

Paynesville Foreshore Management Plan



November 2017

The Paynesville Foreshore Management Plan was part funded by the Victorian Government Gippsland Lakes Environment Fund.

Preamble

The following shows the process for the commencement, collaboration, drafting and development of the Paynesville Foreshore Management Plan. The highlighted box is the stage in which the project is currently at.

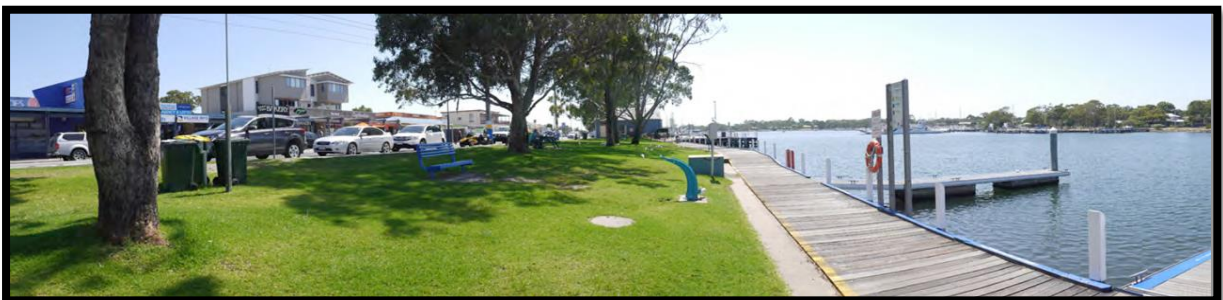
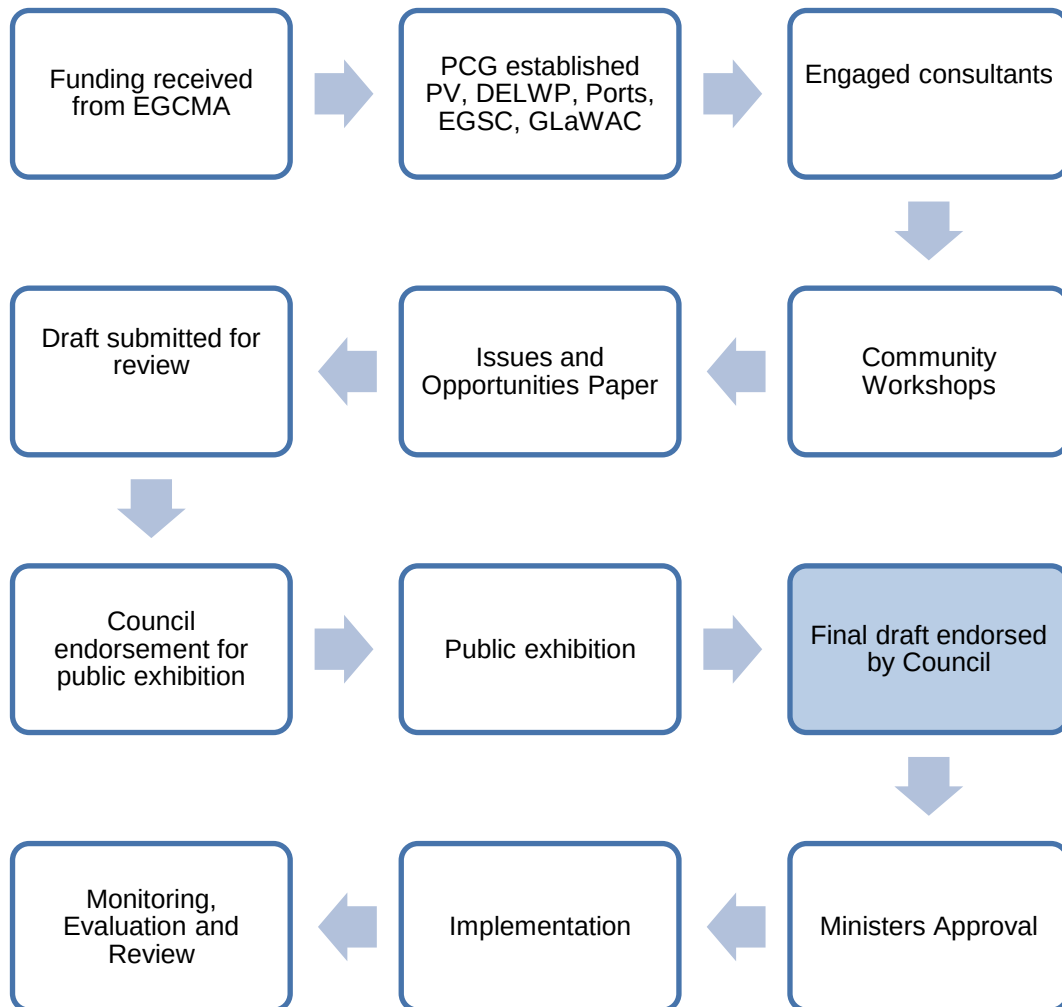


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1. Background

Paynesville is at 'The heart' of the Gippsland Lakes'. The East Gippsland Shire Council, as the Committee of Management, has prepared the Paynesville Foreshore Management Plan ('the Plan') for the section of foreshore which adjoins the existing and emerging township and settlement area of Paynesville.

There has been substantial planning activity for the foreshore of Paynesville over the years and the Plan is intended to reaffirm the community's aspirations for the foreshore and encapsulate a vision of the foreshore in one document.

Identified as a 'State Boating Precinct', it is imperative that this plan recognises on water

activities and their interaction with the foreshore in Paynesville. It is also important that this plan allows for the development of infrastructure overtime to enable Paynesville to maintain its status as a State Boating Precinct.

The Plan has been prepared with a view to capturing and synthesising the key elements of existing relevant town planning strategies and master plans with input from community groups and individuals as well as other government agencies. The Plan aims to provide a clear vision for the foreshore, clarify management responsibilities, provide a set of parameters and guidelines for infrastructure improvement and upgrades, advance selected precinct concept plans and propose a priorities list for future actions, identifying existing projects which are currently funded.

The Plan covers the foreshore from Kellina Court in the west to Point Fullarton and has identified seven distinct foreshore areas. The Plan proposes a future character of each precinct which builds on existing attributes to create best attractions, activities and community uses. The Plan provides direction on the comprehensive management and improvement of the foreshore area into the future, builds upon previous work, gives 'step by step' improvements and clarifies the highest priorities.

The Plan will be the basis for the approval of actions which are deemed low impact. The actions proposed within the Plan can be approved with a standard set of conditions in accordance with the *Coastal Management Act 1995*. These actions and items will include items such as the replacement of buildings (like for like), upgrades of footpaths (same alignment), signage, picnic tables, shade structures, playgrounds, BBQ and rubbish bins. The Plan also has the ability to nominate some actions which are able to be provided with conditional approval subject to further information and preparation of conceptual and master planning documents.

This Plan aims to have an operational focus around enhancement of both the natural area and to provide for upgrade and maintenance activities. In addition to this, the Plan seeks to provide a high level strategic vision allowing for the consideration of alternative uses and blending of commercial opportunities subject to the development of conceptual master plans. The life of the plan is 10 years, with a review period of 5 years.

A Business Plan has been prepared as an internal document to complement the final Plan. The Business Plan identifies which actions are funded, which actions are to be funded into the future, provides indicative costing estimates and priority order for implementation. The Business Plan also projects the returns expected as part of any income generated.

Implementation of the Business Plan will be subject to availability of resources; ability to attract grant and other annual considerations.

The preparation of the Plan was part funded by the Victorian Government Gippsland Lakes Environment Fund and part funded by East Gippsland Shire Council. The Plan has been prepared with the establishment of a Project Reference Group comprising representatives from relevant government agencies and stakeholder groups including the Department of Environment Land, Water, and Planning (DELWP), East Gippsland Shire Council, Parks Victoria, Gippsland Ports, East Gippsland Catchment Management Authority and the Gunaikurnai Land and Waters Aboriginal Corporation. Community stakeholder and user groups have formed part of the community consultation and workshop processes.

The format of this document aligns with the *Draft Guidelines for the preparation of Coastal Management Plans* issued by DELWP in December 2015.

The draft plan has recently been through a community consultation process where community members and stakeholders made submissions about the plan. This plan encompasses, where possible, the feedback received.

East Gippsland Shire Council extends its thanks and appreciation to all stakeholders who have participated in the process of the preparation of this plan to date.



Figure .1 Location of study area

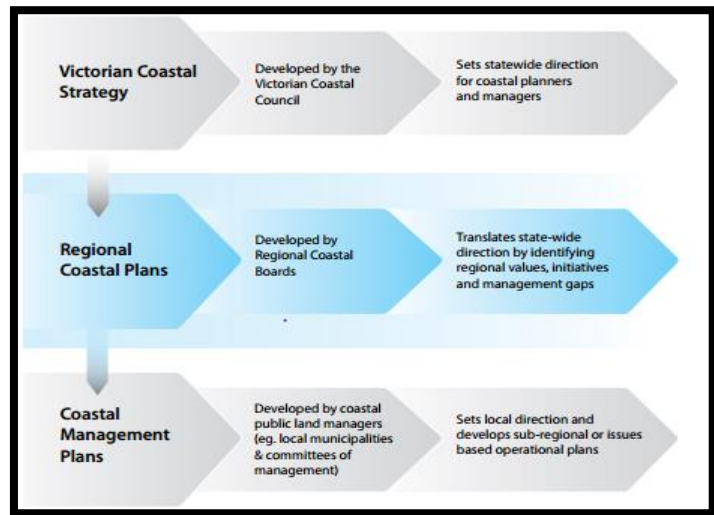
2. Why a Foreshore Management Plan?

The *Coastal Management Act (1995)* is the key piece of coastal legislation for Victoria. While it has many purposes, the relevant purpose is to provide a framework for the preparation of management plans and to support the implementation of future development and works on coastal Crown Land reserves. The Act also provides the triggers for obtaining approvals and consent for such development and works.

The *Victorian Coastal Strategy 2014* provides the overarching direction and approach for management of coastlines throughout Victoria. The overall guiding principles are to:

- 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.

The *Gippsland Regional Coastal Plan 2015-2020* identifies the need to work collaboratively with coastal land managers and other stakeholders to transition into the development and implementation of Coastal Management Plans.



Source: Gippsland Regional Coastal Plan

The *Gippsland Regional Coastal Plan 2015-2020*, through the Gippsland Coastal board, identifies five regional priorities:

- Managing and protecting coastal values
- Managing impacts of residential and tourism growth to balance access and protect natural, social, cultural and economic values
- Integrating coastal planning and management on the foreshore
- Adapting to climate change and increased coastal hazards
- Supporting communities to contribute to protection and management of the coast.

Aligned with the principles and themes outlined in the above Victorian and Regional coastal management policy framework, the Plan will provide direction for the comprehensive management and improvement of the foreshore into the future, complementing and building on the strategic planning work carried out in recent years.

The Plan will present a unified vision, priorities and actions to protect and improve the environmental values and community needs of the Paynesville Foreshore as well as recognising future economic opportunities.

3. What is our vision for the Paynesville Foreshore?

Those coming to the Paynesville foreshore in 2030 will see a beautiful and active foreshore that celebrates the area's rich aboriginal and European history and as a place to fish, recreate and enjoy the stunning Gippsland Lakes whilst also providing very contemporary activity and commercial nodes. It is a foreshore where the environmental and natural values have been preserved and enhanced, and these values complement the active nodes, giving a perfect balance of active and passive areas.

Recognised as a State Boating Precinct, people visit from all around to enjoy the beauty of the Gippsland Lakes and everything that Paynesville has to offer. High quality and ample boating infrastructure can be found in key locations along the foreshore which provides locals and visitors with the ultimate boating and water play experience.

Along the Paynesville foreshore, infrastructure has been carefully planned and placed so that it enhances the natural attributes, whilst also helping to create a vibe and feeling that is truly Paynesville. The careful planning of the foreshore to date has also aimed to leave a positive lasting impression in visitor's minds and make Paynesville a tourist and residential destination of choice for people at all of life's stages.

On the western edge of the urban foreshore, young children can be found playing safely at Sunset Cove, swimming in the cove's calm waters, playing in the small but well-designed on-shore play area and enjoying the much talked about play space that seamlessly joins the land to water and provides children with a unique play and learning experience. Parents supervise their children from a well shaded and attractively landscaped foreshore, enjoying the picnic facilities. Though there are spaces for cars to park, the area is not dominated by traffic and parents feel comfortable that any vehicles here are travelling so slowly to not pose a threat to their children's safety. Many of the families will actually have arrived at the area via scooter or bike, enjoying the safe off-road shared path and boardwalk that links Sunset Cove directly with Paynesville's many services and commercial /retail and hospitality choices.

As families play at Sunset Cove, more active visitors and residents will stroll or jog along the well maintained but natural feeling pathway that continues west beyond the Cove all the way to Backwater Court on the very western edge of Paynesville. The pathway provides a very intimate experience with the Gippsland Lakes and allows the walker to experience the many small coves, inlets and vegetated areas that are part of the appeal for those that live and visit Newlands Drive. Walkers will see recent work of the active Landcare volunteers who have taken great pride in enhancing the walk, removing weeds and returning the vegetation back to its natural form. The more energetic walkers will continue beyond Backwater Court along a path that meanders further along the water's edge, ultimately linking up with Jones Road further west.

For those with more active recreation on their mind, the area east of Sunset Cove and on the way to the town itself (once the hive of activity as a summer caravan park) has been transformed into a summer activity zone. The enhanced boat ramp and jetty make the perfect spot for launching jet skis, ski boats and other small crafts. Canoes and kayaks can be hired from the area in summer and there is a small kiosk where people can meet, enjoy a coffee and discuss their water based exploits. There is ample parking for boat trailers and Sunset Cove overflow and in the quiet of the evening travellers stay overnight in the designated RV parking area, adding a mix of languages, cooking styles and traveller stories to the night air.

As our visitors continue east along the shared walking path, they appreciate the courtesy that the drivers pay the area by driving slowly so that walkers can take in the beautiful Gippsland Lakes, perhaps watching the white sails of a yacht race in action, or stopping to inspect a delicate plant that is native to the area. As the foreshore and The Esplanade (Main Street) converge, more people based activity meets the eye. Progress Jetty, long the destination for both families and young adults, is a hive of activity, with families picnicking by the water watching children play in the shallows and laughing at the antics of the braver teenagers in the deeper water. The toilets within the precinct are accessible for all and give both the young and older visitors the peace of mind to know that their needs can easily be met. The relocated play area provides more challenging play and meeting spaces for young people of about 10 onwards. Water play has been built in as a

feature of the play area, so that no matter what the actual lake conditions are, youngsters can get wet and have fun. The overall impression of this area is that it is green and designed for people rather than cars. Those familiar with the Paynesville of old marvel at how the foreshore once dominated by tarmac is now green and feels safe and inviting for pedestrians, yet still provides enough parking. The space is able to be used for a myriad of uses including seasonal events and commercial enterprises that complement the long-standing Paynesville Craft Centre.

In their usual fashion, hungry beach and playground goers can wander across the road to buy a snack, have a meal or visit the nearby supermarket for provisions, and then return to the foreshore to enjoy more fun. A commercial space on the foreshore is also a sought-out destination for people to meet for coffee or a meal while enjoying uninterrupted views of the water and Paynesville. People also spread out into the grassed area between the jetty and the commercial / cafe - a space that is also often used for small events and celebrations such as Australia Day.

People can then venture further along the path, past the yacht club and start to head north towards the Raymond Island Ferry. Plenty more food and dining options can be found along this stretch and the grassy foreshore area entices people to stay and enjoy the water front beauty and uninterrupted view across to Raymond Island. Some might choose to take the short ferry ride across to our unique island to spot a koala or Kangaroo, whilst others might stay on the mainland to enjoy the natural beauty with an ice cream in hand.

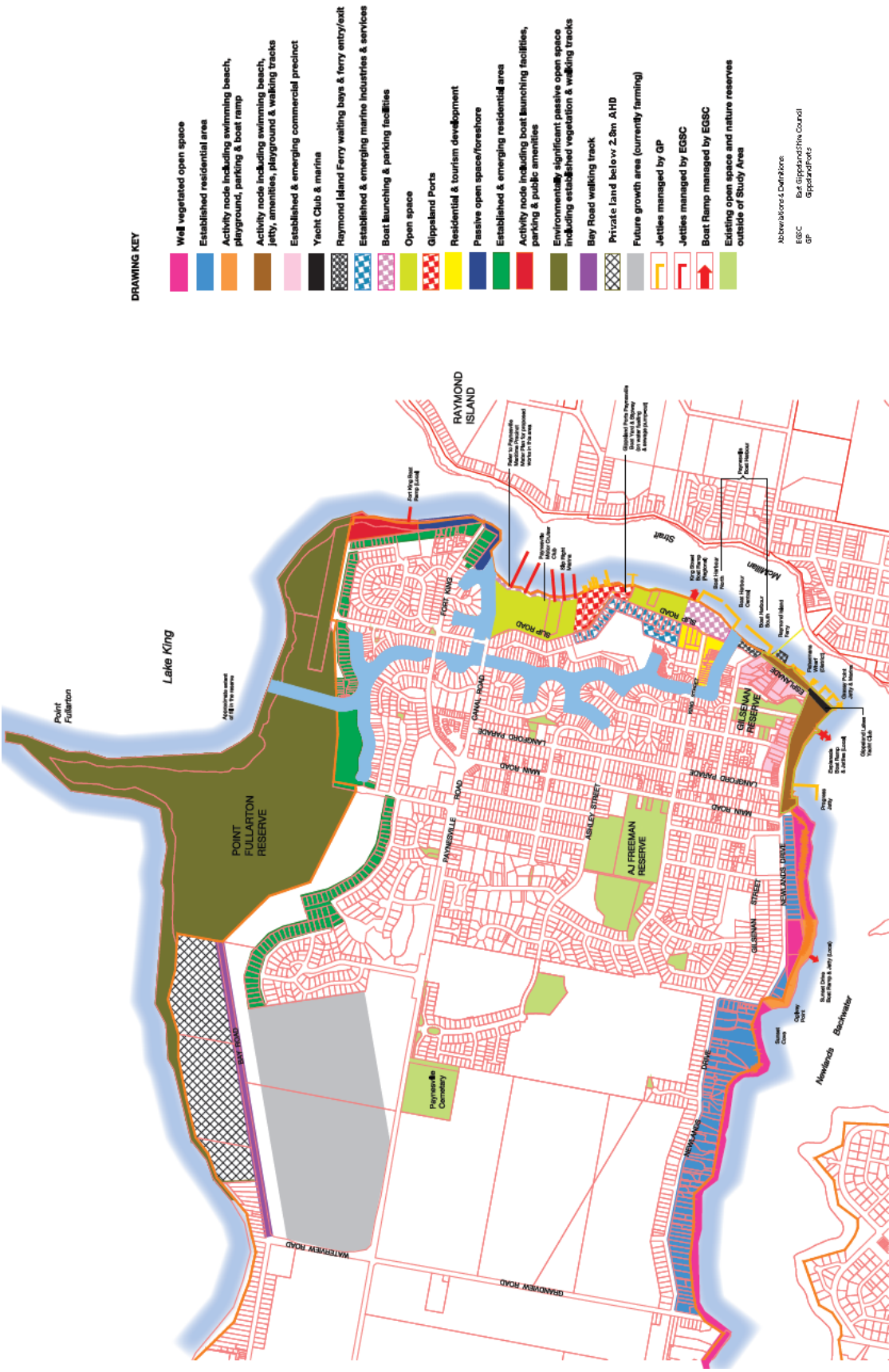
Moving on to the Slip Road precinct it is clear that this is an area of action and progress. Water based industry occupies part of the foreshore area which contributes to our robust local economy and ancillary services such as boat servicing and spare parts mean that visitors can have all their boating needs met to help them get onto the water and enjoy the Gippsland Lakes. Slip Road boat ramp also provides one of our premier boat launching facilities and there is plenty of parking but also plenty of shade offered by the established landscaping that enhances the green spaces dotted throughout this precinct.

Further north, nestled amongst the quiet residential area, another premier boat launching facility is located at Fort King. The Fort King boat ramp is well used and is a hot spot for major boating events. Spectators can sit under the shade of the indigenous trees to watch all the action taking place on the water.

For those who would like a quieter afternoon, away from the action, they can wander further north again and find a walking and cycling track that leads you away from the edge of the residential neighbourhoods and towards the pristine waters edge. Along the path there are signs and information points that describe the magic of the indigenous culture, give facts on the local flora and fauna and direct visitors towards Point Fullarton. A viewing platform provides visitors with a place to enjoy the view and the beauty of the Ramsar wetlands and if the children are getting restless, they will soon spot the state of the art playground beckoning them to play.

For those who are feeling energetic, the walking and cycling paths lead them through Point Fullarton all the way to Eagle Point. It might be quite a walk but the glistening water and the sea breeze rustling through the trees makes it an enjoyable and memorable experience.

3.1 Plan of Existing Conditions



DRAWING KEY

- Well vegetated open space
- Established residential area
- Activity node including swimming beach, playground, parking & boat ramp
- Activity node including swimming beach, jetty, amenities, playground & walking tracks
- Established & emerging commercial precinct
- Yacht Club & marina
- Raymond Island Ferry waiting bays & ferry entry/exit
- Established & emerging marine industries & services
- Boat launching & parking facilities
- Open space
- Glippsland Ports
- Residential & tourism development
- Passive open space/foreshore
- Established & emerging residential area
- Activity node including boat launching facilities, parking & public amenities
- Environmentally significant passive open space including established vegetation & walking tracks
- Bay Road walking track
- Private land below 2.8m AHD
- Future growth area (currently farming)
- Jetties managed by GP
- Jetties managed by EGSC
- Boat Ramp managed by EGSC
- Existing open space and nature reserves outside of Study Area

Abbreviations & Definitions:
EGSC East Gippsland Shire Council
GP Gippsland Ports



EXISTING CONDITIONS PAYNESVILLE FORESHORE MANAGEMENT PLAN

DRAFT
NOV 2017
DWG No: PFMP-04

3.2 Plan of Ownership & Responsibility



4. Scope

4.1 Guiding principles and purpose of this Plan

The purpose of this Plan is to recognise the strengths and weaknesses of the Paynesville foreshore area in terms of its use, function, amenity, facilities, health and opportunities. This Plan will consider the environmental, cultural, economic and social aspects of the foreshore and aim to ensure that the foreshore areas continue to meet the diverse needs of the community now and into the future.

The Plan will set the vision, objectives and specific actions for the Paynesville foreshore for the next 10 years to provide clarity and certainty to the community about the future. Some actions will be high priority whilst some may be aspirational. Nevertheless, the Plan has not been prepared in isolation but has been prepared after listening to all the voices of the community that have taken part in discussions about the future of Paynesville and its foreshore. Consultation will continue to be an important part of the plan as actions and priorities change throughout the 10-year period.

The Plan is a commitment to support and promote Paynesville as a destination to live, work and play, now and into the future.

4.2 Study area

Paynesville is situated in the heart of the Gippsland Lakes, approximately 16 kilometres south east of Bairnsdale. It is uniquely located on a promontory of land between Lake King and Lake Victoria. The public foreshore, boating facilities, the lake vistas, waterbirds and the natural values define the town and its appeal to residents and visitors.

The promontory is gently undulating and is lower in elevation in the south east where the established part of the Paynesville Township is relatively flat. During the 1980's a significant constructed waterways development was established in Paynesville which has modified the natural topography, with the Slip Road precinct becoming an island connected by a one road bridge at King Street.

Point Fullarton is identified as a site of geomorphological significance on Lake King. There are excellent views over Point Fullarton from the constructed mound in the foreshore reserve adjacent to Driftwood Close. Adjacent to Newlands Backwater the foreshore reserve is steeply graded between Newlands Drive and Sunset Drive, offering excellent views over water.

The foreshore reserve is continuous around Lake Victoria, Lake King and McMillan Strait, providing excellent connectivity and access for both water and land based activities. While it is continuous, the foreshore is diverse, with distinct precincts that are defined by a combination of changes to the inherent natural, built and urban character. The foreshore reserve around Point Fullarton in the north is characterised by significant extents of low lying remnant saltmarsh vegetation in contrast to the Sunset Cove Precinct adjoining Lake Victoria, which is characterised by the steeply graded sections of foreshore with remnant woodland vegetation. In the heart of the town, the foreshore reserve provides boat mooring and launching facilities along with access to the ferry to Raymond Island. The foreshore reserve is subject to inundation, as reflected in the East Gippsland Shire Planning Scheme.

This plan applies to the foreshore from Newlands Arm to Point Fullarton. The extent of the study area for the Paynesville Foreshore Management Plan is shown at Figure 1. In addition, the study area has been divided into seven precincts to clearly articulate the relevant objectives and actions of each precinct. The aim for the Plan is to provide aligned policy influences for the Eagle Point Foreshore Management Plan and the Newlands Arm Foreshore Management Plan.

4.3 Adjoining influences

Newlands Arm and Backwater

The *Newlands Arm Foreshore Management Plan* was completed in 2007. As these foreshore management plans align with urbanised areas, there is a gap of around 1.5km between this Plan and the study area identified in the Newlands Arm FMP. This missing linkage traverses through both farming and rural living areas. Identified however, through the Newlands Arm FMP and through the development of this FMP is the need to link the existing Paynesville and Newlands Arm foreshore walking tracks. This plan recommends that this walking track connection is completed by investigating a combination of paths in the existing road reserves to achieve an affordable outcome in the medium to long term.

This arm of the waterway extends west of the study area to the delta of Forge Creek. The Backwater is subject to a speed limit of 5 knots from 1 hour after sunset through to 1 hour before sunrise and is a popular protected waterway for boating.

Lake King and Lake Victoria

Lake King and Lake Victoria form part of the Gippsland Lakes. The Gippsland coastal region supports many migratory birds listed in the Japan–Australia Migratory Bird Agreement (JAMBA) and the China–Australia Migratory Bird Agreement (CAMBA) as well as other threatened species. Gippsland Lakes are wetlands listed under the international Ramsar Convention in recognition of these values. The lakes are managed directly by DELWP and are not specifically included in this FMP.

Land adjoining Lake King and Point Fullarton

East Gippsland Shire Council commissioned a report for the land adjoining Point Fullarton and Lake King. This report, *A Case Study – Land adjoining Point Fullarton and Lake King (June 2014)* outlines the values, issues and strategies for this section of foreshore.

Key findings relate to shoreline retreat, status of public land, opportunities for access and public use. Extensive loss of fringing wetlands vegetation, shoreline retreat and loss of continuous strip of Crown Land.

Eagle Point

The Eagle Point Foreshore Management Plan will be developed separately to this plan. The boundary to these two plans is adjacent to Waterview Road with the outcomes of the plans aligning in actions, priorities and physical connection. Improving walking and cycle path connectivity between Paynesville and Eagle Point is addressed in this Plan.

Paynesville Maritime Precinct

The *Paynesville Maritime Precinct Master Plan 2009* provides a detailed framework and corresponding implementation strategy for the development of the Slip Road area of Burrabogie Island in Paynesville, including proposals for land use, movement network, landscape, built form and public amenities. Key objectives for the master plan were to:

- Establish a master plan to guide precinct development over the next 10 years.
- Balance maritime related activities with public enjoyment of the foreshore.
- Identify, prioritise and indicatively cost the public works necessary to achieve this.
- Establish any other decisions or actions required to implement the master plan.

While this master plan is a stand-alone strategy, synergies between it and this Plan will be identified in the Implementation Plan and subsequent Business Plan to ensure continuity and efficiency of the on-ground outcomes.

Paynesville Growth Area

The *Paynesville Growth Area Structure Plan 2016 (draft)* defines the long-term vision for growth for the land west of the existing township of Paynesville, which is approximately 227 hectares of mainly agricultural land along with some existing residential areas and the Paynesville Cemetery. The intent is to provide a visionary and deliverable guidance for the future growth and development of the land west of the Paynesville Township in a logical and integrated way that meets the needs and aspirations of existing and future residential and industrial communities.

The structure plan identifies linkages from the subject land to the Paynesville Foreshore and also initiates the discussion on potential developer contributions to deliver and maintain management priorities along the foreshore.

Sunset Cove

The Paynesville Landcare/ Coastcare Group have developed the *Sunset Cove Walking Track Project Management Plan 2013-2015*. This plan encompasses the foreshore from the Paynesville Foreshore Walking Track (at Sunset Cove) to the southern end of Backwater Court. This plan has a range of actions identified which improve and enhance the existing pathway which aims “to protect and enhance the ecological values of the Sunset Cove Walking Track for the benefit all residents of Paynesville and the surrounding area”.

Relevant elements of the *Sunset Cove Walking Track Project Management Plan 2013-2015* are reviewed as part of this plan. Many actions and opportunities are reflected within the precinct plans and recommendations.

Paynesville Town Centre and adjoining freehold land

The *Paynesville Town Centre Structure Plan* was adopted by Council in October 2009. The purpose of this study was to modernise the pre-existing urban design guidelines to have a more contemporary vision for the future as well as a framework for development that is functional, integrated and aligns with the Community’s vision of a “village feel”. Accompanying the structure plan is the *Paynesville Town Centre Design Guidelines* which applies to development in both the public and private sector.

Paynesville CBD improvement projects have been undertaken with stage 1 completed in July of 2015. These public improvement works, which align with the structure plan and design guidelines, are evident along The Esplanade from the Progress Jetty Toilets to the Raymond Island Ferry as well as at Gilsenan Reserve. It is pertinent that any further design along the foreshore meets the same design standards as has already been implemented.

The freehold land directly adjoining the study area is primarily zoned General Residential Zone. The zoning for the residual freehold land mostly comprises of Commercial along The Esplanade, Mixed Use and Industrial along Slip Road, and a small section of Farming adjacent to Point Fullarton.

This Plan aims align and carry forward important aspects of the commercial precinct planning document.



5. Values

5.1 Gippsland Lakes Ramsar Site

Paynesville being a peninsula, is bound by water on three sides; being Lake King to the north, an arm of Lake Victoria (Newlands Arm) to the south and McMillan Strait to the east. Paynesville is a significant settlement located on the Gippsland Lakes and includes the Gippsland Lakes Ramsar site which is of national and international environmental significance.



Gippsland Lakes is recognised and protected as a wetland of international importance under the Ramsar Convention along with other international treaties to protect the migratory bird and other habitat values. The Commonwealth Government is a signatory to these treaties with responsibilities to ensure that the future management protects the ecological values.

Ramsar sites are wetlands that have international importance under the 'Ramsar Convention on Wetlands'. A primary purpose for the establishment of the convention is to protect sites in different countries that are important for migratory birds. Listing a

wetland as a Ramsar site comes with a certain set of obligations, including managing the site to maintain 'ecological character' and to have procedures in place to detect if any threatening processes are likely to or have altered the 'ecological character' of the lakes (Gippsland Lakes Site Management Plan, Summary Report, EGCMA, 2015).

There are critical components of the wetland habitats that are required to support the wide range of migratory waterbirds, and other ecological values, the Lake King wetlands form part of a major drought refuge for migratory waterbirds and other fauna species.

The primary objective of the Gippsland Lakes Ramsar Site Management Plan is “...to maintain, and where necessary improve, the ecological character of the Gippsland lakes Ramsar site and promote wise use” (Gippsland Lakes Site Management Plan, Summary Report, EGCMA, 2015).

The Gippsland Lakes Ramsar Site Management Plan highlights management strategies within 6 themes to improve or maintain the ecological character of the lakes. The 6 themes are as follows:

- Theme 1: Maintaining and restoring habitats
- Theme 2: Protecting fauna
- Theme 3: Managing nutrients and sediments
- Theme 4: Managing water regimes
- Theme 5: Integrating Aboriginal and European knowledge and management
- Theme 6: Improving our understanding

The Paynesville Foreshore Management Plan seeks to be consistent with and support the delivery of the management strategies associated with the management and protection of this key ecological environment.

5.2 Environmental

Value	Current Health	Opportunities
Remnant old growth trees	Reduction in tree canopy and continuation of patches as evident on ground	Re-vegetation in gaps and other identified areas
Remnant patch vegetation	As above	As above
Remnant Saltmarsh, Swamp Scrub & Woodland vegetation with Gippsland Red Gums at Point Fullarton	These species have been cleared over time however small patches remain along the shoreline	Support revegetation through planting programs to improve numbers and coverage.
Remnant Damp Sands Herb-rich Woodland Vegetation around Sunset Cove	Presence of species can be found throughout the area however the area has been modified over time and is subject to damage from inappropriate vehicle and pedestrian access.	As above
Native fauna including a diverse range of migratory shorebirds and waterbirds	Presence of species are evident throughout study area however regeneration and maintenance of vegetation may encourage an increase in numbers. Currently monitored by relevant authority.	Improve and maintain vegetation within reserves and foreshore areas. Support relevant authorities and volunteer groups to continue to monitor and support fauna species.
Burrnan Dolphin	The Burrnan Dolphin has only recently been classified as a new dolphin species is endemic to southern Australian waters and is most commonly seen in two resident populations in coastal Victoria, one being the Gippsland Lakes.	The State Government is supporting research into the dolphin and its habitat requirements. The species has been listed as <i>threatened</i> under the Flora and Fauna Guarantee Act 1988.
Nationally significant Lewin's Rail and State Significant Swampland Coolskink.	Suitable habitat is crucial for the survival of these species. Currently suitable habitat can be found at Point Fullarton.	Continue to manage and maintain the suitable habitat to Point Fullarton for these fauna species.
Natural assets in protected area of the Gippsland Lakes Ramsar Site	The wetlands are in good health however issues such as pests, weeds, vehicles, erosion and degradation of vegetation continue to threaten the health of the site.	Improve and maintain vegetation within wetland areas. Protect wetland areas from inappropriate boat and vehicle access. Support local environment groups to continue to preserve and maintain these areas.
Natural geomorphological features including the foreshore areas and Point Fullarton Reserve	Risks associated with erosion and sea level rise are high.	Increased visitation and improvement in facilities and access Work with other land managers to protect and preserve these areas.

5.3 Social, Indigenous and Heritage

Value	Current Health	Opportunities
Walking & Cycling	Established road network and some established pathways however an increase in paths, connectivity and signage will assist with an increase in these activities Well used but some areas need upgrading and connection. Not currently accessible for all. Existing tracks include: • Sunset Cove Walking Track, from Sunset Cove west to Backwater Court. • Adjacent to The Esplanade, from Fisherman's Wharf to Sunset Drive. • Around the perimeter of the foreshore reserve adjacent to View Street and Driftwood Close (east of the Canal). This includes a path up to the top of the fill mound in the site, which affords excellent views of Point Fullarton. • From the end of Burden Place through to Bay Road (north west extent of the study area), along the southern boundary of Point Fullarton Reserve.	Increase paths and connectivity to encourage increased walking and cycling. Improve connectivity through new paths, linkages and upgrades.
Picnic & Play	There are two picnic and play facilities provided on the foreshore reserve. The largest play facility is located east of the existing car park for the Esplanade Boat Ramp and Jetty. This is known as the Paynesville Lions Club Playground and it includes a picnic shelter, tables, barbecues, and a medium sized playground. The location of the Lions Club playground is not ideal as there are no toilets nearby and it is quite close to the recently constructed Gilsenan Reserve playground. Furthermore, the play equipment is ageing. The second facility is located at Sunset Cove. Facilities include a small playground, barbecues, picnic shelter and a small car park. The play equipment is quite old and very basic and there is very little shade. There are	Relocate Paynesville Lions Club playground to Progress Jetty as this provides a better grouping of services within an identified activity hub. Upgrade/replace the Sunset Cove play equipment and incorporate more shade measures

	toilets but they are not closely connected to this play area.	
Water Sport & Recreation	The water is a key recreational asset however can be impacted upon by algae blooms, inappropriate behaviour and safety issues. There is an issue with a lack of sand/beach in some areas which make some water play, sport and recreation activities difficult.	Work with relevant agencies to manage algae blooms and provide adequate education during events. Continue to ensure that adequate safety signage and markings are in place to ensure safety on the water. Consider actions that will encourage a range of water play. For example, consider sand replacement at key sites, improved boat ramps, enabling of beach launching, encouragement of seasonal hire activities and disabled beach access
Vehicle access and parking	Parking is provided at all key sites however there is an oversupply, especially within the township precinct (near Progress Jetty). This oversupply has been identified during recent traffic and car parking studies undertaken in the area. Parking areas are generally sealed and line marked however more informal arrangements exist such as the Sunset Cove parking area.	Rationalise car parking areas where there is an oversupply and convert back to green space. This particularly applies to Progress Jetty. Formalise car parking in key sites to ensure adequate and safe parking is provided. This particularly applies to Sunset Cove.
Hubs or nodes along the foreshore	Infrastructure overall is of varying condition and age and there is no connection between the hubs/nodes	Consider updating infrastructure and provide linkage along the foreshore through signage, theme or public art. Utilise the existing work undertaken within the CBD streetscape as a starting point.
Indigenous values	Indigenous values are present but not overtly understood.	Work with local indigenous community to improve the understanding and interpretation of the rich aboriginal history and values associates with the area. Continue to work with the local RAP to prepare and enter into agreements or similar to manage cultural heritage values.
Paynesville Slipway, 60-74 Slip Road, Paynesville	The Slip and Winch shed at Paynesville is of historical, technical and aesthetic importance to the State of Victoria. They demonstrate the importance of shipping in the Lakes region of East Gippsland, including their representation of the lucrative intra-lakes and ocean shipping trade which operated between 1858 and	Consider future upgrade opportunities.

	1931. The slipway was originally constructed in 1887 by a Mr Erickson and later sold to the Victorian Government in 1914 and is believed to have been in continuous use since that time. The SS Gippsland was constructed at the slipway in 1908 and was the largest vessel to operate in the lakes and later was involved in active service during WWII in 1942 as the HMAS Gippsland. Signage on site does interpret some historical features and information about the area.	
Point Fullarton Gravel Spit	Point Fullarton is a relic gravel spit on the southern shore of Lake King and is listed as being a site of regional geological heritage significance. It is described as a swampy protrusion into Lake King on the site of a sand and gravel shoal which was possibly a spit at an earlier stage. The significance is due to its unusual position at right angles to the small embayment. The erosion and accretion dynamics of the site are of particular interest and it is recommended that engineering or other shoreline work should not be sited adjacent to it (Rosengren, 1984). No sediment is being supplied to the area now and it is being reduced by erosion.	Consider ways to protect from erosion where possible in the future.

5.4 Economic

Marine services

The *Victorian Coastal Strategy* designates Paynesville as a State Marine Precinct under the Boating Facilities Hierarchy to 2030 which means that the facilities are of international, national, state, regional and local significance; and would generate major investment.

Paynesville is a working port which is unique in the region. The boating industry has historically been established around the Slip

Road Precinct and it continues to operate from there today. The *Paynesville Maritime Precinct Master Plan (2009)* sets a clear direction for this precinct and Council are currently in the process of incorporating this into the East Gippsland Shire Planning Scheme. The working port is retained as part of this 2009 Master Plan.

The *Gippsland Boating Coastal Action Plan 2013* also recognises the importance of the recreational boating to the local economy of the region being a major reason why people visit the region, and a key reason people relocate from elsewhere to this region as well.



There are five defined precincts along the Paynesville foreshore each of which has infrastructure and facilities which supports the economic viability of Paynesville as both a major port and a recreational destination. These facilities include boat ramps, jetties, marinas and boat yards. Specifics of each precinct and existing boating facilities are outlined in Appendix 9.3.

Value	Current Health	Opportunities
Esplanade Boat Ramp & Jetty structure	Well used and can accommodate a range of vessels. Somewhat limited to small craft launching. Car parking area requires greater definition.	Continue to maintain and manage boat ramp. Improve car parking area to delineate between car parking, boat launching and other activities.
Progress Jetty structure	In good repair and well used by large and small vessels. A popular piece of infrastructure as it provides boat parking and direct access to the commercial precinct of Paynesville. Gippsland Ports is considering an upgrade to increase transient and permanent berths.	Continue to maintain and manage. Support Gippsland Ports to find funding for upgrades. Support future redevelopment opportunities associated with Progress Jetty.
Progress Jetty Toilet Block	Well used and in good repair. Recently refurbished. Recent exterior paint and public art is present.	Continue to maintain and manage
Progress Jetty car parking area	Sealed and landscaped, this car park and road network provides safe and accessible parking. However there is an identified oversupply of parking in this area and it does occupy a large area of the precious foreshore. Lack of pedestrian connection with commercial strip	Reclaim some of the car parking area and convert into green space. Consider pedestrian crossings from foreshore/parking area to the commercial strip.
Building located on Part Crown Allotment 28. Sunset Drive, Paynesville	Asset in a unique location however the building itself is aging. 3 year lease currently held by Paynesville Craft Centre Committee.	Consider future uses that are complementary and provide for a multiplicity in use where possible, via an Expression of Interest process. Uses may be commercial, seasonal and/or community based.
Gippsland Lakes Yacht Club	Building and grounds recently received minor upgrades that were co-funded and undertaken in accordance with the Paynesville Town Centre Structure Plan.	In conjunction with the committee and its members, consider further redevelopment of the site to incorporate function and other allied and destination facilities. Any redevelopment should support the existing activities and services; and current and future events such as sailing regattas.
Paynesville Lions Club Community Playground, shelter & BBQ area	The location of the Lions Club playground is not ideal as there are no toilets nearby and it is quite close to the recently constructed Gilsenan Reserve playground. Furthermore, the play equipment is ageing.	Relocate Paynesville Lions Club playground to Progress Jetty as this provides a better grouping of services within an identified activity hub.

Sunset Cove playground, shelter and bbq area	Playground is aged and in need of an upgrade. Parking area is partially sealed and road is in good repair Lack of shade and landscaping in this area Protected swimming beach so it is popular with families.	Upgrade facilities to make better use of the area available and increase patronage.
Sunset Cove boat ramp & jetty	Shallow so only suitable for small vessels	Upgrade to improve depth and useability.
Building on Part Crown Allotment 27B 1A. Sunset Drive, Paynesville	Disused building and car parking area	Consider promotion of large sealed car park as a RV parking area. Undertake an Expressions of Interest process for the former Angling Club building to encourage use or multiple uses to occur in this location. Uses may be commercial, seasonal and/or community based.
Sunset Cove Toilet Blocks	In good repair although disconnected from area of activity	Consider painting the exterior and providing better connection with area of activity by creating a walking track and signage.
Grassy Point Marina & Jetty	In good health, well used however there is no shade despite being an area frequented by children and used heavily for sailing education	Continue to maintain and manage. Consider improving shade at this location using a range of means such as vegetation cover and shade sails
Raymond Island Ferry	Well used and essential to Raymond Island residents and visitors	Continue to maintain and manage
Raymond Island Ferry precinct (shelter, car waiting area)	Recently upgraded	Continue to maintain and manage
Fisherman's Wharf Building	Currently houses a restaurant/café.	Continue to support this use.
King Street Boat Ramp	Well used but some upgrade required. Flood issues present here.	Improve the function and layout of the boat ramp and the area around it. Implement the Paynesville Maritime Precinct Master Plan to address these issues
King Street boat and trailer parking	Some of the parking area is constructed and marked however the northern section is not made and is used in an ad hoc way. This section is also subject to flood.	Implement the Paynesville Maritime Precinct Master Plan to address these issues

Slip Road Toilet Block	In good repair	Continue to maintain and manage and consider refurbishment in accordance with Public Toilet Strategy (in draft).
Paynesville Boat Harbours	Not enough berths to meet demand	Support Gippsland Ports to construct additional permanent and transient berths.
Slip Bright Marina	Well used however possibly not enough berths to meet demand during high season	There is limited opportunity to increase berths however a review of the berth types and seasonal requirements may lead to more efficient use and occupancy of the berths.
Paynesville Motor Cruiser Club and associated car parking	The car park is in good repair and the Motor Cruiser Club is an important part of the community and well patronaged as a restaurant and club	Continue to support the use of the Paynesville Motor Cruiser Club and maintain public areas surrounding.
Fort King Boat Ramp	Underutilised	Promote as an alternative to the King Street boat ramp
Events	Provides excitement and a sense of destination for residents and visitors. Events are supported by Council and community groups.	Continue to support and promote local events
Private jetties	Private jetties are the responsibility of the corresponding owner. A range of licence agreements are in place between the adjoining land owners, EGSC and DELWP. DELWP's policy is that no new private jetties will be developed and that private jetties need to be licensed for use.	Continue to manage through the licensing and policy process
Private boat sheds	There are eight private boat sheds along the foreshore. Each of the sheds belong to a corresponding property and they are managed via a three-year licensing program. The licensee is required to maintain the sheds however no increase in footprint or connection to services is allowed. Council will not support any new boat sheds along the foreshore.	Continue to manage through the licensing process

6. Challenges and issues

6.1 General

Given the diversity of activity and use along the Paynesville Foreshore, there is equally as many challenges and issues that need to be mitigated, managed or resolved. Identified as part of the development of the Paynesville Foreshore Management Plan and through other consultative processes relating to Paynesville, a list of general issues has been identified:

- Lack of a clear cohesive vision and priorities across the foreshore reserve.
- Lack of connectivity between key foreshore areas.
- The quality of the infrastructure along the foreshore reserve including its age and poor condition.
- The ad hoc placement of facilities, the varying styles and the lack of diversity that exists in appealing to a contemporary community and its visitor's needs.
- Lack of overall design themes that reflect and promote what is special about Paynesville and differentiates it from other foreshores in the region. This includes the lakeside location, maritime use, heritage character, environmental qualities and the inherent landscape character.
- The visual impact of the built form in the natural bushland setting.
- The impact of events such as algal blooms. The loss of water quality, significant decrease in tourism and decrease in the sale and consumption of local seafood because of such events.
- Public versus private land and its delineation and associated land management issues.

6.2 Coastal hazards and climate change

The most prominent coastal hazards for the Paynesville Foreshore are detailed below and these issues will become more challenging to manage as environmental conditions are exacerbated by climate change.

- The existing shoreline has been subject to erosion with sections of sea wall being built in response.
- Bank erosion is impacting on the path stability and all abilities access.
- The low lying nature of the foreshore will likely be further impacted by events such as sea level rise, and severe storm events.
- There is secondary impact of coastal erosion on remnant vegetation and the coastlines natural values.
- Low lying nature of the area, with the issue of inundation to be exacerbated in the context of sea level rise.
- Bushfire risk.

6.3 Pests, contaminants and vegetation management

There are significant impacts to the coastal environment from contaminants, invasive flora species and the ad-hoc management of remnant vegetation. The following identifies these challenges:

- Stormwater outfalls especially within well utilised swimming beaches and into remnant and rare vegetation.
- Current and future threat of adjoining urban development impacting on the environmental and landscape values.
- Proximity of walkways to the remnant vegetation and uncontrolled access tracks into the vegetation causing damage to vegetation and disturbance to waterbirds.

- Gaps in remnant indigenous vegetation along the foreshore reserve which is further exacerbated by the pressure to retain or establish '*coastal views*'.
- Lack of interpretive information about the remnant indigenous vegetation types.
- Activity, noise and other influences including feral animal impact on fauna values, particularly the waterbird and shorebird habitat.
- Future management of areas of significance including the fill area east of the Saltmarsh.

6.4 Demand, conflicts and population

The Paynesville Foreshore has experienced increased use as a result of increases in tourism and population growth of Paynesville and the East Gippsland Shire. The following outlines some of the key issues and challenges evident along the foreshore:

- Lack of passive foreshore recreation opportunities that encourage a range of uses including for exercise and more incidental use such as a casual meeting place.
- Lack of seasonal capacity in the facilities during peak visitor times and lack of appropriate strategies for provision and servicing of facilities.
- Facilities with inappropriate layout and/or size for the scale of contemporary visitation and use. Included is the inappropriate or limited/redundant use of key locations and public facilities, such as the Angling Club building.
- Lack of temporary berthing facilities central to the township to increase visitation, particularly for medium term visitors who wish to stay a week or more.
- Lack of permanent berthing facilities for residents and visitors.
- Inadequate funding to implement the existing Maritime Precinct Master Plan for the Slip Road precinct.
- Lack of atmosphere, design and connectivity which results in an inability to host events at Paynesville, both maritime and land based.
- Lack of connectivity between the commercial town centre and the foreshore near Progress Jetty and the Esplanade Boat Ramp and Jetties.
- Lack of walking path links, including all abilities access, along the foreshore, through the township precinct, into residential areas and to Newlands Arm.
- Areas of underutilisation, including the Angling Club and boat ramp area.
- Extensive areas of asphalt car parking and access roads on the foreshore which creates poor visual amenity and areas of car parking that are undifferentiated.

6.5 Public safety

The following outlines some of the key issues and challenges evident along the foreshore in relation to public safety:

- Poor condition of walking tracks creates safety issues and limits all ability access.
- Poor design of some visitor nodes including the Sunset Cove area.
- Poor quality of infrastructure such as seating and playgrounds.

7. Overall management strategies

The overall strategies which are relevant to the entire foreshore and relevant on a strategic theme basis are as follows;

- To provide greater connection and pathways.
- To increase directional, interpretive and educational signage along the foreshore.
- To provide consistent and quality infrastructure as identified within each of the precinct plans.
- To implement a Native Vegetation Management Plan.
- To maintain and upgrade recreational boating facilities.
- To create protected swimming beaches.
- To manage and monitor shoreline erosion.
- To incorporate cultural values along the foreshore.
- To promote seasonal and pop-up commercial opportunities.
- To address delineation between public and private land.
- To establish protocols for Committee of Management action during times of algal bloom and other events.
- To upgrade existing outfall drains to avoid discharge into swimming beaches.
- To investigate best uses for existing buildings along the foreshore.
- To reward and support the role of volunteer and community groups.
- To reduce the overall amount of hard surface areas within the foreshore.
- To establish agreement between the relevant agencies in relation to ongoing and cost-effective management of reserves.
- To align with the Gippsland Boating Action Plan 2013 to provide a framework for recreational boating.
- To maintain and protect environmental values.
- To plan for and manage bushfire risk.
- To plan for inundation along the foreshore in relation to sea level rise and investigate a range of measures to manage flood events and inundation over time.



8. Key objectives

8.1 Greater connection and pathways

Issue: *Lack of connectivity and pathways, the need to improve the quality of existing pathways and undertake risk assessment, greater consistency in design & standard, increase coverage and linkage to adjoining external settlements and internal residential precincts.*

Actions:

1. 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.
2. Prioritise the works as associated with the identified walking paths on the Walking Track Master Plan. This should also include the upgrade of any paths that are in poor condition and not easily accessible by all.
3. Relocate pathways where appropriate to provide greater separation between the area of natural beauty and the walking track infrastructure to protect environmental values.
4. Investigate and facilitate connections by negotiating with land owners, review of leases and committee of management arrangements, enter into fencing negotiations and associated works.
5. Implement erosion control measures along pathways as identified in the individual precincts.
6. Facilitate improved physical connections between commercial precincts and foreshore activity nodes.
7. Upgrade existing Paynesville laneways which may contribute to continuous and increased access to the foreshore (by closing gaps between sections of the constructed waterways). Upgrade and repair surface treatments as required.
8. Implement the development of key viewing points as identified in each precinct plan.

8.2 Signage

Issue: *Lack of number of directional, interpretative and educational signage. Need for style guide, design guidelines and consistent form and materials.*

Actions:

1. Upgrade and provide for an integrated network of relevant interpretative, educational and directional signage that is consistent in terms of format, content and materials.
2. Create a priority list for placement of signs by category including natural, cultural, historical and recreational purposes.
3. Provide signage in high conservation areas which provide narrative on the indigenous vegetation types and roles.
4. Install signage as well as other mechanisms to restrict vehicles on beaches.
5. Use interpretative signage, art of language that captures, shares and promotes Gunaikurnai history of the area to the community and visitors.
6. Investigate the use of technology such as barcode readers to allow users to 'find out more' by using their smart phones and tablets which will negate the need for large cumbersome signs.

7. Discourage memorial signage, plaques and the like along the foreshore and instead encourage appropriate public art in key locations.

8.3 Quality and character of new infrastructure

Issue: Upgrade existing quality and provision of infrastructure, providing for contemporary & innovative design, allowing for planned placement and providing for diversity in experience and appeal. Need for overall consistent design and provision of a Paynesville specific theme that is in accordance with the Paynesville Town Centre Structure Plan

Actions:

1. Maintain a consistent theme and character for the provision of infrastructure delivery that is innovative and contemporary by design and that is in accordance with the Paynesville Town Centre Structure Plan. The character should be influenced by maritime history, cultural history, water location and recreational activity.
2. Implement the Concept Plans that have been included within this document to create diversity and increased use by both residents and visitors alike.
3. Consider the relocation and upgrade of the Paynesville Lions Club playground to improve this facility and its proximity to the existing Progress Jetty toilets
4. Progressively replace picnic tables and seating according to age, health, need and funding.
5. Integrate cultural and historical stories and narrative into the character and stylised quality of public infrastructure.
6. Integrate into the foreshore coherent and informative maritime history and heritage sources to inform the resident and visitor populations. This excludes memorials.
7. Continue a landscape quality theme for the foreshore to provide a strong identity for the whole of the foreshore.
8. Consider increasing fish cleaning facilities at all major boat ramps. Also consider removing the facility at Paynesville Wharf given its proximity to a key activity node and commercial operations.

8.4 Implement a Native Vegetation Management plan

Issue: Need to identify areas which are suitable for revegetation to establish and reinforce landscape character. There is opportunity to improve overall landscape character.

Actions:

1. Implement on a precinct basis, selected revegetation to re-establish landscape character, natural values and enhance high conservation values.
2. Undertake re-vegetation whilst also retaining key view lines of the water adjoining residential and commercial precincts.
3. Implement, on a precinct basis, necessary tasks to eradicate weed species and undertake weed control programs.

8.5 Maintenance and upgrade of recreational boating facilities

Actions:

1. Continue to maintain existing boat ramps and jetties and consider upgrades as they become necessary.
2. Enable informal non-powered water craft landing / beach launching from the foreshore between boat ramps and existing jetties.

8.6 Create safe swimming beaches

Actions:

1. Support any review of the existing boating zones to improve safety for all recreational users.
2. Consider beach nourishment and sand recovery programs to improve the health and useability of key beach and swimming locations.

8.7 Flood management, sea level rise & erosion

Action:

1. Audit, monitor and implement seawall upgrades and installation as necessary.
2. Continue to investigate a range of measures to manage flood events and inundation over time.
3. See also inundation actions at 8.19

8.8 Incorporate cultural values into the Foreshore

Actions:

1. Identify opportunities along the foreshore to create a sense of place and gathering place to support cultural, spiritual and physical needs for Aboriginal people.
2. Consider sites of cultural significance in accordance with the Aboriginal Heritage Act 2006.
3. Continue to identify new traditional landowner and cultural management learning opportunities whilst delivering on economic objectives of the Gunai Kurnai people.

8.9 Promote seasonal and 'pop up' commercial opportunities

Action:

1. Identify Council owned or managed buildings along the foreshore that are underutilised and identify opportunities that increase their usage which may include pop up, seasonal, commercial, community or shared uses. As a result of an Expression of Interest process it is envisaged that supported uses could include passive water craft hire, bike hire, café, kiosk and guided walks/ tours.
2. Establish a decision-making framework for the future use of identified under-utilised buildings using tools such as a public 'Expression of Interest' process. This process will aim to attract potential appropriate users and provide an equitable and transparent process. Of focus will be to investigate opportunities for use of the former 'Paynesville Angling Club' building near Sunset Cove (building on Part Crown Allotment 27B, 1A) and future complementary use opportunities for the 'Paynesville Craft Centre' building (building on Part Crown Allotment 28) near Progress Jetty.
3. Consider the refurbishment of these buildings to attract and meet the needs of various uses as well as transforming them into multi use spaces.
4. Work collaboratively with Gippsland Lakes Yacht Club to promote tourism and investigate feasible commercial opportunities as they arise.

8.10 Address delineation between public and private land boundaries

Actions:

1. Draft and implement an Encroachment Policy to achieve greater clarity in delineation of Crown Land and private boundaries. Work collaboratively with private land owners to establish greater delineation between boundaries and address creeping backyards.

2. Adopt a risk based and principled approach to encroachment and establish a priority list for progressive action and implementation. Ensure that the policy and associated priority list allows for reasonable enforcement of any adopted policy relating to encroachment.
3. Develop an engagement and community plan for the encroachment works program.

8.11 Algal Bloom Events

Action:

1. Advise and educate the community about Algal Bloom events in conjunction with other responsible authorities such as DELWP.

8.12 Upgrade outfall drains

Actions:

1. Upgrade existing outfall drains to no longer discharge onto swimming beaches.
2. Locate point sources and implement works to prevent stormwater discharges impacting on natural values, public amenity, water quality and shoreline stability.
3. Work cooperatively with land owners to locate and rectify any potential illegal grey water discharges to stormwater outlets.
4. Review effectiveness of duck bill drains based on learning from Lakes Entrance example.

8.13 Recognise and support volunteerism and community groups

Actions:

1. In cooperation with Landcare Groups and other stakeholder groups, draft and finalise weed management and walking track management strategies and provide support and assistance for the implementation.
2. Support the Paynesville Maritime Museum which is a volunteer organisation that is working to record maritime heritage of Paynesville and make it available to community and visitors.
3. Continue to implement a maritime heritage trail of interpretive signs, display boards and stories along the Paynesville foreshore. Investigate the use of technology such as barcode readers to allow users to 'find out more' by using their smart phones and tablets which will negate the need for large cumbersome signs.
4. Support other volunteer organisations such as the Paynesville Craft Centre who provide a service and contribute to the community on an ongoing basis.

8.14 Reconfigure hardstand to increase green areas

Actions:

1. Reclaim some of the existing hardstand areas back to green space, especially in locations that are activity nodes such as the foreshore area around Progress Jetty.
2. Exclude vehicle access to informal parking areas amongst vegetation by installing bollards or barriers.
3. Install signage to direct traffic flow, define boat trailer and RV parking to reduce conflict with pedestrians.

8.15 Establish and coordinate relevant agencies for the management of reserves

Actions:

1. Continue to administer and implement sound asset management practices including maintenance of pathways, car parking areas, toilet blocks, playgrounds, BBQ, jetties (private), boat ramps, marinas, seawalls, signage and planted vegetation.
2. Revenue derived by Committee of Management from coastal crown land shall be spent on improvements and maintenance of any part of the committee of management land. Investigate 'user pays' opportunities where appropriate.
3. Continue to manage private jetties and associated tenures by way of licensing and in conjunction with DELWP and their policy and licensing processes.
4. Review and implement Committee of Management boundaries to reflect key actions to include extensions of walkways and connections and increased public land for foreshore purposes.
5. Undertake regular risk audit and prepare risk management plans as identified.

8.16 Support Paynesville as a key boating node

Actions:

1. Align with the Gippsland Boating Action Plan 2013 and provide a clear framework for recreational boating.
2. Support Gippsland Ports proposal to increase capacity of transient berthing opportunities in McMillian Strait.
3. 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.

8.17 Maintenance and protection of environmental values

Actions:

1. Ensure measures are implemented to manage coastal erosion to minimise impacts to assets and natural values.
2. Investigate beach nourishment and need to minimise any outcomes which result in deposition and accumulation of seaweed. Incorporate safe steps and access to the beach areas. Specifically address lack of sand at swimming beach.
3. Use appropriate materials when undertaking works in foreshores that are environmentally appropriate and minimise any environmental dis-benefit.
4. Continue to undertake weed management along the foreshore in conjunction with active volunteer groups who assist with this work.
5. On a precinct basis, undertake re-vegetation programs to increase biodiversity, increase shade and improve environmental values. Undertake this work in conjunction with active volunteer groups who assist with this work.

8.18 Bushfire Management

Actions:

1. Consider the preparation of a Bushfire hazard landscape assessment to assist with the management of bushfire risk along the foreshore.

8.19 Inundation & Flood Management

Actions:

1. Undertake a seawall audit along the Paynesville foreshore to ascertain the health of existing seawalls and the need for new seawalls in key locations.
2. Based on the finding of the audit undertake any necessary works to maintain, extend or upgrade existing walls.
3. 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.
4. Investigate impact of storm water on drainage and foreshores and if necessary develop designs to reduce impact of storm water on foreshores.
5. Utilise the recommendations made within a future flood study to prioritise actions and works, seek funding and schedule the works. Actions may include a range of hard and soft engineering solutions to assist with the management of sea level rise and the protection of assets from inundation over time.
6. Any future planning and design work should take account and respond to known and predicted sea level rise.

9. Precincts & specific actions

The entire foreshore is divided into the 7 precincts for the purposes of this management plan. Each precinct will identify specific actions and priorities while the generic priorities that are relevant to the whole of the Paynesville foreshore will be detailed separately. These can be found within the table in section 10 of this report.



Figure 2: Precinct Plan

9.1 Precinct A - Newlands Backwater



Vision:

A natural environment bordered by an existing residential population where walking and engagement with the natural environment and lake is encouraged.

Issues:

- Delineation between properties and crown land has blurred over time which impacts on the way the public can and does use the public areas.
- Breaks in the indigenous vegetation which has negatively affected the overall tree canopy and tree patches which are important for flora and fauna populations.
- Impact of weeds on indigenous vegetation and the landscape.
- Bank erosion.
- Poor condition of the existing pathways in some sections which limits all ability access and access for motor vehicles.
- Impact of existing boat sheds on access.
- Lack of walking connectivity to the west towards Jones Road.

Actions:

1. Undertake revegetation to stabilise the shoreline and protect the bushland character whilst also protecting filtered views to the water.
2. Continue to manage and maintain the existing footpaths and consider minor improvements to improve accessibility.
3. Undertake weed control and revegetation to improve the remnant Damp Sands Herb-rich Woodland vegetation.
4. Resolve committee of management over the western section of Newlands Backwater from DELWP to provide walking track connection from Sunset Cove walking track to Jones Road connection.
5. Seek funding to construct a walking track from the existing Sunset Cove walking track through to Jones Road. This area is currently used by walkers on an ad hoc basis however needs to be upgraded and formalised to a suitable standard.
6. Enter into an agreement with the local Landcare group to clarify rights and responsibilities over the Sunset Cove walking track and support this volunteer group to continue to undertake approved works and maintenance.
7. Clarify position on previously proposed walking track and boardwalk connection through to Newlands Arm.
8. Consider constructing footpaths along Newlands Drive with a focus on the south side of the road to facilitate safe pedestrian movement from the township and along the foreshore.
9. Continue to reiterate existing position of no more boat sheds on public land and no expansion or replacement of existing Boat Sheds.



9.2 Precinct B - Sunset Cove



Vision:

A recreational precinct within a natural bushland setting where families can swim, play and relax in a tranquil and protected swimming spot.

Issues:

- Lack of path connection between the foreshore within the Township Precinct and the existing Newlands Backwater pathways.
- Underutilisation of Angling Club building and Sunset Cove boat ramp.
- Poor quality, design and age of the Sunset Cove area including lack of shade, basic and sparse play equipment, conflict between pedestrian and vehicle conflict.
- Lack of pathway along the Sunset Cove foreshore area providing any sort of connection in either direction.
- Breaks in the indigenous vegetation which has negatively affected the overall tree canopy and tree patches which are important for flora and fauna populations.
- Poor connection between the shore and the water.
- Key area for young families given the secluded location however due to the above issues, it has limitations for this target group.
- Lack of fish cleaning facilities.

Actions:

1. Prepare a concept plan for Sunset Cove to improve the existing infrastructure and to create a play space that integrates the water and improves useability for young families. Also consider the inclusion of exercise equipment to promote active health and wellbeing. The concept plan will be the subject of community consultation and funding will need to be sought to undertake the works defined within the concept plan.
2. Design and construct an off-road pathway from Goose Point to Sunset Cove to formalise links that exist from Newlands Drive to this precinct.
3. Consider best use of Angling Club building through an 'expressions of interest' process.
4. Prepare a concept plan for the Sunset Cove boat ramp, jetty and parking area which should consider the upgrade of the existing large car parking area behind the Angling Club building to be a dedicated RV parking area with appropriate signage and infrastructure. If this location is found to be inappropriate, then an alternative location will be considered as the need for an RV parking area within Paynesville is high. The concept plan will be the subject of community consultation and funding will need to be sought to undertake the works defined within the concept plan.
5. Undertake revegetation and implement weed management to improve the landscape qualities, tree canopy and presence of indigenous vegetation whilst also protecting filtered views to the water.
6. Implement the Sunset Jetty Concept Plan to upgrade the boat ramp, parking and vehicle manoeuvrability to improve useability.
7. Consider an upgrade to the vehicle access road from the main road to Sunset Cove to improve safety and access.

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9.3 Precinct C - Township



Vision:

Quality, vibrant and activated precinct that connects the town centre to the McMillan Straits and Lake Victoria foreshores and encourages people to stay and play. A key activity node for residents and visitors to enjoy that provides a range of services and activities including water play, playgrounds, meeting places, green spaces and all within proximity to the commercial centre of Paynesville.

Issues:

- Extensive areas of hardstand areas in the form of roads, access and car parking which reduces the overall 'greenness' of the area and the ability for people to use and enjoy this key space.
- Lack of strong themes and landscape character.
- Existing facilities are spread out, unconnected and are of varying styles and conditions.
- The continuous path network exists throughout the Township Precinct however it varies in quality.
- Stormwater outfalls at the swimming beaches.
- The building that currently houses the craft centre is in a key location however possibly holds some potential in relation to future co-use of the building.
- Lack of visual and physical links between the foreshore and commercial shopping strip
- Existing signage is not integrated or well connected.
- Potential inundation issues.
- Poor use of assembly area with limited shade for beach goers.
- Existing play equipment is in a poor location and is disconnected from the Progress Jetty toilets and the main activity node of this precinct.
- Stranded public art that has no further links or interpretation.

Actions:

1. Reconfigure the car parking area adjacent to the Progress Jetty to reduce the overall amount of hardstand which will increase green areas and improve runoff into the swimming beaches through water sensitive urban design.
2. Prepare a Masterplan for the foreshore between Goose Point and the Esplanade Boat Ramp. The Masterplan will improve facilities and infrastructure, create a green space by increasing grassed areas, landscaping and vegetation cover, increase shade, create a play space for children and address the use and improvement of buildings along the foreshore. The overall result will be an inviting green space for people to play and enjoy and will also provide a space for events, seasonal and pop up opportunities.
3. Plan for future re-development and expansion of Progress Jetty in partnership with Gippsland Ports.
4. Undertake planting of indigenous over storey tree species to improve overall landscape character and increase shade.

5. Consider design and works associated with the relocation of stormwater outfalls away from swimming beaches.
6. Continue to secure funding to fully implement the Paynesville Town Centre Structure Plan Design framework.
7. Continue to remove seaweed from beaches on a regular basis, especially in summer
8. Ensure that there are continuous and connected walking tracks and paths throughout this precinct to connect the township to Goose Point to the west and the Fisherman's Wharf precinct to the east.
9. Consider the creation of a beach launching facility to the east of the Esplanade Boat Ramp to facilitate the safe launching of vessels that do not use the boat ramp facility.
10. Work with Gippsland Lakes Yacht Club develop more detailed plan which aims to facilitate greater visual and pedestrian connectivity through the Yacht Club site.
11. Investigate opportunities to provide public toilets in appropriate locations to service the town centre.



ACTION 9.3.6

Continue to secure funding to fully implement the Paynesville Town Centre Structure Plan Design



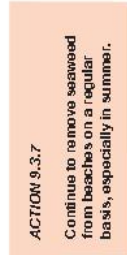
ACTION 9.3.1

Reconfigure the car parking area adjacent to the Progress Jetty to reduce the overall amount of hardstand which will increase green areas and improve runoff into the swimming beaches through water sensitive urban design.



ACTION 9.3.5

Consider design and works associated with the relocation of stormwater outfalls away from swimming beaches.



ACTION 9.3.7

Continue to remove seaweed from beaches on a regular basis, especially in summer.

DIAGRAM KEY

- Potential shared trail
- Potential walking track link
- Potential pedestrian links between the town centre and foreshore
- Potential play facility/upgrade
- Potential picnic facility/upgrade
- Potential future activity hub/change of use



ACTION 9.3.10

Work with Gippsland Lakes Yacht Club develop more detailed plan which aims to facilitate greater visual and pedestrian connectivity through the Yacht Club site.



ACTION 9.3.9

Consider the creation of a beach launching facility to the east of the Explanade Boat Ramp to facilitate the safe launching of vessels that do not use the boat ramp facility.

ACTION 9.3.2

Prepare a Masterplan for the foreshore between Goose Point and the Explanade Boat Ramp. The Masterplan will improve facilities and infrastructure, create a green space by increasing grassed areas, landscaping and vegetation cover, increase shade, create a play space for children and address the use and improvement of buildings along the foreshore. The overall result will be an inviting green space for people to play and enjoy and will also provide a space for events, seasonal and pop up opportunities.

Vision

Quality, vibrant and activated precinct that connects the town centre to the McMillan Straits and Lake Victoria foreshores and encourages people to stay and play. A key activity node for residents and visitors to enjoy that provides a range of services and activities including water play, playgrounds, meeting places, green spaces and all within close proximity to the commercial centre of Paynesville.



ACTION 9.3.4

Undertake planting of indigenous over storey tree species to improve overall landscape character and increase shade.



ACTION 9.3.3

Plan for future re-development and expansion of Progress Jetty in partnership with Gippsland Ports.



ACTION 9.3.11

Investigate opportunities to provide public toilets in appropriate locations to service the town centre.



ACTION 9.3.8

Ensure that there are continuous and connected walking tracks and paths throughout this precinct to connect the township to Goose Point to the west and the Fishermen's Wharf precinct to the east.

TOWNSHIP PRECINCT © PAYNESVILLE FORESHORE MANAGEMENT PLAN

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NDV 2017
DWG No. PMMP-001



9.4 Precinct D - Slip Road



Vision:

A hub for boating, boat building, boat restoration, maintenance, launching and berthing.

Issues:

- Large expansive areas of unsealed car parking that are dusty and were damaged during times of flood.
- Insufficient transient and permanent berthing facilities for both recreational vessels and commercial operations.
- Poor visual quality of the precinct due to lack of vegetation cover, large expanses of hardstand and unsealed car parking areas.
- The precinct is low lying and therefore subject to inundation and sea level rise.
- Lack of funding to implement the Maritime Precinct Master Plan 2009.
- Lack of pedestrian connectivity to the main township and throughout the precinct itself which means that in some areas, pedestrians must use the road.

Actions

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 Masterplan 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 Masterplan 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.

ACTION 9.4.2

Continue to monitor and manage inundation and sea level rise through the implementation of any recommendations made within a future flood study.



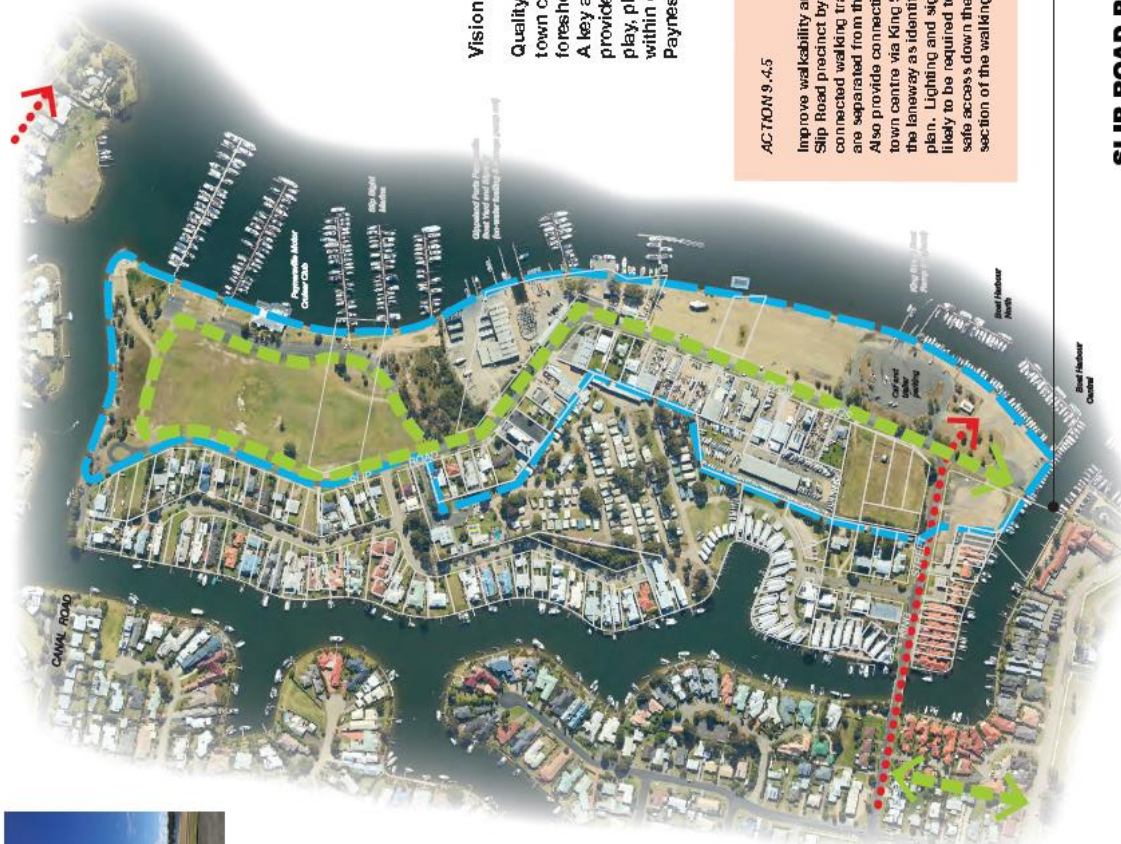
ACTION 9.4.3

Implement the Paynesville Maritime Precinct Master Plan 2009 which will address many of the identified issues within the Slip Road Precinct.



ACTION 9.4.1

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



ACTION 9.4.4

Prepare Masterplan 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 Masterplan 2009, the emerging industrial and maritime uses and the existing residential areas.

ACTION 9.4.7

Continue to support Gipp'sland Ports to provide additional temporary and permanent berthing facilities.



Vision

Quality, vibrant and activated precinct that connects the town centre to the McMillan Straits and Lake Victoria foreshores and encourages people to stay and play. A key activity node for residents and visitors to enjoy that provides a range of services and activities including water play, playgrounds, meeting places, green spaces and all within close proximity to the commercial centre of Paynesville.

ACTION 9.4.6

Investigate the visibility of a north south pedestrian connection over the canal from Slip Road to Explained in the future. Any connection must be able to accommodate vessel access down the canal system.

ACTION 9.4.5

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.

DIAGRAM KEY

- Potential cycle/pedestrian links via the road network
- Pedestrian pathway linking Township Precinct
- Possible future pathway



9.5 Precinct E - Fort King



Vision:

Principally for the local community, facilities in this precinct provide for a combination of community recreation and staging of boating events within a natural setting.

Issues:

- Large expansive areas of car parking and poor visual quality of the precinct around the Fort King boat ramp.
- The foreshore reserve adjacent to View Street and Driftwood Place is not clearly signposted and the significance of this area is not readily evident.
- Lack of connectivity between the existing walking paths.
- This precinct is underutilised and not easily accessed.
- Lack of continuous vegetation and canopy cover throughout the saltmarsh and along the foreshore.
- Lack of protection of the saltmarsh area.

Actions:

1. Consider redevelopment of the View Street and Driftwood Place Foreshore Reserve to include viewing platform to Ramsar site and Point Fullerton inclusive of interpretive signage about natural and cultural values and consider the inclusion of a playground area to make this area a destination and make the best use of this natural asset.
2. Upgrade existing paths and create new paths to increase connectivity with adjoining precincts and throughout the reserve area. This may include the provision of new footpaths on one side of existing residential streets.
3. Protect and manage the saltmarsh area through revegetation and weed management
4. Undertake revegetation to establish indigenous over storey vegetation within the reserve area
5. Undertake master planning for the Fort King foreshore between Fort King Road and View Street to create walkability along the foreshore, increase landscaping and amenity, address boat ramp improvements, upgrade of existing infrastructure and public facilities, consideration of a larger jetty and formalised parking areas.



ACTION 9.5.4

Undertake revegetation to establish indigenous overstorey vegetation within the reserve area.



ACTION 9.5.3

Protect and manage the saltmarsh area through revegetation and weed management.



ACTION 9.5.2

Upgrade existing paths and create new paths to increase connectivity with adjoining precincts and throughout the reserve area. This may include the provision of new footpaths on one side of existing residential streets.



ACTION 9.5.1

Consider redevelopment of the View Street and Driftwood Place Foreshore Reserve to include viewing platform to Ramsar site and Point Fullerton inclusive of interpretive signage about natural and cultural values and consider the inclusion of a playground area in an effort to make this area a destination and make the best use of this natural asset.



ACTION 9.5.5

Undertake master planning for the Fort King foreshore between Fort King Road and View Street to create walkability along the foreshore, increase landscaping, address boat ramp improvements, upgrade of existing infrastructure and public facilities, consideration of a larger jetty and formalised parking areas.



Vision

Principally for the local community, facilities in this precinct provide for a combination of community recreation and staging of boating events within a natural setting.



PAYNESVILLE FORESHORE MANAGEMENT PLAN

FORT KING PRECINCT (E)

DRAFT

SEP 2017
DWG No: FPM-P-ED1



9.6 Precinct F - Point Fullarton



Vision:

A focal point for wetland protection and preservation of Gippsland Lakes natural values such as the Saltmarsh, Swamp Scrub and Plains Grassy Forest.

Issues:

- Informal footpaths exist throughout the vegetation which is causing damage to the vegetation and disturbing waterbirds.
- Potential environmental issues arising from increased urban development such as backyard creep and inappropriate stormwater discharge.
- Poor condition of seats and paths.
- Management of the fill area to the east of the Saltmarsh.

Actions:

1. Continue to manage and protect the Saltmarsh vegetation.
2. Consider regeneration of Gippsland Red Gums along the private/public land interface
3. Undertake an ecological assessment and prepare a management plan for the fill area adjacent to the Point Fullarton reserve.
4. The existing walking and cycling track is required to be relocated in parts, away from the established vegetation and nesting birds. Consider the relocation and upgrade of the tracks ensuring that public land, land below 2.8m AHD and the existing road reserve are utilised to full potential to facilitate this action.
5. Continue to ensure that no development occurs below 2.8 metres AHD through appropriate zoning and approvals. This should not preclude service infrastructure below 2.8 metres AHD subject to relevant authority approvals.
6. As part of future growth, ensure that new stormwater runoff avoids discharging directly into the Saltmarsh.
7. Consider the inclusion of viewing points and resting spots along the walking and cycling track.



ACTION 9.6.7

Consider the inclusion of viewing points and resting spots along the walking and cycling track.

ACTION 9.6.5

Continue to ensure that no development occurs below 2.8 metres AHD through appropriate zoning and approvals. This should not preclude service infrastructure below 2.8 metres AHD subject to relevant authority approvals.



ACTION 9.6.2

Consider regeneration of Gippsland Red Gums along the private/public land interface



ACTION 9.6.4

The existing cycling and walking track is required to be relocated in parts, away from the established vegetation and nesting birds. Consider the relocation and upgrade of the tracks ensuring that public land, land below 2.8m AHD and the existing road reserve are utilised.



Vision

A focal point for wetland protection and preservation of Gippsland Lakes natural values such as the Saltmarsh, Swamp Scrub and Plains Grassy Forest.

ACTION 9.6.3

Undertake an ecological assessment and prepare a management plan for the fill area adjacent to the Point Fullarton reserve.



ACTION 9.6.1

Continue to manage and protect the Saltmarsh vegetation

ACTION 9.6.6

As part of future growth, ensure that new stormwater runoff avoids discharging directly into the Saltmarsh.

DIAGRAM KEY

- Potential upgrade to a shared trail
- Potential cycle/pedestrian links via the road network
- Potential lookout/viewing point

POINT FULLARTON PRECINCT (F) PAYNESVILLE FORESHORE MANAGEMENT PLAN



SEP 2017
DWG NO: PMP-F01

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9.7 Precinct G - Bay Road



Vision:

To provide connection between Paynesville and Eagle Point whilst also protecting the natural beauty of the Saltmarsh and bay area.

Issues:

- The coastal reserve is mainly over the water which means that there are only limited sections of land remaining thus limiting continuous foreshore access.
- Lack of path connection between Grandview Road and the shared trail on Bay Road.

Actions:

1. Where possible, construct walking tracks along the foreshore to connect with the existing sections of track. Where connections are not possible due to the encroachment of water or erosion, consider connections along the existing street network to ensure connection with Paynesville and Eagle Point.
2. Design and construct a walking and cycling path from Waterview Road along the Bay Road road reserve and connect with the existing/proposed path network throughout Point Fullarton.
3. Upgrade the car parking area to the termination of Bay Road to include tree planting, car parking and signage.
4. Implement the relevant actions of the adopted Paynesville Growth Area Structure Plan.
5. Continue to ensure that no development occurs below 2.8 metres AHD through appropriate zoning and approvals. This should not preclude service infrastructure below 2.8 metres AHD subject to relevant authority approvals.

ACTION 9.7.1
Where possible, construct walking tracks along the foreshore to connect with the existing sections of track where connections are not possible, consider connections along the existing street network.

ACTION 9.7.3
Upgrade the car parking area to the termination of Bay Road to include tree planting, car parking spaces and signage.



ACTION 9.7.5
Continue to ensure that no development occurs below 2.8 metres AHD through appropriate zoning and approvals. This should not preclude service infrastructure below 2.8 metres AHD subject to relevant authority approvals.

ACTION 9.7.4
Implement the relevant actions of the adopted Paynesville Growth Area Structure Plan.



ACTION 9.7.2
Design and construct a walking and cycling path from Waterview Road along the Bay Road road reserve and connect with the existing/proposed path network throughout Point Fullarton.



Vision

To provide connection between Paynesville and Eagle Point whilst also protecting the natural beauty of the Saltmarsh and bay area.

DIAGRAM KEY

- Potential cycle/pedestrian links via the road network
- Potential future infrastructure upgrades
- Potential future foreshore reserve walking track

PAYNESVILLE FORESHORE MANAGEMENT PLAN

BAY ROAD PRECINCT

DRAFT

SEP 2017
DWG No: PFMP-G01



10. Implementation and resourcing plan

10.1 General actions

8.1 GREATER CONNECTIONS & PATHWAYS			
Ref No.	Action	Responsibility	Priority
8.1.1	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.	EGSC	High
8.1.2	Prioritise the works as associated with the identified walking paths on the Walking Track Master Plan. This should also include the upgrade of any paths that are in poor condition and no easily accessible by all.	EGSC	High
8.1.3	Relocate pathways where appropriate to provide greater separation between the area of natural beauty and the walking track infrastructure to protect environmental values.	EGSC	High
8.1.4	Investigate and facilitate connections by negotiating with land owners, review of leases and committee of management arrangements, enter into fencing negotiations and associated works.	EGSC	Medium
8.1.5	Implement erosion control measures along pathways as identified in the individual precincts.	EGSC	High
8.1.6	Facilitate improved physical connections between commercial precincts and foreshore activity nodes.	EGSC	Medium
8.1.7	Upgrade existing Paynesville laneways which may contribute to continuous and increased access to the foreshore (by closing gaps between sections of the constructed waterways). Upgrade and repair surface treatments as required.	EGSC	Medium
8.1.8	Implement the development of key viewing points as identified in each precinct plan.	EGSC	Medium
8.2 SIGNAGE			
Ref No.	Action	Responsibility	Priority
8.2.1	Upgrade and provide for an integrated network of relevant interpretative, educational and directional signage that is consistent in terms of format, content and materials.	EGSC	Medium
8.2.2	Create a priority list for placement of signs by category including natural, cultural, historical and recreational purposes.	EGSC	Medium
8.2.3	Provide signage in high conservation areas which provide narrative on the indigenous vegetation types and roles.	EGSC	Medium
8.2.4	Install signage as well as other mechanisms to restrict vehicles on beaches.	EGSC/ DELWP	High

8.2.5	Use interpretative signage, art of language that captures, shares and promotes Gunaikurnai history of the area to the community and visitors.	EGSC/ GLAWAC	High
8.2.6	Investigate the use of technology such as barcode readers to allow users to 'find out more' by using their smart phones and tablets which will negate the need for large cumbersome signs.	EGSC	Low
8.2.7	Discourage memorial signage, plaques and the like along the foreshore and instead encourage appropriate public art in key locations.	EGSC/ DELWP	Ongoing
8.3 QUALITY & CHARACTER OF NEW INFRASTRUCTURE			
Ref No.	Action	Responsibility	Priority
8.3.1	Maintain a consistent theme and character for the provision of infrastructure delivery that is innovative and contemporary by design and that is in accordance with the Paynesville Town Centre Structure Plan. The character should be influenced by maritime history, cultural history, water location and recreational activity.	EGSC	High
8.3.2	Implement the Concept Plans that have been included within this document to create diversity and increased use by both residents and visitors alike.	EGSC	High
8.3.3	Consider the relocation and upgrade of the Paynesville Lions Club playground to improve this facility and its proximity to the existing Progress Jetty toilets.	EGSC	High
8.3.4	Progressively replace picnic tables and seating according to age, health, need and funding.	EGSC	Medium
8.3.5	Integrate cultural and historical stories and narrative into the character and stylised quality of public infrastructure.	EGSC	Medium
8.3.6	Integrate into the foreshore coherent and informative maritime history and heritage sources to inform the resident and visitor populations. This excludes memorials.	EGSC	Medium
8.3.7	Continue a landscape quality theme for the foreshore to provide a strong identity for the whole of the foreshore.	EGSC	Medium
8.3.8	Consider increasing fish cleaning facilities at all major boat ramps. Also consider removing the facility at Paynesville Wharf given its proximity to a key activity node and commercial operations.	EGSC/ GIPPS PORTS	Medium
8.4 IMPLEMENT A NATIVE VEGETATION MANAGEMENT PLAN			
Ref No.	Action	Responsibility	Priority
8.4.1	Implement on a precinct basis, selected revegetation to re-establish landscape character, natural values and enhance high conservation values.	EGSC/ PARKS/DELWP	Medium
8.4.2	Undertake re-vegetation whilst also retaining key view lines of the water adjoining residential and commercial precincts.	EGSC	Medium
8.4.3	Implement, on a precinct basis, necessary tasks to eradicate weed species and undertake weed control programs.	EGSC	High

8.5 MAINTENANCE & UPGRADE RECREATIONAL BOATING FACILITIES			
Ref No.	Action	Responsibility	Priority
8.5.1	Continue to maintain existing boat ramps and jetties and consider upgrades as they become necessary.	EGSC/ GIPPS PORTS	High/ Ongoing
8.5.2	Enable informal non-powered water craft landing / beach launching from the foreshore between boat ramps and existing jetties.	EGSC/ GIPPS PORTS	Medium
8.6 CREATE SAFE SWIMMING BEACHES			
Ref No.	Action	Responsibility	Priority
8.6.1	Support any review of the existing boating zones to improve safety for all recreational users.	GIPPS PORTS	Medium
8.6.2	Consider beach nourishment and sand recovery programs to improve the health and useability of key beach and swimming locations.	EGSC	Medium
8.7 FLOOD MANAGEMENT, SEA LEVEL RISE & EROSION			
Ref No.	Action	Responsibility	Priority
8.7.1	Audit, monitor and implement seawall upgrades and installation as necessary.	EGSC	High
8.7.2	Continue to investigate a range of measures to manage flood events and inundation over time.	EGSC	High
8.7.3	See also inundation actions at 8.19	EGSC	High
8.8 INCORPORATE CULTURAL VALUES INTO THE FORESHORE			
Ref No.	Action	Responsibility	Priority
8.8.1	Identify opportunities along the foreshore to create a sense of place and gathering place to support cultural, spiritual and physical needs for Aboriginal people.	EGSC/ GLAWAC	High
8.8.2	Consider sites of cultural significance in accordance with the Aboriginal Heritage Act 2006.	EGSC	High
8.8.3	Continue to identify new traditional landowner and cultural management learning opportunities whilst delivering on economic objectives of the Gunai Kurnai people.	EGSC/ GLAWAC	High
8.9 PROMOTE SEASONAL & POP UP COMMERCIAL OPPORTUNITIES			
Ref No.	Action	Responsibility	Priority
8.9.1	Identify Council owned or managed buildings along the foreshore that are underutilised and identify opportunities that increase their usage which may include pop up, seasonal, commercial, community or shared uses. As a result of an Expression of Interest process it is envisaged that supported uses could include passive water craft hire, bike hire, café, kiosk and guided walks/ tours.	EGSC	High

8.9.2	Establish a decision-making framework for the future use of identified under-utilised buildings using tools such as a public 'Expression of Interest' process. This process will aim to attract potential appropriate users and provide an equitable and transparent process. Of focus will be to investigate opportunities for use of the former 'Paynesville Angling Club' building near Sunset Cove (building on Part Crown Allotment 27B, 1A) and future complementary use opportunities for the 'Paynesville Craft Centre' building (building on Part Crown Allotment 28) near Progress Jetty.	EGSC	High
8.9.3	Consider the refurbishment of these buildings to attract and meet the needs of various uses as well as transforming them into multi use spaces.	EGSC	Medium
8.9.4	Work collaboratively with Gippsland Lakes Yacht Club to promote tourism and investigate feasible commercial opportunities as they arise.	EGSC	Medium
8.10 ADDRESS DELINIATION BOUNDARIES BETWEEN PUBLIC & PRIVATE LAND			
Ref No.	Action	Responsibility	Priority
8.10.1	Draft and implement an Encroachment Policy to achieve greater clarity in delineation of Crown Land and private boundaries. Work collaboratively with private land owners to establish greater delineation between boundaries and address creeping backyards.	EGSC	Medium
8.10.2	Adopt a risk based and principled approach to encroachment and establish a priority list for progressive action and implementation. Ensure that the policy and associated priority list allows for reasonable enforcement of any adopted policy relating to encroachment.	EGSC	Medium
8.10.3	Develop an engagement and community plan for the encroachment works program.	EGSC	Medium
8.11 ALGAL BLOOM EVENTS			
Ref No.	Action	Responsibility	Priority
8.11.1	Advise and educate the community about Algal Blooms in conjunction with other responsible authorities such as DELWP.	EGSC	Medium
8.12 UPGRADE OUTFALL DRAINS			
Ref No.	Action	Responsibility	Priority
8.12.1	Upgrade existing outfall drains to no longer discharge onto swimming beaches.	EGSC	Medium
8.12.2	Locate point sources and implement works to prevent stormwater discharges impacting on natural values, public amenity, water quality and shoreline stability.	EGSC	Medium
8.12.3	Work cooperatively with land owners to locate and rectify any potential illegal grey water discharges to stormwater outlets.	EGSC	Medium
8.12.4	Review effectiveness of duck bill drains based on learning from Lakes Entrance example.	EGSC	Medium

8.13 RECOGNISE & SUPPORT VOLUNTEERISM & COMMUNITY GROUPS			
Ref No.	Action	Responsibility	Priority
8.13.1	In cooperation with Landcare Groups and other stakeholder groups, draft and finalise weed management and walking track management strategies and provide support and assistance for the implementation.	EGSC	Medium
8.13.2	Support the Paynesville Maritime Museum which is a volunteer organisation that is working to record maritime heritage of Paynesville and make it available to community and visitors.	EGSC	Medium/ Ongoing
8.13.3	Continue to implement a maritime heritage trail of interpretive signs, display boards and stories along the Paynesville foreshore. Investigate the use of technology such as barcode readers to allow users to 'find out more' by using their smart phones and tablets which will negate the need for large cumbersome signs.	EGSC	Medium
8.13.4	Support other volunteer organisations such as the Paynesville Craft Centre who provide a service and contribute to the community on an ongoing basis.	EGSC	Medium/ Ongoing
8.14 REDUCE HARDSTAND TO INCREASE GREEN AREAS			
Ref No.	Action	Responsibility	Priority
8.14.1	Reclaim some of the existing hardstand areas back to green space, especially in locations that are activity nodes such as the foreshore area around Progress Jetty.	EGSC	High
8.14.2	Exclude vehicle access to informal parking areas amongst vegetation by installing bollards and barriers.	EGSC	High
8.14.3	Install signage to direct traffic flow, define boat trailer and RV parking to reduce conflict with pedestrians.	EGSC	High
8.15 ESTABLISH & COORDINATE RELEVANT AGENCIES FOR THE MANAGEMENT OF RESERVES			
Ref No.	Action	Responsibility	Priority
8.15.1	Continue to administer and implement sound asset management practices including maintenance of pathways, car parking areas, toilet blocks, playgrounds, BBQ, jetties (private), boat ramps, marinas, seawalls, signage and planted vegetation.	EGSC	High/ Ongoing
8.15.2	Revenue derived from Committee of Management from coastal crown land shall be spent on improvements and maintenance of any part of the committee of management land. Investigate 'user pays' opportunities where appropriate.	EGSC	Medium
8.15.3	Continue to manage private jetties and associated tenures by way of licensing and in conjunction with DELWP and their policy and licensing process.	EGSC/ DELWP	Medium
8.15.4	Review and implement Committee of Management boundaries to reflect key actions to include extensions of walkways and connections and increased public land for foreshore purposes.	EGSC/ DELWP	Medium

8.15.5	Undertake regular risk audit and prepare risk management plans as identified.	EGSC	Medium
8.16 SUPPORT PAYNESVILLE AS A KEY BOATING NODE			
Ref No.	Action	Responsibility	Priority
8.16.1	Align with the Gippsland Boating Action Plan 2013 and provide a clear framework for recreational boating.	GIPPS PORTS	Medium
8.16.2	Support Gippsland Ports proposal to increase capacity of transient berthing opportunities in McMillian Strait.	GIPPS PORTS	Medium
8.16.3	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.	GIPPS PORTS/ EGSC/DELWP	High
8.17 MAINTENANCE & PROTECTION OF ENVIRONMENTAL VALUES			
Ref No.	Action	Responsibility	Priority
8.17.1	Ensure measures are implemented to manage coastal erosion to minimise impacts to assets and natural values.	EGSC	High
8.17.2	Investigate beach nourishment and need to minimise any outcomes which result in accumulation of the disposition of seaweed. Incorporate safe steps and access to the beach areas. Specifically address lack of sand at swimming beach.	EGSC	Medium
8.17.3	Use appropriate materials when undertaking works in foreshores that are environmentally appropriate and minimise any environmental dis-benefit.	EGSC	High/ Ongoing
8.17.4	Continue to undertake weed management along the foreshore in conjunction with active volunteer groups who assist with this work.	EGSC	High
8.17.5	On a precinct basis, undertake re-vegetation programs to increase biodiversity, increase shade and improve environmental values. Undertake this work in conjunction with active volunteer groups who assist with this work.	EGSC	Medium
8.18 BUSHFIRE MANAGEMENT			
Ref No.	Action	Responsibility	Priority
8.18.1	Consider the preparation of a Bushfire hazard landscape assessment to assist with the management of bushfire risk along the foreshore.	EGSC	High
8.19 INUNDATION & FLOOD MANAGEMENT			
Ref No.	Action	Responsibility	Priority
8.19.1	Undertake a seawall audit along the Paynesville foreshore to ascertain the health of existing seawalls and the need for new seawalls in key locations.	EGSC	High
8.19.2	Based on the finding of the audit undertake any necessary works to maintain, extend or upgrade existing walls.	EGSC	High
8.19.3	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.	EGSC	Medium

8.19.4	Investigate impact of storm water on drainage and foreshores and if necessary develop designs to reduce impact of storm water on foreshores.	EGSC	High
8.19.5	Utilise the recommendations made within a future flood study to prioritise actions and works, seek funding and schedule the works. Actions may include a range of hard and soft engineering solutions to assist with the management of sea level rise and the protection of assets from inundation over time.	EGSC	Medium
8.19.6	Any future planning and design work should take account and respond to known and predicted sea level rise.	EGSC	High/ Ongoing

10.2 Precinct actions

PRECINCT A NEWLANDS BACKWATER			
Ref No.	Action	Responsibility	Priority
9.1.1	Undertake revegetation to stabilise the shoreline and protect the bushland character whilst also protecting filtered views to the water.	EGSC	Medium
9.1.2	Continue to manage and maintain the existing footpaths and consider minor improvements to improve accessibility.	EGSC	High
9.1.3	Undertake weed control and revegetation to improve the remnant Damp Sands Herb-rich Woodland vegetation.	EGSC	High
9.1.4	Resolve Committee of Management over the western section of Newlands Backwater from DELWP to provide walking track connection from Sunset Cove walking track to Jones Road connection.	EGSC/ DELWP	High
9.1.5	Seek funding to construct a walking track from the existing Sunset Cove walking track through to Jones Road. This area is currently used by walkers on an ad hoc basis however needs to be upgraded and formalised to a suitable standard.	EGSC	Medium
9.1.6	Enter into an agreement with the local Landcare group to clarify rights and responsibilities over the Sunset Cove walking track and support this volunteer group to continue to undertake approved works and maintenance.	EGSC	Medium
9.1.7	Clarify position on previously proposed walking track and boardwalk connection through to Newlands Arm.	EGSC	Low
9.1.8	Consider constructing footpaths along Newlands Drive with a focus on the south side of the road to facilitate safe pedestrian movement from the township and along the foreshore.	EGSC	Medium
9.1.9	Continue to reiterate existing position of no more boat sheds on public land and no expansion or replacement of existing Boat Sheds.	EGSC	High

PRECINCT B SUNSET COVE			
Ref No.	Action	Responsibility	Priority
9.2.1	Prepare a concept plan for Sunset Cove to improve the existing infrastructure and to create a play space that integrates the water and improves useability for young families. Also consider the inclusion of exercise equipment to promote active health and wellbeing. The concept plan will be the subject of community consultation and funding will need to be sought to undertake the works defined within the concept plan.	EGSC	High
9.2.2	Design and construct an off-road pathway from Goose Point to Sunset Cove to formalise links that exist from Newlands Drive to this precinct.	EGSC	Medium
9.2.3	Consider best use of Angling Club building through an 'expressions of interest' process.	EGSC	High
9.2.4	Prepare a concept plan for the Sunset Cove boat ramp, jetty and parking area which should consider the upgrade of the existing large car parking area behind the Angling Club building to be a dedicated RV parking area with appropriate signage and infrastructure. If this location is found to be inappropriate, then an alternative location will be considered as the need for an RV parking area within Paynesville is high. The concept plan will be the subject of community consultation and funding will need to be sought to undertake the works defined within the concept plan.	EGSC	Medium
9.2.5	Undertake revegetation and implement weed management to improve the landscape qualities, tree canopy and presence of indigenous vegetation whilst also protecting filtered views to the water.	EGSC	High
9.2.6	Implement the Sunset Jetty Concept Plan to upgrade the boat ramp, parking and vehicle manoeuvrability to improve useability.	EGSC	High
9.2.7	Consider an upgrade to the vehicle access road from the main road to Sunset Cove to improve safety and access.	EGSC	Medium
9.2.8	Consider constructing footpaths along Newlands Drive with a particular focus on the south side of the road to facilitate safe pedestrian movement from the township and along the foreshore	EGSC	Medium
9.2.9	Investigate ways to address gradient of existing Sunset Cove to Newlands Drive connection path to improve usability for prams, wheel chairs etc.	EGSC	Medium
PRECINCT C TOWNSHIP			
Ref No.	Action	Responsibility	Priority
9.3.1	Reconfigure the car parking area adjacent to the Progress Jetty to reduce the overall amount of hardstand which will increase green areas and improve runoff into the swimming beaches through water sensitive urban design.	EGSC	High

9.3.2	Prepare a Masterplan for the foreshore between Goose Point and the Esplanade Boat Ramp. The Masterplan will improve facilities and infrastructure, create a green space by increasing grassed areas, landscaping and vegetation cover, increase shade, create a play space for children and address the use and improvement of buildings along the foreshore. The overall result will be an inviting green space for people to play and enjoy and will also provide a space for events, seasonal and pop up opportunities.	EGSC	High
9.3.3	Plan for the re-development and expansion of Progress Jetty in partnership with Gippsland Ports	GIPPS PORTS/EGSC	High
9.3.4	Undertake planting of indigenous over storey tree species to improve overall landscape character and increase shade.	EGSC	Medium
9.3.5	Consider design and works associated with the relocation of stormwater outfalls away from swimming beaches.	EGSC	Medium
9.3.6	Continue to secure funding to fully implement the Paynesville Town Centre Structure Plan Design framework.	EGSC	Medium
9.3.7	Continue to remove seaweed from beaches on a regular basis, especially in summer.	EGSC	Ongoing
9.3.8	Ensure that there are continuous and connected walking tracks and paths throughout this precinct to connect the township to Goose Point to the west and the Fisherman's Wharf precinct to the east.	EGSC	High
9.3.9	Consider the creation of a beach launching facility to the east of the Esplanade Boat Ramp to facilitate the safe launching of vessels that do not use the boat ramp facility.	EGSC	Medium
9.3.10	Work with Gippsland Lakes Yacht Club develop more detailed plan which aims to facilitate greater visual and pedestrian connectivity through the Yacht Club site.	EGSC	Medium
9.3.11	Investigate opportunities to provide public toilets in appropriate locations to service the town centre.	EGSC	Medium
PRECINCT D SLIP ROAD			
Ref No.	Action	Responsibility	Priority
9.4.1	Continue to support Gippsland Ports to provide additional temporary and permanent berthing facilities.	GIPPS PORTS	Medium
9.4.2	Continue to monitor and manage inundation and sea level rise through the implementation of the recommendations made within a future flood study.	EGSC	Medium
9.4.3	Implement the Paynesville Maritime Precinct Master Plan 2009 which will address many of the identified issues within the Slip Road precinct.	EGSC	High
9.4.4	Prepare Masterplan 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 Masterplan 2009, the emerging industrial and maritime uses and the existing residential areas.	EGSC	Medium

9.4.5	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.	EGSC	High
9.4.6	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.	EGSC	Low
9.4.7	Ensure that any future development of public spaces recognises and responds to former uses; including landfill.	EGSC	Medium
PRECINCT E FORT KING			
Ref No.	Action	Responsibility	Priority
9.5.1	Consider redevelopment of the View Street and Driftwood Place Foreshore Reserve to include viewing platform to Ramsar site and Point Fullerton inclusive of interpretive signage about natural and cultural values and consider the inclusion of a playground area to make this area a destination and make the best use of this natural asset.	EGSC	Medium
9.5.2	Upgrade existing paths and create new paths to increase connectivity with adjoining precincts and throughout the reserve area. This may include the provision of new footpaths on one side of existing residential streets.	EGSC	High
9.5.3	Protect and manage the saltmarsh area through revegetation and weed management.	EGSC	High
9.5.4	Undertake revegetation to establish indigenous over storey vegetation within the reserve area.	EGSC	Medium
9.5.5	Undertake master planning for the Fort King foreshore between Fort King Road and View Street to create walkability along the foreshore, increase landscaping and amenity, address boat ramp improvements, upgrade of existing infrastructure and public facilities, consideration of a larger jetty and formalised parking areas.	EGSC	Medium
PRECINCT F POINT FULLARTON			
Ref No.	Action	Responsibility	Priority
9.6.1	Continue to manage and protect the Saltmarsh vegetation	EGSC/ PARKS	High
9.6.2	Consider regeneration of Gippsland Red Gums along the private/public land interface	EGSC	Medium
9.6.3	Undertake an ecological assessment and prepare a management plan for the fill area adjacent to the Point Fullarton reserve.	EGSC/ PARKS	Medium

9.6.4	The existing walking and cycling track is required to be relocated in parts away from the established vegetation and nesting birds. Consider the relocation and upgrade of the tracks ensuring that public land, land below 2.8m AHD and the existing road reserve are utilised to full potential to facilitate this action	EGSC	High
9.6.5	Continue to ensure that no development occurs below 2.8 AHD through appropriate zoning and approvals. This should not preclude service infrastructure below 2.8 metres AHD subject to relevant authority approvals	EGSC	High/ Ongoing
9.6.6	Also as part of future growth, ensure that new stormwater runoff avoids discharging directly into the Saltmarsh.	EGSC	High
9.6.7	Consider the inclusion of viewing points and resting spots along the walking and cycling track.	EGSC	Medium
PRECINCT G BAY ROAD			
Ref No.	Action	Responsibility	Priority
9.7.1	Where possible, construct walking tracks along the foreshore to connect with the existing sections of track. Where connections are not possible due to the encroachment of water or erosion, consider connections along the existing street network to ensure connection with Paynesville and Eagle Point.	EGSC	High
9.7.2	Design and construct a walking and cycling path from Waterview Road along the Bay Road road reserve and connect with the existing/proposed path network throughout Point Fullarton.	EGSC	High
9.7.3	Upgrade the car parking area to the termination of Bay Road to include tree planting, car parking spaces and signage.	EGSC	Medium
9.7.4	Implement the relevant actions of the adopted Paynesville Growth Area Structure Plan.	EGSC	High
9.7.5	Continue to ensure that no development occurs below 2.8 metres AHD through appropriate zoning and approvals. This should not preclude service infrastructure below 2.8 metres AHD subject to relevant authority approvals.	EGSC	High

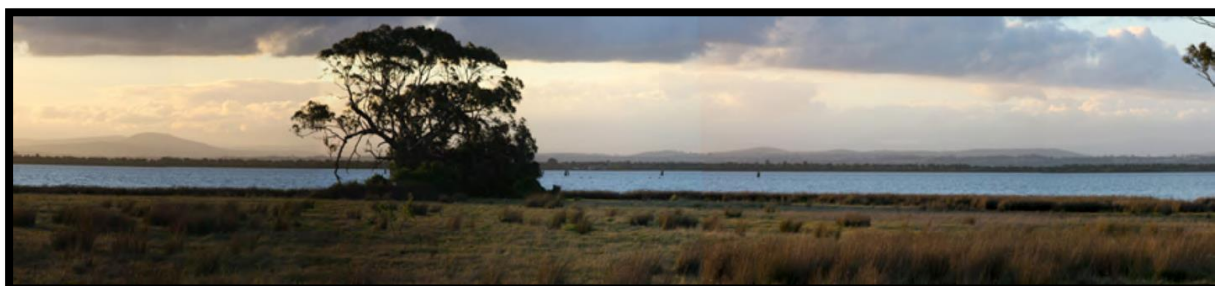
11. Monitoring, evaluation and reporting

Following endorsement of this Management Plan under the *Coastal Management Act 1995*, East Gippsland Shire Council will:

- Monitor, evaluate and report annually on the progress of the actions contained within this Foreshore Management Plan to consider any actions that have been completed or commenced, changes in any of the priority levels and forward planning on how to achieve the remaining actions.
- In addition, the report will use the DELWP indicators as detailed below.

Victorian Coastal Strategy hierarchy	Category	Measure
Value & Protect	Health of the natural environment	Hectares of natural environment being actively managed
Plan & Act	Community participation	Volunteer hours dedicated to foreshore management
Use & Enjoy	Investment on the coast	Money spent on management/development of the coast

- Undertake an internal review of the plan and business plan at the 5 year stage as required by the guidelines. The internal review at the 5 year mark is considered reasonable given the extensive preparatory work that has been undertaken within Paynesville to date and the long term nature of some of the actions.



12. Appendices

12.1 Relevant legislation and policy

International - Ramsar Convention

The Convention on Wetlands of International Importance held in Ramsar, Iran 1971 is an intergovernmental treaty dedicated to the conservation and sustainable use of wetlands. Australia was one of the first 18 countries to become a signatory to the Convention in 1971. The Ramsar Convention aims to halt the worldwide loss of wetlands and to conserve, through appropriate use and management, those that remain. Australia's obligations to protect and maintain the ecological character of its Ramsar sites is recognised in Commonwealth Legislation through the *Environment Protection and Biodiversity Conservation (EPBC) Act 1999* (Source: BMT, WBM, 2011). The majority of the Paynesville foreshore reserve is included in the Gippsland Lakes Ramsar Site No. 20 boundary.

Environment Protection and Biodiversity Conservation Act (EPBC)1999

This Act is the Australian Government's key piece of environmental legislation. The EPBC Act enables the Australian Government to join with the states and territories in providing a truly national scheme of environment and heritage protection and biodiversity conservation. The EPBC Act focuses Australian Government interests on the protection of matters of national environmental significance, with the states and territories having responsibility for matters of state and local significance (Source: Australian Government Department of Environment website, March 2015).

LOCAL	East Gippsland Planning Scheme
	Paynesville Maritime Precinct Master Plan 2009
	Paynesville Growth Area Structure Plan (Draft) 2016
	Paynesville Urban Design Framework 2007
	Paynesville Town Centre Structure Plan 2009
	Paynesville Town Centre Design guidelines 2009
	Gunaikurnai Whole-of-Country Plan
	East Gippsland Waterway Strategy 2014-2022
	Coastal Inundation and Erosion Planning Policy 2014
REGIONAL	Gippsland Regional Coastal Plan 2015-2020
	Gippsland Boating Coastal Action Plan 2013
	Gippsland Lakes Coastal Action Plan 1999
	Gippsland Lakes Coastal Action Plan Review Report 2011
	Gippsland lakes Boating and Amenity and Sustainable Infrastructure Study 2008
	Gippsland Lakes Sustainable Boating Plan 2016-2018
	Gippsland Lakes Ramsar Site Management Plan 2015
	Integrated Coastal planning for Gippsland Coastal Action Plan 2002
STATE	Coastal Management Act 1995
	Crown Land (Reserves) Act 1978
	Flora and Fauna Guarantee Act 1988
	Aboriginal Heritage Act 2006
	Heritage Act 1995
	Planning and Environment Act 1987
	Fisheries Act 1995
	Port Management Act 1995
	Victorian Coastal Strategy 2014
	Victorian Climate Change Adaptation Plan 2013
FEDERAL	Environment Biodiversity Protection Conservation Act 1999
	International Ramsar Convention
	Gippsland Lakes Ramsar Site Ecological Character description Final Report

12.2 Roles and responsibilities

Agency	Role
Gippsland Ports/Transport for Victoria	Appointed under the <i>Crown Land (Reserves) Act 1978</i> to carry out specific port and waterway management functions, Port operations, regulation and compliance Responsible for provision and management of: – All in-water and on land navigational aides – Tide and compass piles – Paynesville Boatyard, jetties and facilities – Service Jetty, office area including fuel pontoon (licensed to Bull Cruisers) – Paynesville Boardwalk and pontoons – Raymond Island Public Jetty – Fisherman's Wharf (excluding the restaurant) – Boat Harbour Central and North – Progress Jetty – Grassy Point Marina North and South – Grassy Point Jetty – Swing Mooring Licenses – Boat Harbour South Committee of Management for Crown Land including: – Gippsland Ports Paynesville Boat Yard including expansion to area on Fuel Pontoon – Paynesville Boat Harbour – Grassy Point Gippsland Ports is responsible for the effective management and development of local ports under the following governing arrangements: • Crown Land (Reserves) Act 1978 • Port Management Act 1995 • Marine Safety Act 2010 • Maritime Transport and Offshore Facilities Security Act 2003; and • A formal Management Agreement between DEDJTR and the Gippsland Ports Committee of Management Incorporated • A Direction Notice under the Marine (Drug, Alcohol and Pollution Control) Act 1988 issued by DTPLI (Direction to participate in the Victorian Marine Pollution Contingency Plan) It has responsibilities for the planning and management of ports and waterways, including: • Port and waterway management - Port and related infrastructure planning and development - Assessment, installation and maintenance of navigation aids - Provision, allocation and management berths and moorings - Port operations, regulation and compliance - Boating safety and information - Port / waterway related economic development - Governance and business management • Port safety and environmental management - Incident management and emergency response - Marine pollution response - Maritime security

	• Port access - Hydrographic surveying - Dredging, sand management and channel maintenance; • Slipway and Boatyard Management and Operation - Vessel lifting and slipway services - Vessel maintenance and repair
Maritime Safety Victoria	State-wide regulator of maritime activity which coordinates waterway management, marine pollution responses and Implements vessel standards and operator competencies and promote boating safety
Department of Economic Development, Jobs, Transport and Resources	Provides services to local ports that serve the commercial fishing industry, charter boats, and recreational fishing and boating interests along Victoria's coast Management of Victoria's Fisheries resources Regional economic development
Department of Environment, Land, Water and Planning (DELWP)	Public land management Foreshore management plans Oversight of Committees of Management Environment and wildlife issues Private jetty licenses Hunting management Responsible for Crown Land within the study area including the lake bed, Appoints Committees of Management where required to manage Crown Land or directly manages Lake King, McMillan Strait (not Gippsland Ports and EGSC areas) and Newlands Backwater
East Gippsland Shire Council	Maritime infrastructure including marinas, boat ramps, jetties and associated land-based facilities Strategic and statutory planning, including Planning Scheme Tourism and visitor services Committee of Management for Crown Land including: – Foreshore Reserve adjacent to Newlands Drive, Sunset Drive and The Esplanade – Foreshore Reserve adjacent to Slip Road, with the exception of the Gippsland Ports CoM area – Foreshore Reserve north of Fort King Road to the extent of Point Fullarton Reserve that is managed by Parks Victoria.
Parks Victoria (PV)	A statutory authority, created by the <i>Parks Victoria Act 1998</i> . PV manages parks in the context of the surrounding landscape and in partnership with Traditional Owners. Licensing of park-based tourism, management of public camping grounds. PV is Committee of Management for: – Point Fullarton Gippsland Lakes Reserve (GLR) – Former airstrip adjacent to View Street
EPA	Environmental protection legislation, marine pollution, water quality monitoring
Gippsland Coastal Board	Implementation of the Victorian Coastal Strategy, provision of advice to the Minister and the Victorian Coastal Council, and preparation and implementation of coastal action plans
Destination Gippsland	Regional Tourism Board and peak tourism body for the Gippsland region

Gippsland Lakes Coordinating Committee	Appointed by the Minister for Water, the Gippsland Lakes Coordinating Committee (GLCC) includes five community representatives with skills in aquatic science, waterway management, and environmental science and conservation. It also includes five members who represent Victorian public sector agencies with waterway management responsibilities. The GLCC have developed a number of objectives including: • To maintain or improve the health of the Gippsland Lakes • To foster cooperation and coordination between agencies and organisations with an interest in the health of the Gippsland Lakes • Integrating Traditional Owner knowledge and management around the Gippsland Lakes • To promote awareness of and participation by communities in the management of the Gippsland Lakes • To maximise outcomes through leveraging investments
Police	Primary law enforcement agency also responsible for Search and Rescue Local - Public disturbances, alcohol/drug related incidents and crime
Australian Volunteer Coast Guard	Promotion safety in the operation of small craft. Assistance with the recovery of vessels broken down or in danger. Search and rescue at the direction of Victoria Police
Country Fire Authority & State Emergency Services	Emergency response
Gunaikurnai Land and Waters Aboriginal Corporation	• GLaWAC represents Traditional Owners from the Brataualung, Brayakaulung, Brabralung, Krauatungalung and Tatungalung family clans, who were recognised in the Native Title Consent Determination, made under the <i>Traditional Owner Settlement Act 2010</i> • GLaWAC is a Prescribed Body Corporate (PBC) for the Gunaikurnai people and claim area • GLaWAC is the Registered Aboriginal Party (RAP) for the Gunaikurnai claim area • Roles and responsibilities relating to the management of Aboriginal cultural heritage includes: – evaluating Cultural Heritage Management Plans – providing advice on applications for Cultural Heritage Permits – making decisions about Cultural Heritage Agreements – providing advice or application of interim Protection Declarations
Office of Aboriginal Affairs Victoria	Responsible for administering the <i>Aboriginal Heritage Act 2006</i> Provides advice to the Victorian Government on Aboriginal policy and planning, and delivers key programs Works in partnership with Aboriginal communities, and government departments and agencies to promote knowledge, leadership and understanding about Victoria's Aboriginal people.

Source: *Gippsland Lakes Sustainable Boating Plan 2016-2018*

12.3 Public consultation and submissions

The Plan has been developed with valuable input from community groups, stakeholders and Government Agencies to facilitate good engagement and participation in the associated planning process. The drafting and development of the Plan has involved eight key steps:

- Preparation of an Issues and Opportunities Paper.
- Detailed community consultation.
- Preparation, release and integration of public comment on a draft
- Final endorsement of the Plan by the Project Control Reference Group.
- Final endorsement of the Plan by the key government agencies and the East Gippsland Shire Council
- Department of Environment, Land, Water and Planning. Once the Department has approved the Plan it will be gazetted and take effect from gazettal date. This includes the consent for low impact use and development as documented within the Plan.
- Implementation Phase. Composing and convening of an implementation committee.
- Review the Plan at year 5.

An Issues and Opportunities Paper was prepared to identify key stakeholders and areas of management and responsibility, identify important values and issues within the foreshore area and to engage with the community to explore visions, expectations and opinions relating to the foreshore area.

- The Paynesville Foreshore Issues and Opportunities Paper was released in August/September 2015.
- Multiple workshops and meetings were undertaken.
- A moderate number of submissions and letters were received in response.

Following the public consultation period relating to the Issues and Opportunities Paper, a DRAFT Paynesville Foreshore Management Plan was prepared and released in June/July 2017.

There were 38 submissions and the main themes of the submissions were in relation to current and future walking tracks, the location of the RV parking area, the use of the existing Council buildings, flood mitigation and erosion and the upgrade of the Slip Road precinct.

12.4 Existing buildings

Building	Status
Private boating boxes	Crown Land, EGSC is CoM, there are 8 license agreements in place with adjoining property owners
Paynesville Angling Club	Crown Land, EGSC is CoM and the Paynesville Angling Club is a Shire management committee
Craft Centre, west of Progress Jetty	Crown Land, EGSC is CoM, Craft Centre is a lessee
Gippsland Lakes Yacht Club	Crown Land, EGSC is CoM, Yacht Club is a lessee
Fisherman's Wharf, The Esplanade	Crown Land, EGSC is CoM, new tenant and lease is not prepared to date
Gippsland Ports	Crown Land, Gippsland Ports is CoM
Bulls Cruisers	Crown Land, Gippsland Ports is CoM
Paynesville Motor Cruiser Club	Crown Land, EGSC is CoM, Cruiser Club is a lessee (Lease expired)
Public amenity buildings - Sunset Cove - Progress Jetty - South of King Street Boat Ramp - Fort King Boat Ramp	Each of these public amenities is owned, maintained and serviced by East Gippsland Shire Council.

12.5 List of Land Managers, Stakeholders & User Groups

Land Managers & Coordinating Organisations	
East Gippsland Shire Council	Gippsland Ports
East Gippsland Catchment Management Authority	Department of Environment, Land, Water & Planning
Parks Victoria	GLaWAC
Stakeholders	
Ambulance Victoria	Angling Club of Paynesville
Bairnsdale Golf Club	CFA
Department of Education	Paynesville Cemetery Trust
Paynesville Lions Club	East Gippsland Powerboat Club
Fish Care	Friend of the Gippsland Lakes
Gippsland Lakes Management & Advisory Committee	Gippsland Lakes Yacht Club
Paynesville Craft Centre Committee	Mitchell River Rotary Club
Municipal Association of Victoria	Paynesville & Eagle Point Landcare Groups
Paynesville Business & Tourism Association	Riviera Triathlon Club
SES	Vic Roads
Paynesville Motor Cruiser Club	Paynesville Primary School
User Groups	
Residents	Tourists/visitors
Stakeholders as listed	Community clubs and groups

12.6 Glossary

Abbreviation/Term	Definition
Biodiversity	Biodiversity (biological diversity) is the variability among living organisms from all sources, including terrestrial, aquatic, marine and other ecosystems and the ecological complexes of which they are part, at all levels of organisation, including genetic diversity, species diversity and ecosystem diversity. Source: Australia's Biodiversity Conservation Strategy 2010-2030.
CAMBA	China Australia Migratory Bird Agreement
Coastal Crown land	Coastal Crown land is generally all Crown land within 200m of the high tide mark and the seabed of Victorian Coastal Waters.
CoM	Committee of Management
Cultural significance	Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. Places may have a range of values for different individuals or groups. The term cultural significance is synonymous with cultural heritage significance and cultural heritage value. Source: <i>The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013 edition</i>
DELWP	Department of Environment, Land, Water and Planning
EGSC	East Gippsland Shire Council
FMP	Foreshore Management Plan
Foreshore	Coastal Crown land up to 200 m from the high water mark
GLaWAC	Gunaikurnai Land and Waters Aboriginal Corporation (Registered Aboriginal Party)
GP	Gippsland Ports
Informal use	This refers to the use of open space for reasons other than recreation pursuits including socialising, picnicking, enjoying the ambience, relaxing, reading, enjoying views etc.
JAMBA	Japan Australia Migratory Bird Agreement
PV	Parks Victoria
Ramsar	The Convention on Wetlands of International Importance (Ramsar, Iran 1971) is an intergovernmental treaty dedicated to the conservation and sustainable use of wetlands.
Structure plans	Planning tools that set out an integrated vision for the forecast land use and development of a local area. They establish a planning and management framework to achieve stated land use, built form, access and public space objectives to deliver desired environmental, social and economic outcomes in precincts such as activity centres as distinct from larger growth precincts.
Structured sport and recreation	The activity is organised by a club, association, school or community group and participation is by becoming a member of the club or on a fee-paying basis.
Unstructured recreation	The activity is not organised by a club or other group, where participation is initiated by individuals.
WSUD	Water sensitive urban design (WSUD) is a philosophical approach to urban planning and design that aims to minimise the hydrological effect of urban development on the surrounding environment (Source: WSUD Engineering Procedures, CSIRO).

12.7 References

Arup (2009) **Paynesville Maritime Precinct Master Plan**, prepared for East Gippsland Shire Council

Beca Pty Ltd (2008) **Gippsland Lakes Boating Amenity and Sustainable Infrastructure Study – Final Report**, prepared for Gippsland Coastal Board

East Gippsland Shire Council (2012) **Paynesville and District Community Plan 2012 – 2017**

East Gippsland Catchment Management Authority (2015) **Gippsland Lakes Ramsar Site Management Plan**

Gippsland Coastal Board (2002) **Integrated Coastal Planning for Gippsland – Coastal Action Plan**, prepared for Gippsland Coastal Board by Crossco Engineering and Environmental Consultants

Gippsland Coastal Board (2013) **Gippsland Boating Coastal Action Plan 2013**

Gippsland Coastal Board (2011) **Gippsland Lakes Coastal Action Plan Review Report**

Gippsland Ports (2016) **Gippsland lakes Sustainable Boating Plan 2016 - 2018**

Gunaikurnai Land and Waters Aboriginal Corporation (GLaWAC) (2015) **Whole-of-Country-Plan**

Meinhardt Infrastructure & Environment Pty Ltd (2007) **Paynesville Urban Design Framework**

Paynesville Landcare/Coastcare Group (2013) **Sunset Cove Walking Track Project**, prepared for East Gippsland Shire Council, East Gippsland Water, Department of Sustainability and Environment

SMEC Urban (2009) **Paynesville Town Centre Design Guidelines – Final Draft**, prepared for East Gippsland Shire Council and the Regional Growth Fund

SMEC Urban (2009) **Paynesville Town Centre Structure Plan**

SMEC Urban (2009) **Paynesville Growth Area Structure Plan**, prepared for East Gippsland Shire Council

Victorian Government (2013) **Fact Sheet – Use and development of coastal Crown land** prepared by Department of Environment and Primary Industries

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12.8 Plans

- Plan of Existing Conditions
- Plan of Ownership & Responsibilities
- Plan of Study Area
- Precinct A Newlands Backwater Plan
- Precinct B Sunset Cove Plan
- Precinct C Township Plan
- Precinct D Slip Road Plan
- Precinct E Fort King Plan
- Precinct F Point Fullarton Plan
- Precinct G Bay Road Plan

Contact us

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18 Dowling Street

Buchan Resource Centre -

6 Centre Road

Cann River Community Centre -

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