 173 Agreements and/or Notice of Restrictions shall include on-site water sensitive urban design requirements including water storage tanks, stormwater detention tanks and other on-site drainage retention and nutrient stripping mechanisms.

GUIDELINES

3.1.6-G1.	The design of roads, road reserves and open space should optimise water use efficiency and long term viability of vegetation through water sensitive urban design.
3.1.6-G2.	Where practical, integrated water management systems should be used to maximise habitat values for local flora and fauna.

3.1.7 Infrastructure and Subdivision Works

OBJECTIVES	
3.1.7-O1.	To ensure the provision of suitable infrastructure and utilities to efficiently service development.
3.1.7-O2.	To ensure that local infrastructure is designed and constructed to assist in creating local character and reinforcing “sense of place”.
3.1.7-O3.	To provide public infrastructure and utilities that are durable and minimise maintenance costs while meeting user needs.
3.1.7-O4.	To ensure the timely delivery of infrastructure to service successive stages of development.
3.1.7-O5.	To provide for the equitable distribution of infrastructure costs between developers.

REQUIREMENTS	
3.1.7-R1.	Subdivision of land within the structure plan area must provide and meet the total cost of delivering the following infrastructure, unless otherwise contemplated for shared contributions pursuant to the Public Infrastructure Plan: • All roads and streets other than arterial roads. • Landscaping of all future roads and local streets. • Intersection works and traffic management measures on all roads and streets. • Council approved fencing, landscaping and drainage along arterial roads. • Local shared pedestrian and bicycle paths along streets and roads, open space corridors and parks. • Bicycle parking, street furniture, street and park lighting and open space improvements to the satisfaction of the responsible authority). • Infrastructure as required by utility service providers, including water, sewerage, electricity, gas, telecommunications and drainage.
3.1.7-R2.	All public open space (except where included in the PIP) must be developed in accordance with a Landscape Master Plan prepared by the applicant and approved by Council, finished to a standard acceptable to the Council prior to transfer, including: • Provision of landscaping, tree planting and drainage. • Provision of water supply. • Provision of vehicle exclusion devices, where required. • Installation of park furniture including barbecues, shelters, furniture, rubbish bins and play areas to the satisfaction of the responsible authority.
3.1.7-R3.	All utility services are to be provided at the developers’ cost and to the satisfaction of the relevant servicing authorities.
3.1.7-R4.	Development staging must provide for the timely provision of connector streets and the off-road pedestrian/cycle network.
3.1.7-R5.	A Public Infrastructure Plan (PIP) shall be prepared to be consistent with the overall Development Plan indicating lot yields, staging and thresholds for delivery of local infrastructure.

GUIDELINES	
3.1.7-G1.	Sewer pump stations, electricity substations, and other above ground infrastructure should be located out of view lines and have appropriate screening.
3.1.7-G2.	Development staging should not occur in a way that residents are isolated from adjacent street networks, open spaces or the arterial road network.
3.1.7-G3.	The design of all subdivision works, including roads, paths, drainage facilities and public open space should be undertaken to contribute positively to a distinctive local character and sense of place. Standardised infrastructure design should be avoided, unless it is demonstrated to be consistent with achieving aesthetic outcomes and contributing to neighbourhood character.
3.1.7-G4.	Where infrastructure is not provided at the time of land release due to staging constraints, suitable arrangements should be made for the lodgement of bonds or bank guarantees to ensure the eventual provision of the infrastructure.
3.1.7-G5.	Landscaping within road reserves and public open space should be subject to a one-year maintenance period during which the developer is responsible for the maintenance and/or replacement of landscaping to ensure long term viability.

3.2 STATUTORY IMPLEMENTATION

The Structure Plan shall be incorporated into the East Gippsland Shire Planning Scheme via Planning Scheme Amendment, as follows:

1. Amend the relevant clauses of the Planning Policy Framework to implement updated policy direction, specifically those pertaining to Paynesville.
2. Rezone land to General Residential Zone (except for the Emergency Services Precinct, Tourism site, activity centre site and the foreshore land below 2.8 metres AHD).
3. Rezone the activity centre site to Mixed Use Zone.
4. Remove the Significant Landscape Overlay.
5. Apply the Development Plan Overlay (except for the Emergency Services Precinct).
6. Insert the Paynesville Growth Area Structure Plan as a Background Document into the Planning Scheme.
7. Subject to further strategic work, rezone the Emergency Services Precinct, Tourism site and foreshore land to a suitable zone.

3.3 INFRASTRUCTURE DELIVERY

Land included within the Paynesville Growth Area Structure Plan, including land zoned General Residential Zone for which any future planning application is sought, will be subject to the requirements of a Public Infrastructure Plan (PIP).

The PIP is intended to provide a fair and transparent mechanism for attributing and recovering costs and credits for land transfer and infrastructure required to implement the structure plan.

The PIP sets the requirements for infrastructure provision across the growth area and will also deal with the limited circumstances where the infrastructure requires co-contribution by more than one landowner.

This includes:

- Land requirements for landscape corridors and the foreshore reserve.
- Contributions towards initial vegetation of roadside corridors.
- Truncations and land transfers for future development of the Paynesville Road/Grandview Road intersection.
- Upgrading of the northern section of Grandview Road, from the Ashley Street extension to Paynesville Road.
- Provision of pedestrian/cycle connections through the growth area.
- Capped cash contributions for community infrastructure.

The PIP will be secured via Section 173 Agreements specified within the Development Plan Overlay for the growth area and it will be the responsibility of landowners within the precinct to prepare the PIP to the satisfaction of the responsible authority.

The Social Impact Assessment determined that there are some site-specific community infrastructure needs identified within the assessment such as passive open space and playgrounds, but the key issue with this development is the need to provide linkages to

existing local schools, children's services, social and medical support, community meeting facilities, retail and sporting options.

For the purposes of allocating costs of land exchange to facilitate the PGASP, the area of net developable land area (NDA) is determined by deducting the land requirements for major roads, servicing, drainage and open space from the overall growth area. The calculation of NDA will be finalized through the preparation of the PIP.

3.4 OTHER IMPLEMENTATION

In addition to statutory implementation through Planning Scheme Amendments, the implementation of the PGASP will be facilitated through a range of other processes.

This section outlines those implementation mechanisms.

3.4.1 Creation of Landscape Corridors and Public Reserves

Agreements and arrangements will be required for the delivery of land for key landscape corridors and the expanded foreshore reserve at early stages of development and for landscape implementation.

Early delivery of landscaped corridors along the major roads and on some areas of the foreshore reserve will provide an important element of the vision for a good pedestrian/cycle network and the overall character of the area.

The Development Plan Overlay should include a requirement for legal agreements established for the transfer of land and financial contributions to landscape corridors as early as possible in the development process upon issue of the first subdivision permit for each landholding. Land transfers and the equalisation of costs will be calculated on net loss/gain for each landholding against a combined total open space and landscape corridor allocation.

The cost will be estimated for initial planting and apportioned between landowners.

3.4.2 Precinct Infrastructure Plans

Design and delivery of local infrastructure within subdivision stages is to be set out in Precinct Infrastructure Plans prepared in consultation with relevant Council staff and demonstrating general conformity with this Structure Plan. These are to be prepared at the Development Plan stage.

Precinct Infrastructure Plans are required to provide the design of road, drainage, open space and utility services to support each stage of subdivision and integrate with surrounding development.

3.4.3 Community Services Planning and Budgeting

Mechanisms can be adopted for Council to plan future maintenance, capital works and facilities upgrades based on development timing.

As the urban area of Paynesville grows, Council will need to invest in future maintenance of local roads, drainage, open spaces and foreshore reserves and provide increased services for a larger town.

A capped cash contribution of \$1,346 per lot (indexed annually) can be collected for the increase in community services demand and it may be appropriate for Council to plan and budget for future public investment as certain lot thresholds are reached, so that the community infrastructure improvements identified in the Social Impact Assessment can be delivered at the right time.

In this way, a reserve of funds can be established to contribute to upgrading or expansion of

existing community facilities at trigger points for population growth and increased demand.

3.4.4 Foreshore Improvements and Management

The Lake King foreshore and Point Fullarton wetlands provide a unique opportunity for landscape scale environmental rehabilitation, revegetation and management on a site that is able to support ecological values, passive recreation and eco-tourism opportunities. There are substantial benefits to be gained for the environment, the local community and visitors in undertaking a major foreshore wetland conservation and interpretation project on the expanded public foreshore areas.

The entire public foreshore area including the Point Fullarton wetlands and adjoining public areas requires a Foreshore Improvement and Management Plan, outlining measures for conservation, access and interpretation.

Such a plan needs to be developed in conjunction with responsible agencies with the objective of conserving and showcasing the Gippsland Lakes' ecological values in this significant site and putting suitable future management arrangements in place.

Such a project could be undertaken in conjunction with Department of Energy, Environment and Climate Action, Parks Victoria, East Gippsland Catchment Management Authority, Greening Australia and Landcare and could potentially attract State or Commonwealth funding.

3.4.5 Preparation of Development Plans

To facilitate the subdivision and development of land parcels, the preparation of Development Plans is required to implement this Structure Plan. This will require consultation with the Council, service providers and, where appropriate, the local community.

Development Plans are the mechanism for the detailed design of subdivision layout, lot size and orientation, building envelopes, street design, public open space and drainage infrastructure, landscaping treatments and public facilities.

The Development Plans should be prepared in an open public process where possible to provide an opportunity for the community to provide input and ensure that community expectations for implementation of the structure plan are considered.