

LAKE ENTRANCE

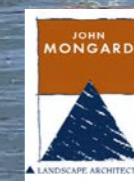
CBD IMPROVEMENT MASTER PLAN

East Gippsland Shire Council

Prepared by **MRCagney**, in association with **John Mongard Landscape Architects**

Final Draft Report

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MRCagney

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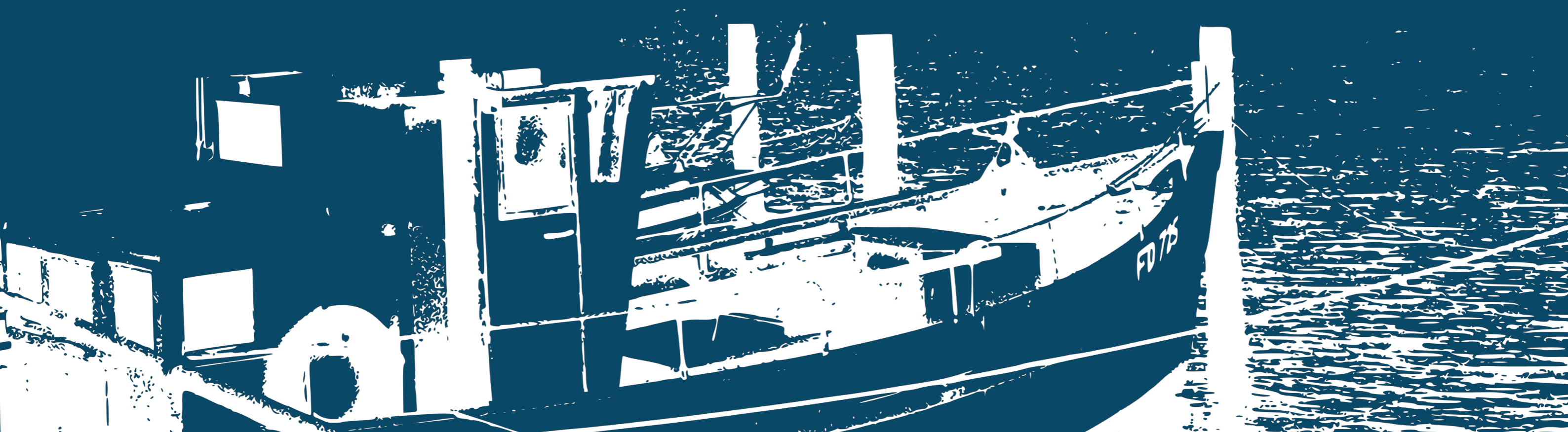
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INTRODUCTION

This is a study to improve the key public spaces and streets of the Lakes Entrance township.

Lakes Entrance is a scenic coastal town situated approximately 320 km east of Melbourne. Located in the region of East Gippsland, the town is surrounded by water with a man-made channel connecting the Gippsland Lakes to Bass Strait, and Ninety Mile Beach separating the lakes system with the ocean.

The town is built around Cunninghame Arm and North Arm, and extends to higher ground beyond North Arm from which the best views of the town can be enjoyed.

The town is a popular holiday destination with many visitors attracted to recreational fishing, boating and other water-based activities available on the lakes. Tourism is important to the town with affordable accommodation options available ranging from caravan parks to motels and hotels.

The town is also Victoria's largest commercial fishing port and is occupied by an array of associated maritime industries and land uses.

Lakes Entrance has a population of approximately 6,000 and is a key residential centre within the East Gippsland Shire. In addition, the town experiences an influx of visitors and non-resident home owners during the summer months.

It is supported by a wide range of facilities that service the community including health services, retail and education.

Study Area

The study area identified in the project brief is defined as the Lakes Entrance CBD and foreshore area, which is bounded by North Arm to the west and Myer Street to the east. The northern boundary of the study area is defined as the land along Marine Parade and the adjacent waterfront. The study area includes the foreshore area along the Princes Highway to the south.

This area runs west-east from North Arm along to the football ground before meeting up with Myer Street and the main foreshore area on the Princess Highway.

A summary of the planning documents that apply to the study area (which have been reviewed as part of this project) are detailed in Appendix A-1.

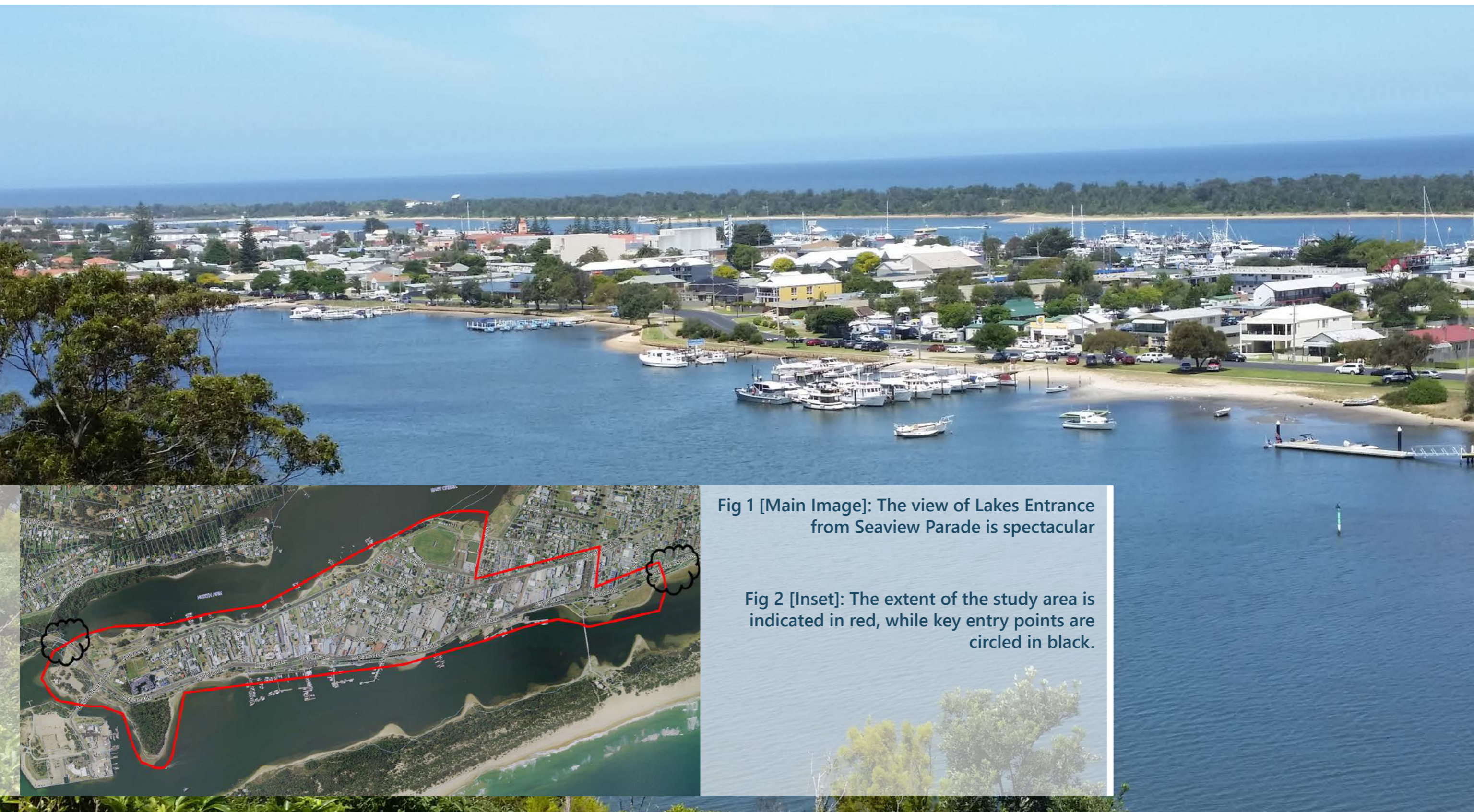


Fig 1 [Main Image]: The view of Lakes Entrance from Seaview Parade is spectacular

Fig 2 [Inset]: The extent of the study area is indicated in red, while key entry points are circled in black.



BACKGROUND

The Lakes Entrance CBD Improvement and Streetscape Plan has been prepared to guide future capital works for streetscaping within the Lakes Entrance CBD.

The towns street network is an important public space in its own right, and helps to characterise the quality and function of Lakes Entrance. The Plan seeks to capitalise on Federal Roads to Recovery funding opportunities to assist revitalisation of the towns streetscapes, and by extension the broader CBD area.

The project identifies key projects by engaging in a thorough and earnest community consultation program that encourages direct community involvement to conceptualise streetscape focused town centre improvements. The Plan provides a new design master plan to strengthen the public realm across Lakes Entrance, and aims to improve the image, function, safety and vibrancy of the CBD for residents and visitors.

Streetscape improvements developed in the Plan are focused on creating a strong sense of place for the Lakes Entrance CBD - something that is currently missing in town. Lakes Entrance is a beautiful town but it doesn't always live up to its potential.

The town has some typical issues which often plague towns in regional settings. A history of ad-hoc development has resulted in little built heritage value in the town, and Lakes Entrance still largely resembles a 1970's seaside summer holiday destination rather than a vibrant coastal town offering quality tourism experiences in parallel with a functioning and authentic maritime industry.

Lakes Entrance is characterised by an elongated main street retail strip (the Princess Highway) which is unable to attract and retain significant end-to-end pedestrian flow due to its fragmentation, excessive length and a lack of aesthetic appeal.

Over time this has resulted in the development of different nodes that divide the town into a collection of separated and fragmented clusters of activity,

This continues to pose significant walkability, legibility, design and funding challenges and has made it difficult to generate substantial pedestrian traffic along 'The Esplanade', in what would usually be the best part of town.

The Plan will help clarify the role and function of the town's network of core streets, and help recreate streets that support human activity, local business, recreation, and quality public space.

Fundamentally, this project will help deliver the type of town that the community wants.



WHAT PEOPLE WANT

MRCagney together with John Mongard Landscape Architect ran an open community engagement forum termed 'Set-Up-Shop' supported by a series of workshops in Lakes Entrance during the last week of January 2016.

The project team 'Set-Up-Shop' in the Volunteer Coast Guard building near Bulmer Street to gather the ideas and aspirations of what was a very enthusiastic local cohort of traders and community members.

The detailed input generated by those in attendance during the three days have helped form the Lakes Entrance CBD Masterplan and ultimately set the guiding framework of the plan moving forward.

The Project Team engaged with upwards of 250 people over three days/nights at the Set-Up-Shop at the Volunteer Coast Guard building, and various traders were engaged face to face during a series of door-knock surveys conducted throughout town.

Local residents were able - and encouraged - to drop in at their convenience and contribute to the wall of ideas that provided the project team with a bevy of suggestions to help make Lakes Entrance a better town for its people and a more enticing destination for visitors.

During this time, the team facilitated two public workshops, a trader's breakfast, a Council workshop, a youth workshop and the aforementioned door-to-door local traders questionnaire.

The Set-Up-Shop was a successful workshop with upwards of 600 separate ideas recorded in what was an encouraging consultation process.

Detailed community and trader responses from the consultation period are provided in Appendix A-2.



Fig 3: Set-Up-Shop at Lakes Entrance

What We Asked the Community

- **What is special about Lakes Entrance?** – What are the special characteristics and identities unique to Lakes Entrance that must be protected and celebrated
- **One Thing to Fix** – If we could do only one thing in Lakes Entrance, what one thing would have the most positive impact?
- **Quick Fixes** – What cheap and easy things should we fix immediately?
- **Good Ideas for Lakes Entrance** – What are your ideas to improve the town?
- **The Long Term Vision** – What should Lakes Entrance look and feel like in ~20 years?

The local community know what is good about their town and what they value in their places. The best things – the view from the lookout, the lake system, proximity to water, the fishing tradition – featured extensively in the feedback during the Set-Up-Shop. These are natural assets that make Lakes Entrance a great waterfront town. These assets should be celebrated and protected but also enhanced and revamped in a way that still represents the people of the town while appealing to visitors and prospective new residents.

Themes

The following themes have emerged from the Set-Up-Shop consultation and collaborative design process:



A Clear Identity - Focus on the Fishing Town

- Harness and celebrate what is special about Lakes Entrance
- Integrate the ambience of the working fishing town into the daily life of the CBD
- Tell the unique Lakes Entrance stories
- Create places (venues) to foster local pride and culture and therefore points of interest for tourists

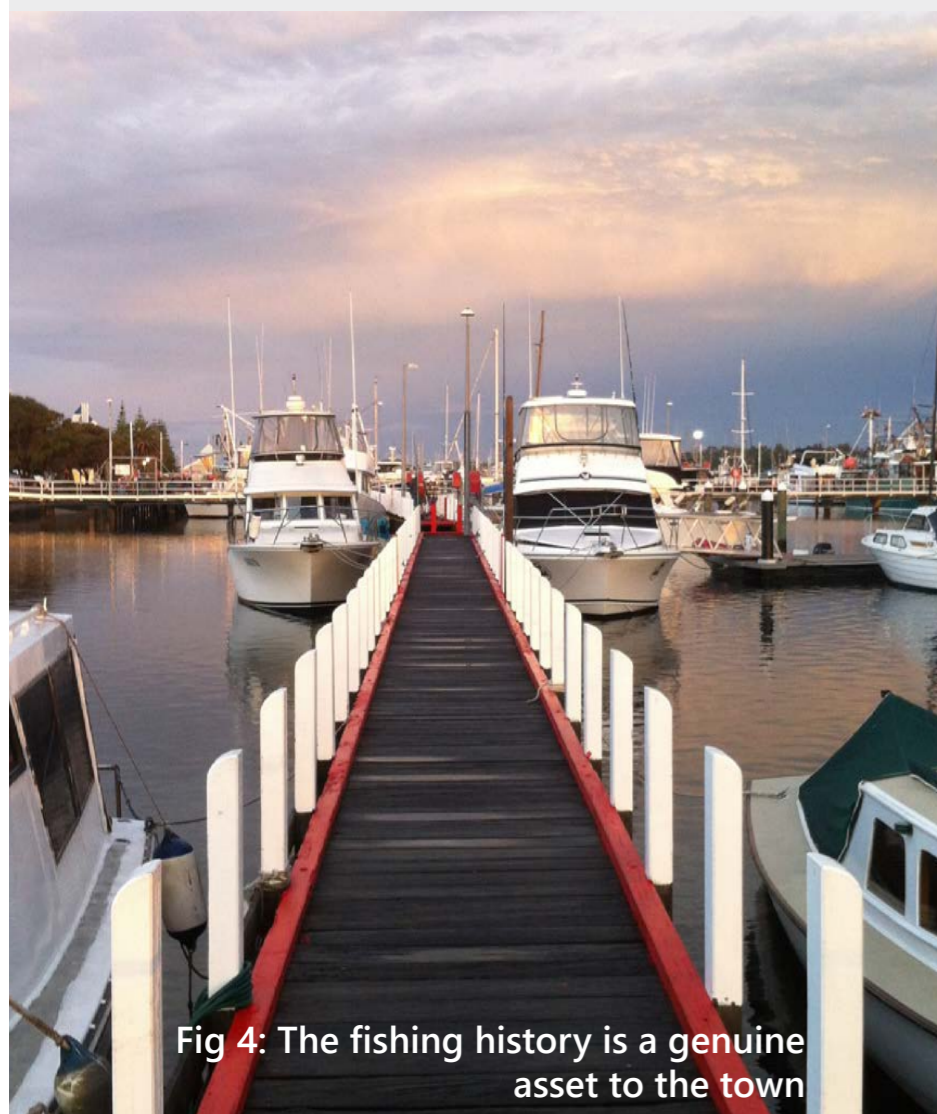


Fig 4: The fishing history is a genuine asset to the town

One Town - Make Lakes Entrance One Town (not four)

- Create confidence in the town and its capacity
- Connect the hubs with highly walkable links
- Promote and enable bike riding through the town
- Promote and enable 'park once and walk'
- Help businesses, particularly shops prosper together (hunt as packs)



Fig 5: Local business will benefit if the various town nodes can be consolidated

A Quality Place - Get the "WOW" from the top of the hill to permeate through the town

- Build quality destination spaces and experiences at the key business nodes
- Foster improvements to shopfronts and trader presentation
- Create a town centre theme (character) including a range of quality fixtures
- Build with quality – fix the 'plonkism' and the patch-over look and feel.



Fig 6: Some public art in town is dated and in need of reinvigoration

A Connected Town - Make the highway into a street

- Slow vehicles (40 km/h is too fast)
- Promote and enable walking and cycling throughout the town
- Provide frequent, generous and accessible crossing points
- Link the traders to the people
- Link the nodes in the town
- Better balance of movement and exchange



Fig 7: The highway needs to reclaim its 'street' qualities to create an overt invitation for people walk and spend time. Narrower lanes and generous crossings are a must

A Town for People - Make public spaces into usable places (places people like)

- Create outdoor rooms for community life
- Make welcoming and vibrant spaces for young people
- Bring the community back to the main street
- Build a hub for gathering and cultural facilities – indoor and outdoor spaces on the foreshore
- Focus on shade and shelter
- Link the nodes in the town



Fig 8: Public spaces must be welcoming and functional to provide genuine value

A Prospering Place - Make it easy for the private sector to contribute

- Provide good guidance and ideas on how to manage inundation and climate change
- Create design guidelines that promote lakes entrance (instant recognition) as a quality people place
- Link all the current ideas and studies – implement the good ones – throw out the bad ones.



Fig 9: Incentives and guidance can help local business create great places that people want to visit



Fig 10: There are many spectacular views available around Lakes Entrance, but the town centre doesn't quite live up to the same standard



VISION

The vision and legacy of this project is underpinned by a dedicated community who truly value their town. The community want to see it prosper and become a vibrant and attractive coastal town that broadens its appeal yet still proudly reflects its maritime and fishing history.

It's a story about a town that is loved by its citizens and its visitors – a story of a town rebuilt.

The aspirational vision of Lakes Entrance is one of a high-quality, integrated and connected coastal fishing town that appeals to visitors and is enjoyed and cherished by its local residents.

The actions proposed for the town outlined in this Plan will improve the character of the town, transforming it into a vibrant coastal town.

The streetscape and waterfront renewal will widen the appeal of the town within the state and national tourism markets, and will create greater opportunity for the local retail and service industries and improve the quality of life for the town's people. Ultimately, the Plan will restore a sense of pride in the town for the local residential and trader communities.

The development of this Plan is a mechanism for creating a sense of place for Lakes Entrance that builds on its proud and dedicated community by attracting new residents, businesses and visitors to the town all year round.

The Plan sets out a vision for Lakes Entrance by creating cohesive linkages enabled by functional streets and spaces, and develops a consistent urban design theme cognisant of the town's history, assets, character and community.

This Plan is inspired by the town's people and their call for action and will be delivered to restore a sense of pride in their town while appealing more broadly to a more diverse cohort of holidaymakers.

Through extensive consultation, the community was unanimous about the things that make Lakes Entrance special and unique – the assets of the town that need to be preserved or improved.



Fig 11: The fishing industry should remain an integral part of the identity of Lakes Entrance

THEMES BEHIND THE PLAN

In developing this Plan, we have identified a set of visions and principles drawn from community input during the engagement phase. This led to the development of a thematic framework that reflects the town's people, heritage and values.

This framework will bring together the visions held by the town's people with a set of projects that can be delivered in the short and medium term

This project should be the first of many projects to restore community confidence, however there is much work to be done. \$1,000,000 will not be enough to re-establish this town as a quality seaside fishing town rivaling its Australian and New Zealand competitors.

Whatever is done by the public or private sector must be of a quality to rival the competition. There was significant public comment about the town looking tired and second rate.

Lakes Entrance is endowed with tremendous natural assets (the foreshore, the lakes, ocean beaches, and views) however the development of the town over a number of decades has led to a fragmented topography consisting of several separated nodes; an elongated main street; and street design that has reached a poor compromise between car space and people space.

Indeed, the wide intersections, car parks that encroach on valuable foreshore public space, and excessive road space make some places that can be genuinely hostile when experienced on foot. Unfortunately, these spaces are often located in what should be some of the best parts of town.

Such characteristics have made it difficult to nurture defined centres of activity in town, however these challenges need to be effectively addressed if the town is to move forward.

The development of this Plan is guided by the following emerging themes:



Fig 12: A main street that isn't welcoming to pedestrians and bike riders is not fulfilling its function

A Town of Locals

The town is supported by a proud and dedicated cohort of local residents, all with long-standing ties to the town, its people and its history. These people form the identity of Lakes, with each family story reflecting a part of the town's history as a fishing town, regional town or popular holiday destination.

The guiding theme of this Project is to restore a sense of pride in the town for its people – those citizens that live in the town and truly care about its general welfare. A rapport was established with these people during the Set-Up-Shop and we are committed to realising their aspirations by putting the town back on the map.



Movement and Exchange

Movement around Lakes Entrance is exercised easily through use of cars. Exchange – that is social exchange which can happen when walking the local main street – is harder to enjoy when the town's movement network is oriented largely towards the needs of car users, posing significant environmental, social and economic costs.

The town is characterised by low density development and an elongated esplanade which serves as the main retail strip. This topography is supported by an excessive supply of car parking located at premium waterfront land along the foreshore, The Esplanade and Myer Street. Residents and visitors alike will invariably use their car over active travel because they know they can park conveniently at their trip destination.

The town has allowed a movement system that favours the private vehicle to ultimately determine the way in which people move around the town. People use their cars to access the goods and services they require for their daily lives as well for work and leisure activities.



Fig 13: The existing main street environment does little to promote its exchange space function

Tourism: Icon vs. Experience

Lakes Entrance needs to transform itself into a modern and vibrant coastal destination that remains committed to its maritime history, fishing industry and water-based recreation and sports. Success will depend on creating a destination that offers a rich and identifiably unique experience for the prospective holidaymakers.

Contemporary holidaymakers are attracted to locations that offer a variety activities – including beach, leisure, adventure, cultural and lifestyle. Lakes Entrance is appealing for its recreational fishing and boating experience but the town doesn't necessarily offer any other exceptional tourist attractions. Small towns throughout Victoria have become tourist destinations built on their connection to food, wine and other produces.

There is similarly an opportunity for Lakes Entrance to develop a more diverse tourism profile, one that is built around the town's fishing industry and maritime heritage.

Coastal towns throughout Victoria (Lorne, Apollo Bay, Point Lonsdale, Portsea, Metung, and Inverloch) are thriving tourist destinations all-year-round that exploit their setting, environment and community atmosphere. They offer quality beach and seaside activities, but also the broader experience of rich culture, quality town ships and interesting communities. These elements create a robust and resilient tourism market.

Lakes Entrance, with arguably a more unique environment and setting, should be able to similarly enjoy the same degree of all-year-round visitation and the associated economic gains that come from a strong tourism market.

The Masterplan is set to lay the foundation for future works that will build a stronger profile in the state tourism markets. The town is endowed by significant environmental assets unlike anywhere else in the state. The lakes system and the 90-mile Beach offer a unique experience that is highly valued by residents and appreciated by visitors.

Ultimately, while Lakes Entrance needs to revitalise its tourism offering, making the town a great place for locals will make Lakes Entrance a great authentic tourism destination as well.





Fig 14: Cycling is a popular way to move around town for locals and visitors, and the town would benefit from better, safer, more inviting bike lanes

Active Travel

The need to develop a sustainable transport and movement system is becoming a more widely recognised priority for improving liveability in towns and cities of all sizes. Well documented social, environmental and economic benefits associated with vibrant main streets and more connected urban environments depend largely on overtly supporting walking, cycling and alternative active travel.

Lakes Entrance can achieve this by introducing a more equitable movement system that enables residents and citizens (of all ages) move freely throughout the town on foot or by bicycle. This Plan will be the first of its kind to genuinely address the movement imbalance currently present in Lakes Entrance. This imbalance has led to the perceived demand pressure for car parking throughout the town and subsequently resulted in the provision of car parking encroaching on the most valuable and attractive land within the CBD and foreshore areas.

Protected bike lanes (or separated bike lanes and Copenhagen bike lanes) encourage greater uptake of cycling as a common mode of travel because they are safer, and therefore less stressful and more enjoyable. Protected lanes provide a physical separated barrier between the bike lane and the adjacent parked car. Without them, cycling can seem dangerous and un-enticing to a range of age and user groups who may otherwise well and truly have the desire to ride as a genuine mode of travel. Separated bike lanes alter the risk profile of streets, making cycling more appealing and safe.

The Plan lays out a vision for Lakes Entrance to revitalise the CBD by making it a destination and place for pedestrians to meet, exchange and stay. Access to the centre of any town should be possible through non-motorised means, especially in a town like Lakes Entrance that boasts great waterfront views on the back of a vibrant fishing town environment. There is strong acknowledgement that the town's car-based movement system is infringing on the quality of these experiences. Moving to a more sustainable movement system will be the first step in reversing this.



Fig 15: Protected on-street bike lanes, like this example from Surry Hills in Sydney, make bike riding accessible to a broader demographic

Celebrating the Foreshore

The foreshore runs parallel with The Esplanade from North Arm through the town to Myer Street and beyond with a footbridge at Cunninghame Arm providing access to the beach and the lakes. The foreshore includes a walking path that is relatively well used by locals all year round as well as picnic tables and benches that are largely used during peak holiday periods by families.

The character and natural beauty of the foreshore has been undermined by the introduction of numerous car parking facilities along the entire foreshore. The community identified the foreshore as one of the most important assets of the town. They want it protected but also improved to provide event space, meeting places, walking trails and allow for other forms of informal recreation.



Fig 16: Car parking and expanses of asphalt contribute to reduced foreshore amenity



Fig 18: The view from the foreshore is spectacular, but this visual appeal does not continue into the town itself



Fig 17: As is the case in many parts of town, this car park is built on some of the town's best land

Dealing with Flood and Inundation

The development of the Lakes Entrance CBD Master Plan has been influenced by previous strategic planning documents that have been undertaken for Lakes Entrance. These documents have provided important context and guidance in relation to the planning framework subject to the study area for this project. Importantly, these documents aim to conserve and enhance Lakes Entrance by providing important directions for appropriate future development.

Our team has reviewed the extensive documentation undertaken for Lakes Entrance to understand how state and local planning policy relates to the study area. The Lakes Entrance CBD Masterplan supports the key planning documentation including the Lakes Entrance Urban Design Framework and the Lakes Entrance Foreshore Management Plan by responding to key objectives and priority projects, providing detailed design guidance and planning provisions to support a coordinated vision for Lakes Entrance.

As part of revitalising a CBD it is often prudent to suggest that local authorities promote more development closer to the CBD, rather than development that is driving distance away. Residential and commercial development that is closer to the CBD promotes more round the clock activity including trading, it reduces travel demand and parking demand and contributes to more vitality and activity.

In regional towns it is common that there are residual planning complications that make it unnecessarily difficult to develop closer to the CBD compared to further out in the suburbs. It is often the case that these can be easily corrected. These may include issues like plot ratio, minimum parking rates, height limits, density limits etc. Whilst these planning conditions take time to amend, they can nonetheless be amended and a higher level of more efficient urban type development can be encouraged.

Lakes Entrance however, due to the combined effects of flooding and future sea level rise, has some significant constraints when trying to encourage CBD development. Physical building requirements to ensure buildings are resilient to flooding as well as potential constraints on the type and intensity of land use in the CBD will present some unique challenges for Lakes Entrance.

The predetermined minimum floor level adds additional expense, makes street integration difficult, potentially impacts on visual amenity of the built form and will generally discourage CBD development. This has likely already begun to manifest within the CBD, and the lack of quality development and investment in town was a key source of frustration expressed at the Set-Up-Shop.

In order to induce CBD activity with limited CBD redevelopment, other policies and actions become more important, particularly car parking, but also footpath quality, shade and points of interest. As Lakes Entrance grows, it will be important that patrons of the CBD are prepared to park at a collection of central locations and walk around the centre. This is always important, but even more important in towns where significant growth can occur out of the CBD.

This puts Lakes Entrance at some significant economic risk. The most expensive mode of transport (from a community perspective) is car travel and once patrons are in a car, their personal sacrifice to choose a destination further away than the Lakes Entrance CBD is relatively minimal, as is the temptation to zip in and out of the CBD with no significant linger component. This is a burden not carried by most other regional CBD's and will require an extra special effort to keep Lakes Entrance vital, active and sustainable.

This will influence this project significantly. While the brief is focused on streetscape work that can be constructed under Roads to Recovery funding, some broader impact and 'value add' must be considered to attract and hold people in the CBD, given that additional development in and around the CBD will face some additional constraints based on the increasing impacts of flooding and inundation.

East Gippsland Shire, in partnership with the Victorian Government is about to commence a longer term planning project that will work with the Lakes Entrance community to understand how the town will respond to future challenges. This project is the Lakes Entrance Growth and Adaptation Plan. It will provide the community with an opportunity to understand what the potential future impacts will be on the township and will also allow us to examine how the community and the town will respond and adapt over time. East Gippsland Shire is of the view that there is time to plan for a viable longer term future for Lakes Entrance but is also keen to continue to see investment in the CBD to support activity and confidence in Lakes Entrance.



Fig 19: Flooding remains a concern in town

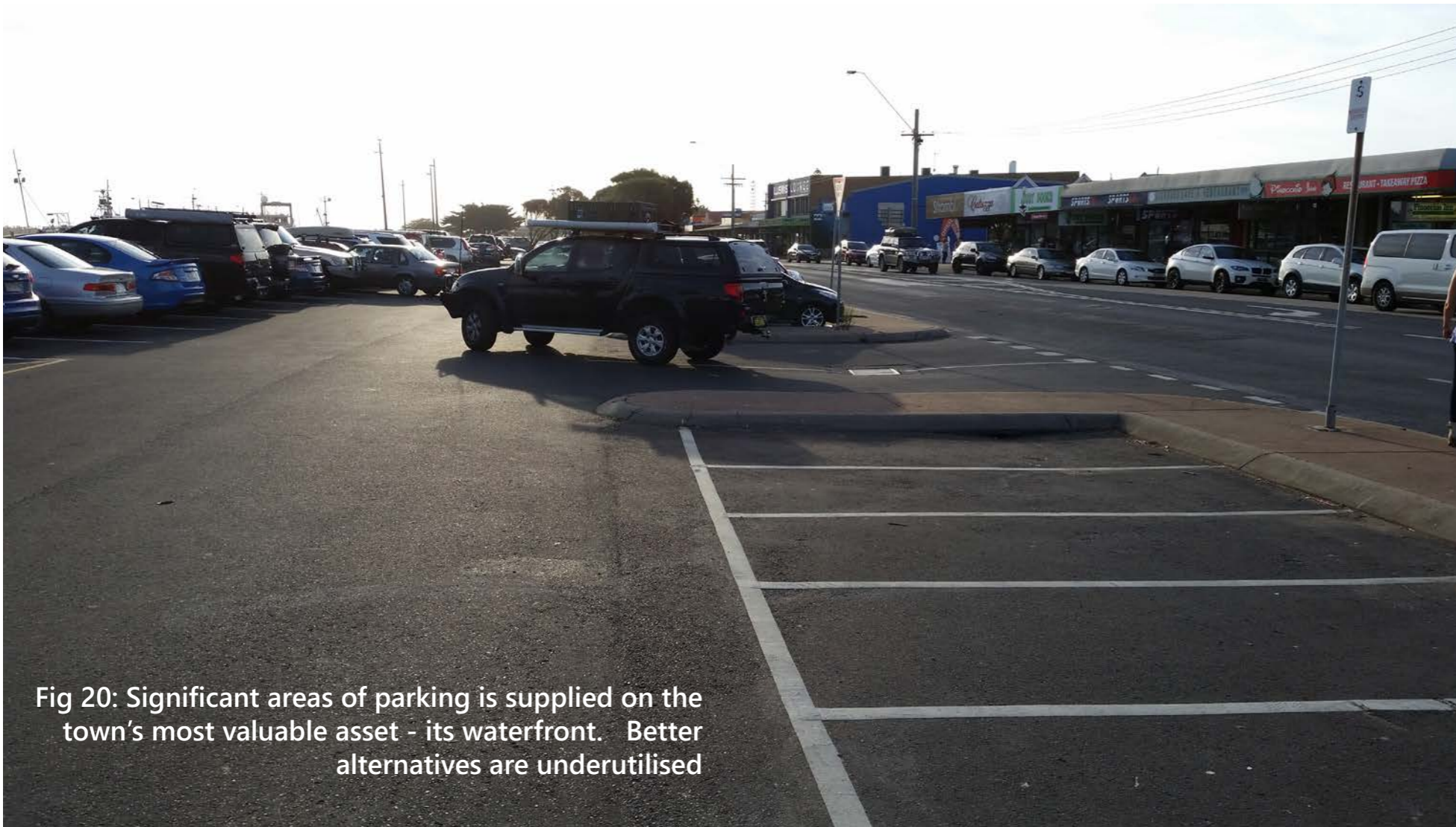


Fig 20: Significant areas of parking is supplied on the town's most valuable asset - its waterfront. Better alternatives are underutilised

Balancing Car Parking

Car parking needs to adequately meet the demands of the holiday season (including heavy vehicles, trailers and caravans) whilst providing an appropriate amount for residents. There is currently a perceived under supply of car parking on The Esplanade which was voiced to some extent during the trader's questionnaire and the Set-Up-Shop.

Much of the CBD area is designated car parking space. This is likely a result of increasing supply to cater for the peak holiday periods without considering the impact on the town during the off-peaks. The clear oversupply of parking has impacted heavily on the landscape of the town and in parts eroded the quality seaside feel.

Set-Up-Shop presentations facilitated by the project team introduced the town's traders and general community to the role of car parking, movement and exchange in small towns. Attendees grasped new concepts about the importance of pedestrian activity along main streets and the economic contribution foot traffic makes to small business.

The team provided some fresh perspectives using case studies to illustrate how a refreshed parking management policy can play a significant role in revitalising a retail strip and leading to an increase in customer turnover and incidental trade. Attendees were quick to gain a new perspective about the role of car parking and became enthusiastic about the potential to free up car parking land for more interesting and valuable uses.

A People Oriented Esplanade

There is a real 'wow' factor on approach to Lakes Entrance from Kalimna. The view of the lakes and the 90 Mile Beach is truly spectacular and uniquely an experience that can only be enjoyed at Lakes Entrance. This 'wow' factor wanes though when you enter the township.

The identity of the Lakes Entrance CBD area is shaped by The Esplanade which is the main retail strip in the town and the adjacent foreshore and waterfront land. The foreshore provides a pleasant setting for a range of activities and is supported by the adjacent retail strip.

The Esplanade, is very elongated and is spread over a large area. It combines its seaside and tourist character with a suburban feel. The overall image of the main street is run down and outdated although certain visible upgrades to paving appear to have been made in some parts. The majority of premises fronting The Esplanade include restaurants and cafés, retail stores and other services. The western section of the road is largely represented by accommodation providers. The introduction of Aldi at the western entrance to the town will create a retail node on the town's western edge.

Whilst there are traffic lights at the corner of Myer Street, opportunities to cross The Esplanade safely and freely in other sections along the strip are very limited. There are some traffic islands that offer refuge at certain points along the road but these are not fully utilised because of their inadequate profile and function.

The Masterplan unveils plans to install three new zebra crossings at different sections along The Esplanade to integrate the main street with the foreshore, allowing easier access to waterfront and foreshore activities. Zebra crossings will importantly bring the spectacle of the foreshore closer to the pedestrian experience on The Esplanade by allowing more consistent accessibility from end-to-end and strengthening the waterfront profile of the foreshore.



Fig 21: A disjointed main street does not entice visitors to walk and linger in town



Character in Town: Design Guidelines

Consistency and quality are the characteristics that Lakes Entrance needs to become an enduring destination.

A lack of funds and sufficient direction over time has led to an ad-hoc assembly of furnishings, signage and streetscape treatments. Combined with a tightening of trade, Lakes Entrance feels run down in areas and lacks strong character in the retail streetscapes.

The Lakes Entrance CBD Master Plan introduces dynamic new places to create visual impact and to act as a catalyst for creating a high quality streetscape experience.

The Master Plan also recommends Design Guidelines to help achieve incremental renewal through smaller improvements and the adoption of consistent, high quality street treatments. The Design Guidelines are outlined in Appendix A-4. The major elements are summarised as follows:

1. **Improved walkways** – Signature areas introduce higher quality stone and concrete finishes whilst secondary footpaths are honed to expose texture and a fresh face in retail areas. Improved pram ramps and crossing treatments are recommended.
2. **Continuous shade and avenue trees** – New canopy trees which focus on pedestrian scale shade and provide winter sun access will be introduced in the retail streetscapes. Norfolk Pines are promoted as infill esplanade trees since they are already dominant, however some larger signature canopy trees are proposed as long term landmarks. A general pattern of providing shade trees every 6 meters is introduced on the main street walkways and carparks.
3. **Enduring street gardens** – Local plants should ideally feature within improved gardens supplemented with hardy species suited to street environs. Street gardens will be future proofed by good preparation, establishment and maintenance.
4. **Quality street furniture** – Signature areas will introduce stone walls with inbuilt litter bins, seating and pedestrian lighting which is contemporary and themed to the fishing town. A standard bin, seat and bike rack system is suggested for ongoing development in other areas. Shelters and picnic structures should also be consistent in form and colour.
5. **Colour in the landscape** – A simple three colour palette for park and street structures will also support the contemporary fishing town theme.
6. **Better signage** – Street sign posts within the retail streetscape will be painted to raise their appearance, and old sign faces replaced with new sign faces. Interpretative signs will be purpose built into Signature Project areas to provide stories and points of interest,
7. **Public art and crafts** – Creative insertions into the landscape will lift the overall character and experience of Lakes Entrance. A Gateway Marker artwork of landmark proportions is proposed in The Lakes Square, and other wall and footpath artworks are suggested elsewhere to enliven the main street.



THE MASTER PLAN

The Master Plan identifies three signature projects that represent defining opportunities to drive revitalisation of the Lakes Entrance CBD.

In addition, a set of desirable projects have been identified that may begin to be implemented immediately or sometime in the future depending on funding availability.

Finally, a number of immediately deliverable quick fixes have been flagged to provide immediate value to the community.

Related Projects and Planning Context

There has been background information provided regarding previous planning and consultation work undertaken to support the development of new playground facilities. Firstly the reinvigoration of the existing Apex Park at the Princess Highway roundabout at the western entrance to the town. The second is the new proposed facility

involving interactive water play at The Esplanade Reserve at the eastern end of the town, or CBD, with the working title of Foreshore Park.

Apex Park is located on the western edge of the town with easy access from the Princess Highway Bridge at the main entrance of Lakes Entrance. It is conveniently positioned within walking distance from the existing skate park and is connected via the town's extensive foreshore walking network. There is a committed upgrade of the park that will commence in 2016 and will be an important project that will create a vibrant, sensitive and welcoming space for young people and families to spend time and enjoy the lakeside views. This project corresponds with the values and vision set out in the Masterplan by providing interesting destinations within the town that best utilise the town's most cherished assets – that is the lakes system and the foreshore.

A future Foreshore Park planned for the northern side of the footbridge will be a vibrant new play space for children of all ages and will take advantage of the nearby amenity and waterfront views. The playground could be an important feature to the rejuvenation of the foreshore by increasing the level of interaction between the foreshore and the businesses along The Esplanade and Myer Street for a broader age group.

The foreshore park has been designed, and is waiting on Council committing funds prior to construction. The prospect of another playground on the foreshore did not raise discussion at the Set-Up-Shop although Council is of the view that the community perceive this as a 'given' and probably don't see the need to advocate for it. It is considered on balance that while this may be a valid location for a more contemporary playground, that the money would be better invested in some of the other key projects identified by the community at the Set-Up-Shop.



Urban Design Strategy Plan

MRCagney and John Mongard Landscape Architects

Signature Projects

- 1. Lakes Town Square
- 2. The Landing + The Slipways
- ▬ 3. The Velo-Link

Desirable Projects

- ▬ 4. Lakes Town Square Boardwalk & Carpark
- I 5. Improved pedestrian crossings
- ▬ 6. Improved carparks
- ▬ 7. Advanced trees

- Hierarchy of centres
- ▬ Key Masterplan renewal area

LAKES ENTRANCE MASTERPLAN

north
1:7500 at A3
Rev C May16

SIGNATURE PROJECTS

Through the Set-Up-Shop consultation and collaborative design process three signature projects emerged that will deliver major structural positive change for Lakes Entrance, and help cultivate the type of the town the community wants.

Together, the three signature projects will catalyse long term improvement in Lakes Entrance, however the collective cost of construction will exceed the original budget provided of \$1,000,000.

In order to support these signature projects, and ensure immediate and ongoing progress is achieved, as series of 'quick fixes' and additional desirable projects are provided in the following sections of this document.

The three signature projects that will transform Lakes Entrance are:

1. The Town Square at Myer Street
2. All Ages at the Slipways
3. The Velo-Link

Detailed costings are provided in Appendix A-3.



A Town Square at Myer Street

A beach square will be created by traffic calming at the Myer Street intersection and The Esplanade where there is currently a slip lane. The slip lane benefits driver movements from the Princess Highway into Myer Street but offers little value to the pedestrian realm.

The Square will bring the main street and its activity closer to the waterfront and will create an ambience unique to Lakes Entrance. A continuous alfresco promenade will allow cafés to significantly increase their outdoor space, giving them sunny areas for winter trading. High quality materials and features will create a destination place right on the main street.

The newly created space will offer an opportunity for people to sit, observe and exchange on the retail side of The Esplanade surrounded by quality landscaping that complement the setting and truly create a sense of place.

The garden features and seating will be the first project in what will hopefully be a suite of works aimed at refreshing and rejuvenating the pedestrian and retail experience along Myer Street – the traditional main street of the town.

This capital project is an extension for brief for this master plan. It is likely that it will be necessary to stage this work. The most logical staging would be to complete the design and proceed with the roadworks component and then the landscaping and public space elements. We have costed these stages separately:

- Roadworks component - \$563,500 + GST
- Landscape/public space/lighting - \$2,907,380 + GST

The decision to stage works will obviously have to be balanced regarding its potential advantages and disadvantages. The most difficult part for main street traders during main street revitalisation is normally the construction period. Staging works will enable Council to manage capital outlay; however, traders will have to endure the traumatic construction period twice.

Legend

- 1. Carpark Consolidation Areas
- 2. Alfresco Dining Area
- 3. Pedestrian Crossing
- 4. Traffic Calming
- 5. Recreational Boardwalk
- 6. Widened Footpath
- 7. Picnic Shelter
- 8. Seating
- 9. Velolink Bikeway
- 10. Fishing Pontoon
- 11. Sea-Shell Seats
- 12. Swimming Pontoon
- 13. Alfresco Promenade
- 14. Shade Trees
- 15. Lakes Square
- 16. Landmark Sculpture
- 17. New Intersection Treatment
- 18. End of Velolink
- 19. Shade Trees & Gardens
- 20. Stone Curvy Benches
- 21. Large Shade Trees
- 22. Honed Concrete Paving
- 23. New Trees & Garden Build Outs



Vision

A beach square will be created by traffic calming the intersection at Myer Street and The Esplanade. The square will bring the main street close to the water front and will create an ambience unique to Lakes Entrance. A continuous alfresco promenade will allow cafes to triple their outdoor space, giving them sunny areas for winter trading. High quality materials and fixtures will create a destination place right on the main street. A landmark sculpture will celebrate the working fishing village.

**LAKES ENTRANCE
MASTERPLAN**

The Lakes Square

MRCagney and
John Mongard Landscape Architects



Fig 23: Myer Street Before

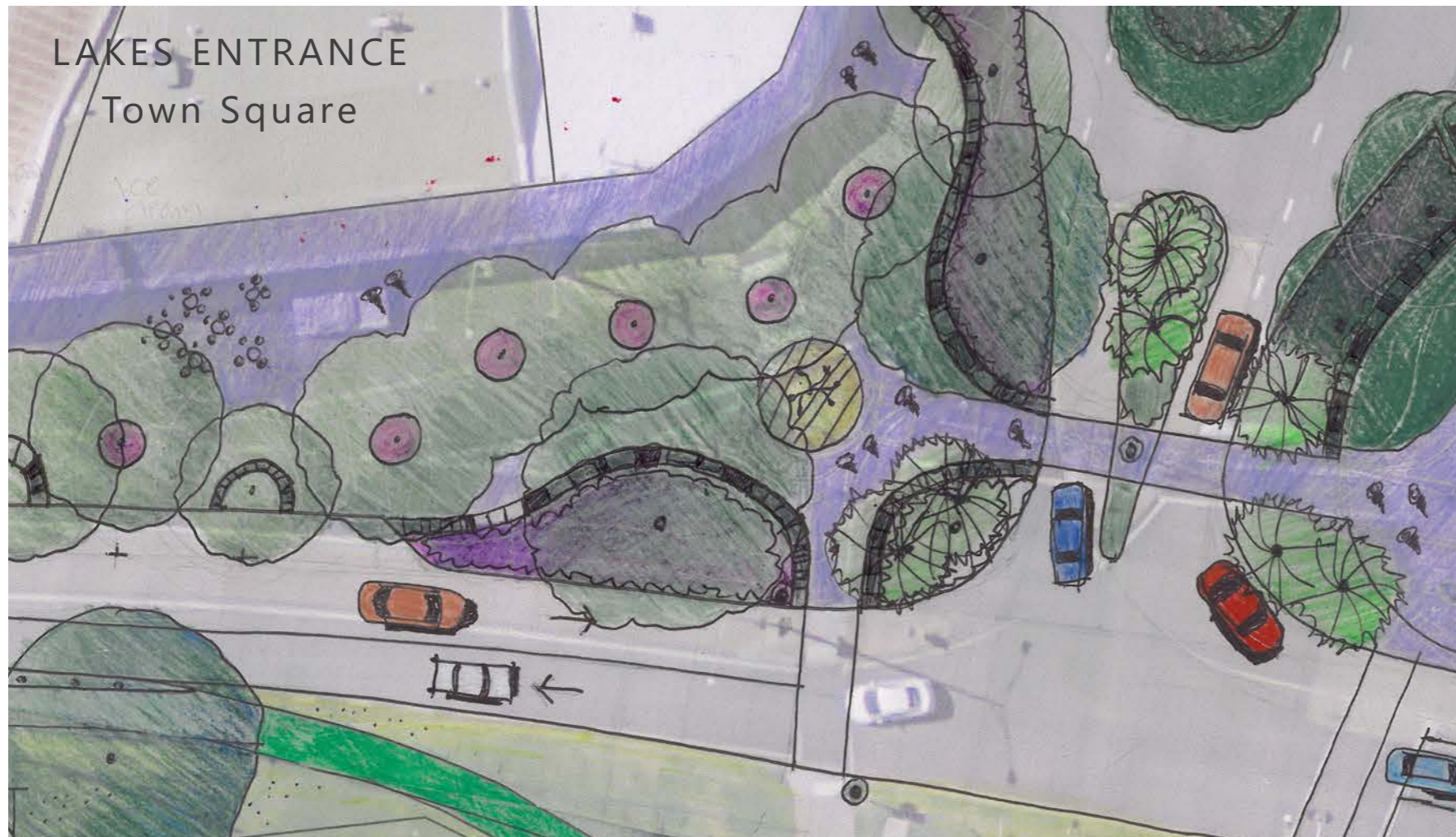


Fig 22: Myer Street After



Fig 24: After - View of Lakes Square



Fig 25: Stone and honed concrete with inlaid artworks paving



Fig 27: Feature stone walls



Fig 26: Stainless steel furnishings





Fig 28: Curving boundary and sitting walls



Fig 30: High quality benches and picnic sets



Fig 29: Artful screens and overhead lighting





Fig 31: Native and hardy coastal plants



Fig 32: Canopy shade trees and landmark species





Fig 34: A gateway landmark to celebrate the fishing town



Fig 35: Circular planters and paving form



Fig 33: Nautical influenced planters and seats

All Ages at The Slipways

There is some need for an exciting all-ages place in Lakes Entrance. This is a common finding for a study such as this. Typically, in towns like Lakes Entrance, there will be a playground for small children, a skate park for teenagers and a licensed venue to adults, and the three events don't coincide, connect or communicate.

The current skate park at Lakes Entrance lies on the western fringe of the town, which makes the attraction quite isolated and removed from general CBD activity. This means young people – who predominantly use the park – are restricted to the edge of town instead of a more central location.

The Slipway concept aims to incorporate people of all ages who want to engage in skateboarding, relaxing, incidental, and organised play, into the urban landscape of the town in a cohesive and comprehensive way. This will ultimately be achieved by the development of a contemporary all ages facility in a central location that the youth can access safely and use all throughout the day. This will be a space with a strong visual profile and potential for a variety of all-age uses and other youth activities to take place.

This move will redefine the way in which youth can spend time in a central location of Lakes Entrance. It will be a vibrant youth space that will activate the missing link along The Esplanade and Myer Street. This destination space will be a safe, central and an interesting place, complementing the nearby facilities for visitors and providing teenagers a focus area in the middle of the town.

This space has been investigated for other uses in the past. The concept put forward in this masterplan is an interpretation of some work done with some youth groups that we tested on the wider community during the Set-Up-Shop.

It is understood that there will be a significant amount of work to establish the final format of this space. The space

still has potential as a working waterfront use, it may have contaminated land issues, and the State Government and Port Authority will need to be more deeply engaged. However the concept of an all-ages community space incorporating some revenue recovery via commercial space we believe is a good reflection of what will deliver the best overall impact for the Lakes Entrance based on our findings from the Set-Up-Shop.

The estimated construction cost of works at the slipway, including the skate park, is \$1,430,000 + GST.



Fig 36: Fremantle Waterfront with a range of all ages activity

BULMER STREET

Putt- Putt Golf

Vision
 A creative and vibrant youth space will activate the missing link along the Esplanade and Main Street. This destination play space for youth will be a safe, central and interesting place, complementing other nearby facilities for visitors and providing teenagers a focus area in the middle of town. It repurposes the Slipways by capping the concrete area with a dynamic skatepark adjacent to the existing youth centre. A new recreational boardwalk will provide waterfront activity.

THE ESPLANADE (PRINCES HIGHWAY EAST)

Parallel Parking

Connected Green Esplanade

Outdoor Table Games

Young Childrens Skatepark

Youth Hub

Cafe

Half Court Games

Long Curvey Bench

Velo Link 2 Way Bikeway

Gardens & Avenue Trees

Picnic & BBQ Shelters

Gardens

'The Slipway' Destination Skatepark

Air Sea Rescue Hall

Viewing Pavillion

Recreation Boardwalk

Safe Swimming Area

LAKE ENTRANCE MASTERPLAN

The Slipways Destination Foreshore Park

north



1:400 at A3
Rev A Feb16

MRCagney and John Mongard Landscape Architects

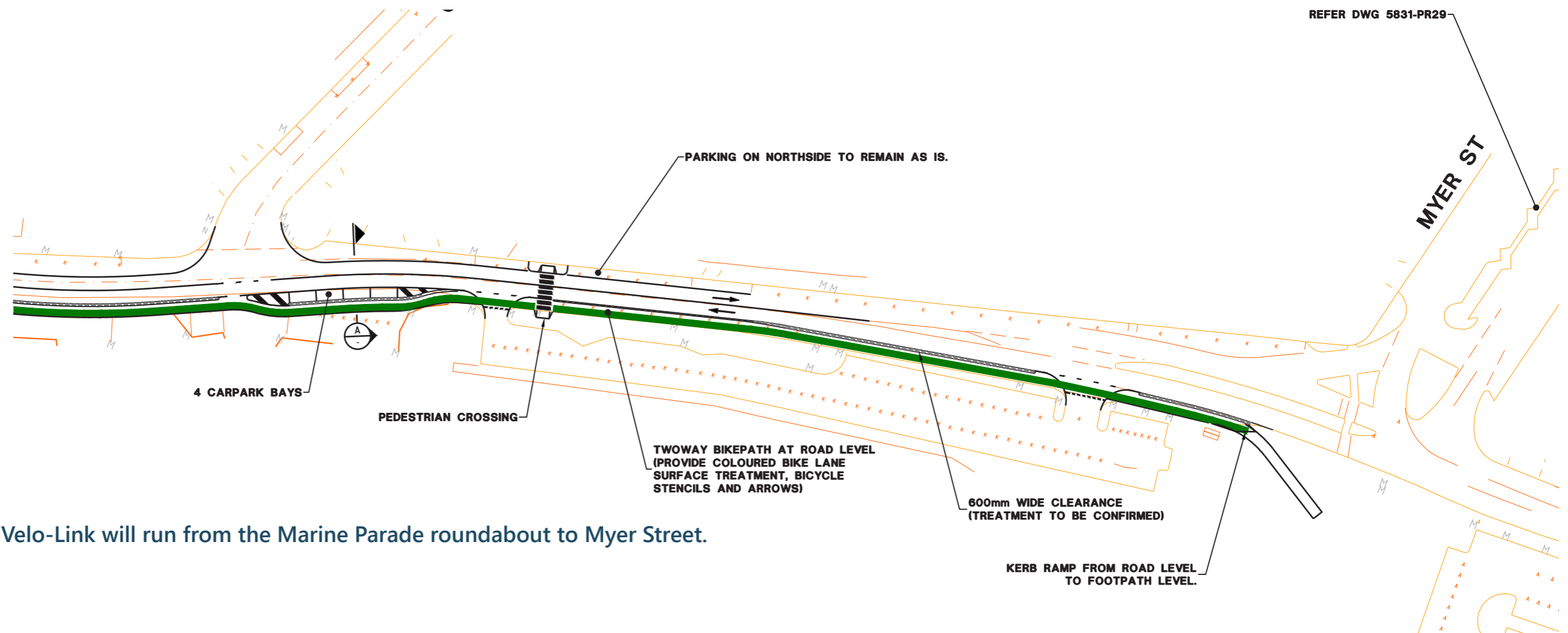


Fig 37: The Velo-Link will run from the Marine Parade roundabout to Myer Street.

The Velo-Link

A key element of the Lakes Entrance Masterplan is all about rethinking how we link the foreshore with the adjacent retail strip. It's about challenging ideas and finding bold solutions that can make Lakes Entrance a quality seaside town.

Presently The Esplanade, notwithstanding the 40km/h speed limit, is still designed as a highway, not as main street. This design, more suitable to free flow car traffic than pedestrians walking around the town. Importantly it is an impediment to easily crossing the street. The introduction of a two-way separated bikeway on the southern side of The Esplanade provides an opportunity to redefine the cross section of The Esplanade to a street cross section rather than a road cross sections with narrower lanes and easier crossing points.

An alternative way to treat this would be to simply line mark narrower lanes, or to widen the footpath on the northern side of The Esplanade to effectively narrow The Esplanade to a more appropriate width. The Velo-Link however provides this changed road environment in a much more cost effective manner, with the added benefit of introducing a high quality piece of active transport infrastructure. This will change the way people move around the town, giving them more choice in the way they carry out their daily lives. A foreshore Velo-Link will re-orientate the movement network of the CBD and integrate The Esplanade and foreshore with one continuous cycling path from end-to-end. This will allow both residents and visitors access to the CBD without the use of a private vehicle and will free up valuable waterfront for other uses.

The Velo-Link will be rolled out along The Esplanade, on the foreshore side of the road. It will run between Myer Street and the western entry point of the town incorporating a shared space for cyclists travelling in both directions along the foreshore. The Velo-Link will be protected from parked and moving cars and will provide a more legible and cohesive link along the foreshore enabling leisure opportunities for families and efficient travel alternatives for residents accessing the CBD or other attractions throughout the CBD.

The estimated construction cost of the Velo-Link, including three simple pedestrian crossings, is \$1,050,000 + GST.



Fig 38: Artists impression of the proposed Velo-Link Bikeway

DESIRABLE PROJECTS

Better Crossings

A series of genuine and generous crossings along The Esplanade will connect the main street with The Esplanade. These will create a more explicit invitation for visitors to interact with the town and its shops, rather simply using the town as a base from which to access the beach and the lakes.

These crossings will feature improved landscaping and street furniture compared to the more generic (and less expensive) crossings included within the Velo-Link costings, however these improved crossings could clearly be incorporated into the Velo-Link delivery.

The estimated construction cost of each crossing is \$300,000 + GST.

The three recommended crossings are as follows:

A crossing at Carpenter St and Princess Hwy (Lakes Coffee Lab and Kitchen, and Tres Amigos)

There is a build-up of pedestrian activity here due to the proximity to the footbridge, foreshore and Myer Street as well as to adjacent foreshore car parking. Additionally, this section of The Esplanade benefits from higher quality retail stock and eateries.

A legible access point is proposed to the foreshore, offering a safe alternative to either jaywalking or using the traffic lights at Myer Street. The Plan proposes the installation of a zebra crossing approximately 25 metres from the corner of Carpenter Street. This provides the opportunity to transition from the busiest and most vibrant section of The Esplanade directly to the foreshore.

The zebra crossing will directly link up with the alleyway/arcade which is shared by both Lakes Coffee Lab and Kitchen and Tres Amigos Mexican Restaurant. This will allow a seamless connection from the rear car park through the arcade to the foreshore. Alfresco dining currently occupies this space, so with greater pedestrian flow through the arcade, naturally a vibrant laneway atmosphere may evolve.



Fig 39: Pedestrian crossings, such as this Tenterfield example by John Mongard Landscape Architects, are instrumental in reconnecting fragmented main streets

A crossing at Bulmer Street and Princess Highway

This site is an important feature along The Esplanade because it is a centre-point between the Myer Street node and the western end of the retail strip. Given the disjointed form of The Esplanade, it is important to re-purpose certain sections of the strip to increase pedestrian volumes and activity.

This location has been identified as an appropriate site for the instalment of a zebra crossing because it will naturally act as a physical node and create activity by attracting a greater level of pedestrian movement from both sides of the street. Importantly, the crossing is strategically located to support future foreshore use and development adjacent to this site. Skateboarding and other youth activities planned at The Slipway will create significant volumes of activity therefore justifying the instalment of a zebra crossing.



Fig 40: More pedestrian crossings are needed to create a generous and overt invitation to cross the street and continue walking, similar to this sketch example

A crossing Between Barks Avenue and Mechanics Street

There is already a pedestrian refuge at this site, however it is in need of an upgrade to boost its profile and make it a genuine zebra crossing capable of taking a greater volume of pedestrians and acting as a visual cue for motorists. This upgrade will significantly improve the pedestrian environment and contribute to restoring a more equitable road hierarchy along the strip that acknowledges the priority of pedestrian activity.

Advanced Trees in New Protected Islands

A selection of advanced trees in new protected islands along Myer Street will create shade and character in this part of town, and will create a more amenable environment to walk and spend time. Ideally, this work could be completed concurrently with delivery of the Velo-Link, in order to continue the streetscape improvement themes promoted by the Velo-Link into Myer Street.

The estimated cost of street trees in Myer Street, as per the plans in Appendix A-3, is \$135,900 + GST.

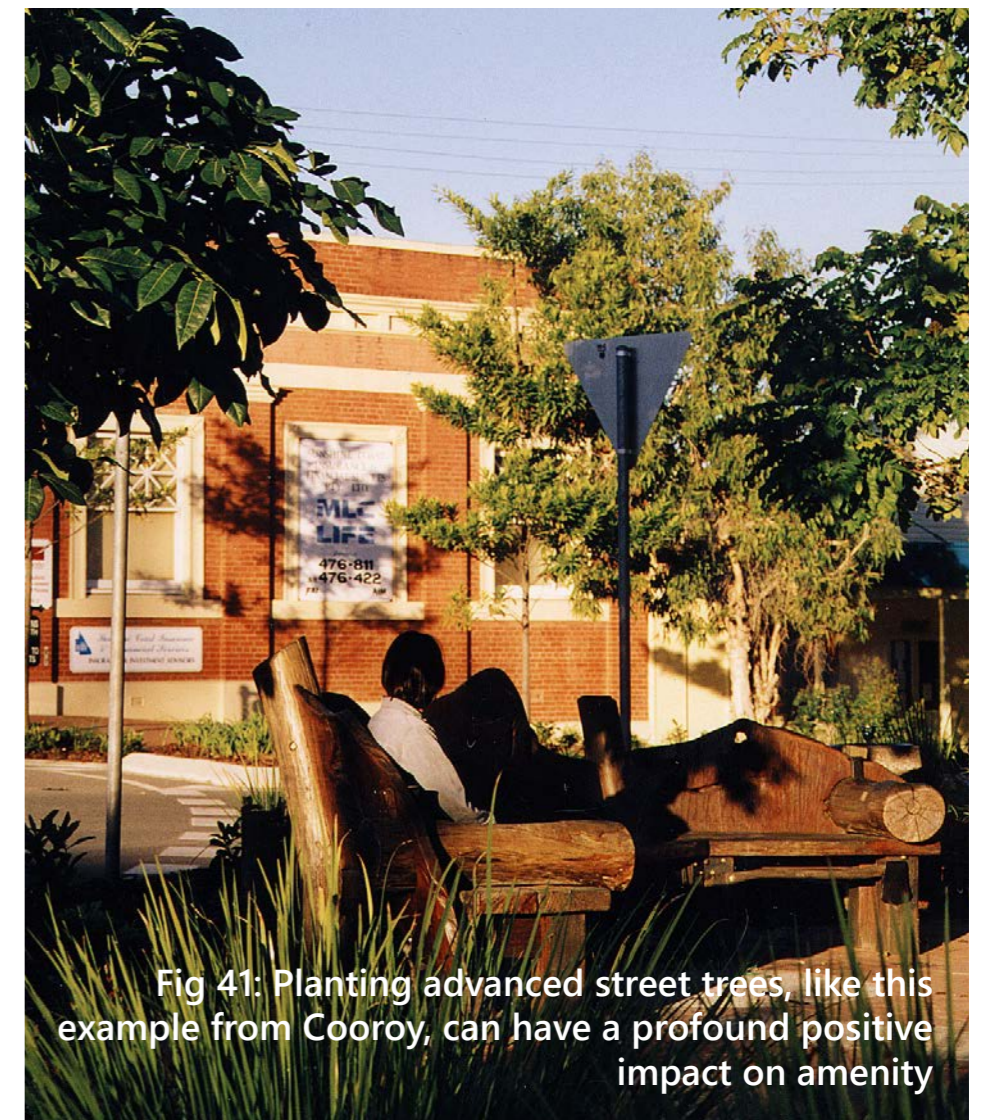


Fig 41: Planting advanced street trees, like this example from Cooroy, can have a profound positive impact on amenity

Putting Cars in Their Place

Currently, too much of the town's valuable CBD land is allocated to parking, particularly in areas where people would otherwise congregate and spend time, such as the foreshore and waterfront. This undermines the prosperity, function and attractiveness of Lakes Entrance.

There are many opportunities to address the town's parking supply. Firstly, utilisation of the existing parking supply north of The Esplanade would resolve some issues relating to the town's function, retail performance, pedestrian traffic and general aesthetic by allowing some prioritised street and parking areas to re-orient into more people focused places for exchange, rather than simply movement.

In times of peak parking demand, drivers would be able to park at designated areas behind The Esplanade and access the CBD using upgraded pedestrian connections and footpaths.

This would promote greater pedestrian activity along The Esplanade and other key central locations. Creating foot traffic by utilising the town's existing parking supply more efficiently will be essential in creating active and vibrant streets, and increasing visitor and resident interaction with local shopfronts. A 'park once and walk' consumer behaviour, where motorists park in a single location and access the town on foot instead of making numerous car trips for each purchase or activity, is incredibly valuable.

The Master Plan identifies opportunities to supply parking in more appropriate locations in conjunction with a steady reclamation of foreshore parking areas for more valuable recreation and leisure activities.

Clear signage and wayfinding infrastructure will be required to navigate road users towards these new locations, as has been achieved successfully in many similar coastal and regional towns throughout Victoria and Australia.

Sites that are identified as suitable to cater for a greater share of car parking activity are discussed overleaf.



Fig 42: Underutilisation of off street car parks such as this Box Street example indicates parking oversupply on The Esplanade and foreshore

Carpenter Street Car Parking Area

This underutilised land off Carpenter Street poses an excellent opportunity to provide a sealed formalised car park in an appropriate central location with easy access to Myer Street, The Esplanade and the foreshore.

Utilising this location more efficiently would facilitate the removal of some car parking on the foreshore and possibly within the median strip of Myer Street.

This proposal requires discussion and negotiation with property owners, however preliminary assessment suggests approximately 140 parking spaces* could be provided within the site, based on conservative estimates that take into account the irregular shape of the site that may somewhat limit the parking space yield. Existing rear access to all sites would need to be accommodated in any proposal.

The estimated construction cost of the Carpenter Street Car Park is \$340,000 - \$400,000 + GST, depending on the final scope of earthworks required.



Fig 43: There is significant opportunity to provide parking in a more appropriate location off Carpenter street

**The site area is approximately 4,100 sqm, and an allowance of 1 parking space / 30 sqm has been made, including circulation aisles.*

Mechanics Street Car Parking Area

Mechanics Street is a centrally located street running between The Esplanade and Church Street and lying adjacent to the Safeway, library and retail complex. The street can take an appropriate increase in car parking spaces due to its dimensions, uses and location.

Currently, there are no marked parking spaces visible on the road. Addressing this generally increases the effective parking supply by guiding more efficient parking behaviour and better use of the space available. This parking area is an appropriate location to promote 'park once and walk' behaviour, given the convenient central location. Furthermore, this action is cheap to implement.



Fig 44: This laneway adjacent Barks Ave represents a good opportunity to create an interesting, activated space

Barkes Avenue Car Parking Area

A Council owned car park at Barkes Avenue and Box Street presents the most important opportunity to reconfigure the town's car parking supply in line with the vision to improve the function of the town's streets and create a greater sense of place. The car park holds a capacity of upwards of 100 vehicles and is centrally located behind The Esplanade at Mechanics Street and Barkes Avenue. This site presents real value and opportunity because the existing infrastructure is there already – it just needs to be better utilised.

A laneway adjacent to the car park that is currently underutilised could be recreated into an inviting and interesting pedestrian thoroughfare. This would encourage 'park once and walk' behaviour and help to activate The Esplanade by feeding pedestrians through the alleyway onto The Esplanade and foreshore.

The laneway is currently uninviting because of its blank walls, inactive edges and drab aesthetic. Applying some simple and affordable treatments to the laneway would improve the pedestrian experience and encourage greater use. Public art including street art and murals could line the walls; and landscaping, some modest street trees and park benches could be other additions that redefine its profile within the town. The space would then have two uses: firstly as a feeder walkway from the rear car park to The Esplanade; and secondly, as a destination and point of interest within the town.

Informal displays of street art and murals on un-used infrastructure and landmarks have helped put many small towns on the map with their communicative power to tell a story through art. Recent examples across Victoria can be found in Brim, Benalla and Warrnambool.

An array of street murals in this central alleyway could be a good way to showcase and convey the town's fishing and Indigenous heritage.



Fig 45: Street art, such as these examples from Brim (left) and Benalla (above), can help reinvigorate underutilised public space

Remove Foreshore Car Parking

The removal of some parking spaces on the foreshore has been flagged in previous planning studies, including The Foreshore Master Plan.

In conjunction with the rationalisation and relocation of parking facilities discussed previously in this section, it is recommended that a steady reduction of parking facilities be undertaken in order to better utilise some of the best waterfront land in Lakes Entrance.

The first priority for removal should be the footbridge car park immediately to the west of Myer Street. This land represents the strongest opportunity to create public space that will be highly valued and utilised by the community and tourists.

The removal of this car park could proceed following the construction of the Lakes Square Boardwalk, particularly given the car park could ideally accommodate equipment and site offices during the construction of the boardwalk.

Removal of additional parking can follow consistent with the delivery of other projects within this Master Plan and the actions identified in the Foreshore Master Plan.

The Lakes Square Boardwalk

Pedestrian paths along the foreshore are inconsistent and fail to offer a legible public realm. In some sections, parked cars in adjacent parks encroach on pedestrian space by intruding beyond the barrier of the car park. It is not possible for more than two people to walk in line with one another when on-coming pedestrians or bike riders approach. This situation does not make for an appealing walking environment, nor does it compliment the scenic views present along the foreshore.

The CBD Master Plan proposes to upgrade waterfront linkages to encourage walking by improving the general foreshore experience. Upgrades to the foreshore walking path will offer one cohesive walking experience for pedestrians unencumbered by poor surfacing or intruding parked vehicles. A new recreational boardwalk will provide waterfront activity from The Slipway to Myer Street. This project will be the missing link between these two nodes and offer a pleasurable leisure experience along prime waterfront land. The boardwalk will be a project that reconnects the main street of Lakes Entrance with the waterfront and which will encourage tourism.

As shown on Page 30, the upgraded boardwalk could be provided in conjunction with Lakes Square, however funding availability will likely dictate that the two projects be separated, with Lakes Square being the greater priority.

This project is consistent with themes within the Lakes Entrance Foreshore Master Plan, which identify a need for improved pathways along (and overhanging) the waterfront.

The estimated construction cost of the Lakes Square Boardwalk alone is \$616,000 + GST.



Fig 46: The Lakes Square Boardwalk would provide more generous and attractive walking environments than the current offerings

QUICK FIXES

Advanced Street Trees in Existing Gardens

Advanced trees planted in existing gardens will have an immediate impact improving the town's atmosphere. Myer Street and its roundabout is one area that would particularly benefit from such work.

Extend 40km/h Speed Limit

Moving the 40 km/h signage to the roundabout near Apex Park will simply speed zones and improve pedestrian and bike safety and amenity.

Replace or Remove Car Park Bollards

The existing bollards in the foreshore car park opposite Barks Avenue, while attractive, are routinely bumped and damaged by parking cars. Insufficient room is available to provide further clearance between the bollards and existing car park wheel stops. As such, existing bollards should be relocated to a more appropriate car park, and simple, cheap and sturdy bollards installed in place.

Sign Rationalisation

Some signage rationalisation will remove visual blights on the streetscape and improve way finding:

- Clean up intrusive tourism directional signage; and
- Rationalise parking and other regulatory signage.

Shop Front Enhancement Scheme

Council can affect immediate improvements to the town's atmosphere by implementing a façade enhancement scheme aimed at helping traders spruce up their shop fronts. This may include hosting workshops or contributing funds to traders who demonstrate a desire to invest in shopfront enhancement that will benefit the wider town.

A typical scheme could include an annual budget of \$50,000, with Council matching retailer contributions up to \$3,000 per retailer per year. Improvements could include facade improvement, signage improvement, lighting improvement, or street activation.

The \$3,000 Council contribution could also include provision of materials etc., rather than simply providing direct monetary assistance, if demand exists.

Retailers would be required to submit photos and receipts upon completion of enhancement works.





Fig 47: Signage around town needs to be of legible, high quality and consistent standard



Fig 48: Unique façades can character to the town and can be supported with Council enhancement schemes



Fig 50: This signage is unnecessarily obtrusive and of low visual quality

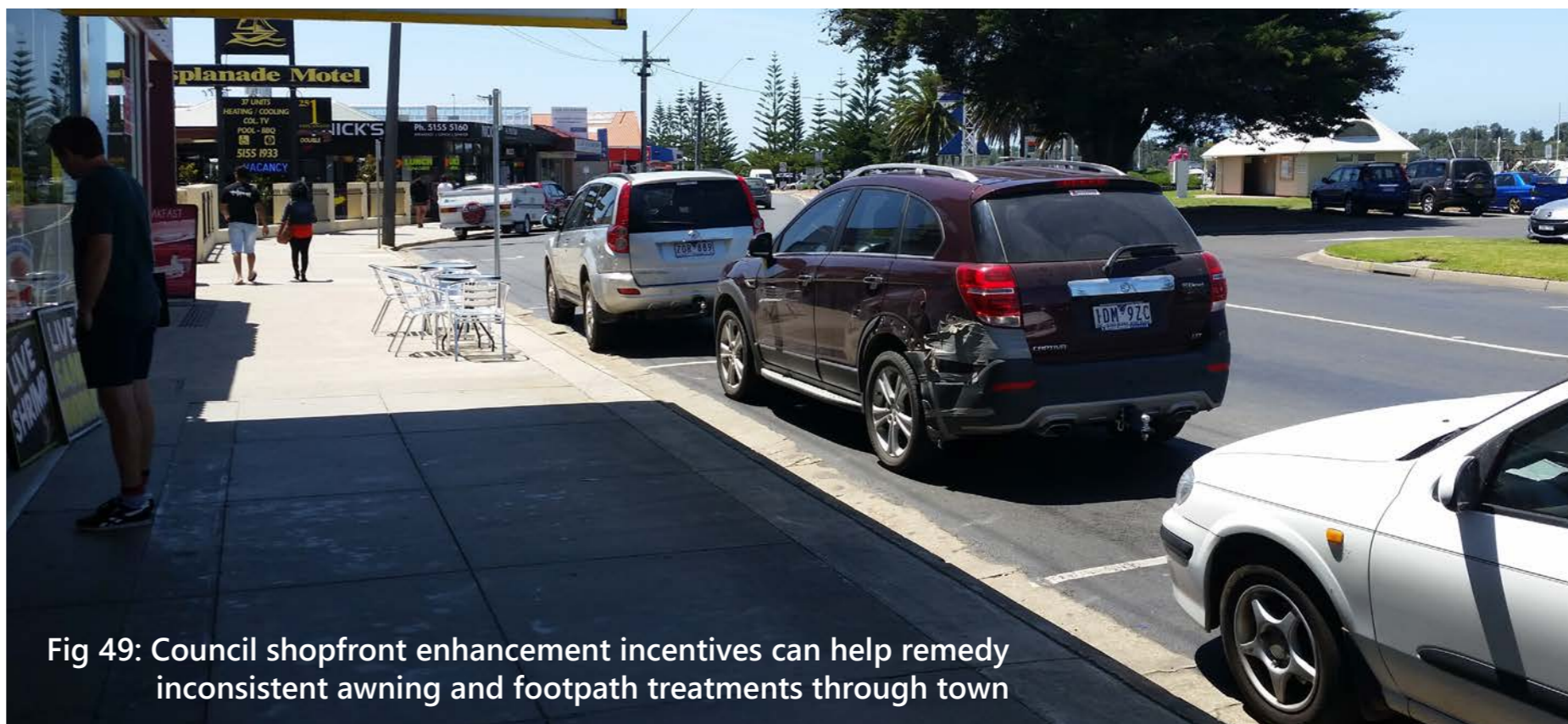


Fig 49: Council shopfront enhancement incentives can help remedy inconsistent awning and footpath treatments through town



Fig 52: Planting mature trees in existing gardens will add much needed shade and amenity to the town's streetscapes



Fig 51: Lakes Entrance has some good wayfinding signage that can be extended throughout the town in an unobtrusive manner



Fig 53: Existing bollards can be relocated and replaced by simple, sturdy examples in locations where damage is common

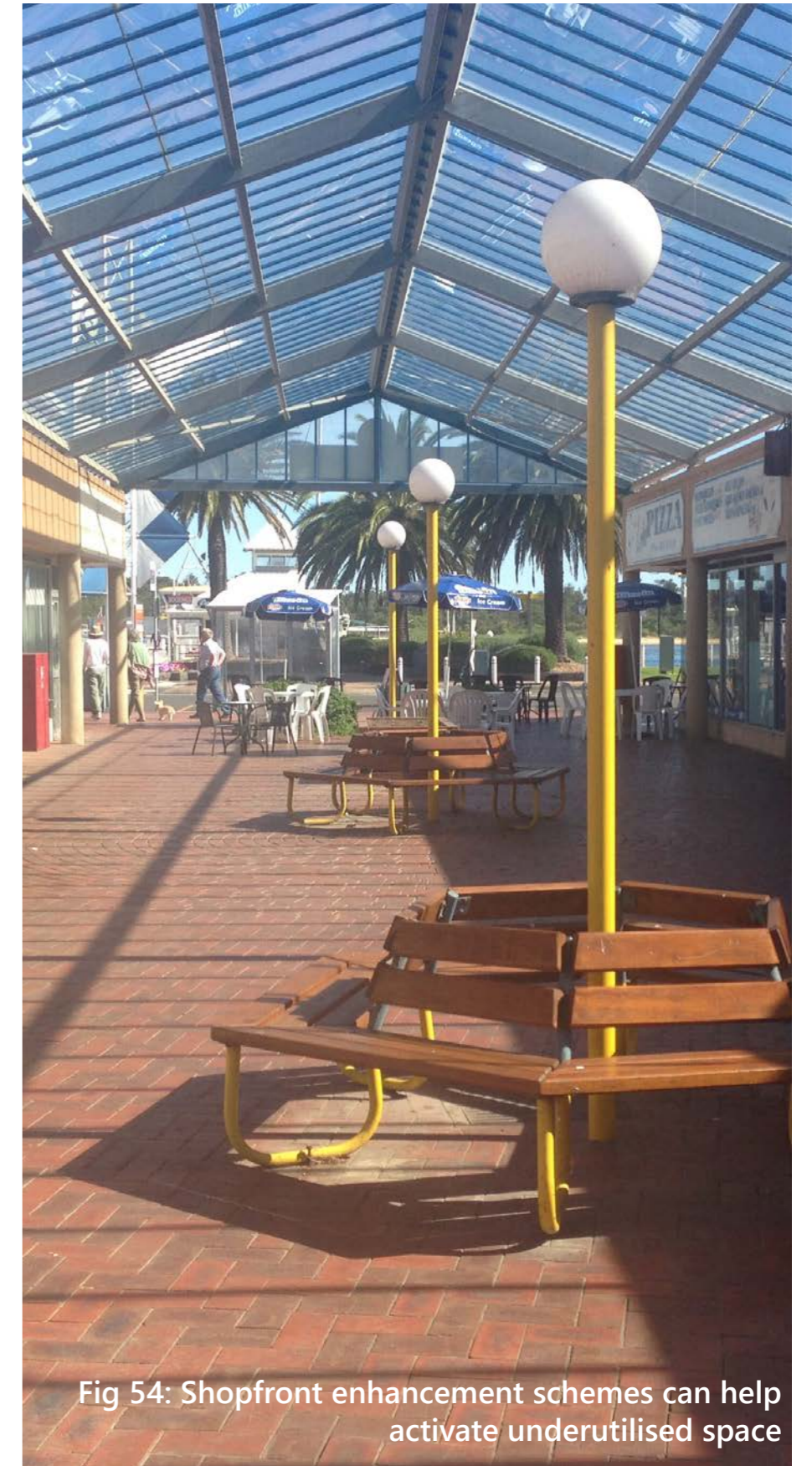


Fig 54: Shopfront enhancement schemes can help activate underutilised space



A-1

PLANNING CONTEXT

Planning Context

Myriad plans and studies have been developed and undertaken in Lakes Entrance over the last decade, however there has not been a guiding masterplan that brings all previous planning strategies and reports together, one that can offer a clearly defined set of goals and objectives for the town to achieve. This has resulted in a fragmented CBD area that has diverged into three disconnected centres.

As part of the preparation of this Plan, an extensive community engagement phase was conducted over a three-day period in late January 2016. The community expressed strongly their feelings about the state of the town particularly in relation to the previous plans and studies that have been conducted but which have failed to reach the implementation phase. Many people are apathetic due to the lack of action in the town and feel their town has missed out on the development that other towns across the Shire have enjoyed.

The development of the Lakes Entrance CBD Master Plan has been influenced by previous strategic planning documents that have been undertaken for Lakes Entrance. These documents have provided important context and guidance in relation to the planning framework subject to the study area for this project. Importantly, these documents aim to conserve and enhance Lakes Entrance by providing important directions for appropriate future development.

Our team has reviewed the extensive documentation undertaken for Lakes Entrance to understand how state and local planning policy relates to the study area. The Lakes Entrance CBD Masterplan supports the key planning documentation including the Lakes Entrance Urban Design Framework and the Lakes Entrance Foreshore Management Plan by responding to key objectives and priority projects, providing detailed design guidance and planning provisions to support a coordinated vision for Lakes Entrance.

The Lakes Entrance CBD Masterplan will offer an important element to the future planning of Lakes Entrance and compliment the visions laid out in previous planning documents. Importantly, the Lakes Entrance CBD Masterplan ties previous work together into a coordinated and appropriate planning vision with a suite of exciting projects to be achieved in the short, medium and long terms.

The following reports are relevant to the study area and have been reviewed during development of the Lakes Entrance CBD Improvement Streetscaping Plan:

Concept Master Plan for Bullock Island (2014)

Since being identified for redevelopment under several documents including the Lakes Entrance Urban Design Framework 2007 (UDF) and the Lakes Entrance Foreshore Management Plan 2011 (LEFMP), the Concept Master Plan for Bullock Island has been developed to highlight the high priority actions for consideration in order to develop the island. The Master Plan seeks to highlight the special values of the Island and its location while increasing public access to areas that are not conflicted with commercial uses. These actions are in line with the vision to achieve a high-quality, integrated design that takes advantage of the unique surroundings while creating greater recreational opportunities for visitors to Lakes Entrance.

The Master Plan identifies the following investment in facilities and infrastructure to boost tourism and recreational uses on the Island:

- Improved parking and access
- Public toilets
- Picnic facilities
- Shelters
- Playground
- Kiosk
- Landscaping

The Background Report (2009)

The Background Report is a literature review of previous planning strategies and investigations of Lakes Entrance in both a local and regional context.

The Report reviews numerous documents to understand the state of lakes Entrance in terms of its environmental considerations and future planning objectives. It also provides essential statutory planning and zoning information for Lakes Entrance and how it relates to the East Gippsland Shire Planning Scheme.

The following documents are reviewed in detail:

State Policy:

- Coastal Spaces Landscape Assessment Study, 2006
- Coastal Spaces Recommendations Report, DSE, 2006
- Melbourne 2030
- Siting and Design Guidelines for Structures on the Victorian Coast, Victorian Coastal Council, 1998
- Urban Development Program Annual Report, DPCD, 2007
- Victorian Coastal Strategy, Victorian Coastal Board, 2008

Regional Strategy:

- Art and Culture Action Plan, East Gippsland Shire, 2008
- Community Profile East Gippsland Shire, East Gippsland Shire, 2004
- Council Plan 2006-2010, East Gippsland Shire, 2007
- Disability Action Plan 20078-2009, East Gippsland Shire, 2007

- East Gippsland Bicycle Strategy Book 1 Executive Summary, 1999
- East Gippsland Community Wellbeing Plan 2005-2008
- East Gippsland Economic Development Strategy Plan, East Gippsland Shire, 2006
- East Gippsland Environmental Sustainability Strategy, East Gippsland Shire, 2005
- East Gippsland Shire Heritage Gaps Study, Context, September 2005
- East Gippsland Strategic Tourism Plan Report, 2006
- Five Year Arts and Culture Strategic Plan, East Gippsland Shire, 2006
- Gippsland Lakes Boating Amenity and Sustainable Infrastructure Study, 2008
- Gippsland Lakes Ramsar Site Strategic Management Plan, 2008

Local Planning Policy Framework

- Lakes Entrance Foreshore Strategy, 1987
- Lakes Entrance Surf Beach Precinct Strategic Works Program, 2003
- Lakes Entrance Urban Design Framework, 2007
- North Arm Foreshore and Estuary Action Plan, 1999

Lakes Entrance Strategy for Wayfinding and Walking

The strategy puts forward a set of recommendations on how to improve the walkability of Lakes Entrance, making it easy, safe and more accessible for residents and visitors to the town. The report illustrates how improving wayfinding for tourists and visitors are inexpensive and environmentally-friendly actions that have positive economic and social impacts on the town.

In summary, the strategy seeks to address the following issues:

- The quality of available maps
- The availability and quality of existing on-the-ground wayfinding maps and directional signage for pedestrians
- The availability of street-name blades and road intersections
- The quality of the walking environment
- The lack of bicycle parking places.

Lakes Entrance Urban design Framework, 2007

The Lakes Entrance Urban Design Framework (UDF) provides information relating to the future development of urban areas within the town. This project was one of several reports undertaken across the East Gippsland and Wellington Shires. The development of the urban design framework was based on the following principles:

- Enhance local character
- Conserve the environment
- Promote activity to sustain communities
- Improve access

Relevant issues that have been identified are:

- High traffic volumes along The Esplanade cause local vehicles to use the Marine Parade, Church Street & Roadknight Street route as an alternative.
- Overshadowing from higher density development.
- Changes to streetscape character due to new development.
- Potential impacts on the role of the town.
- Management of potential runoff in new developments.
- Retention of existing vegetation in foreshore areas.
- Limited opportunities for pedestrians to safely cross The Esplanade.
- Traffic calming measures should be implemented along The Esplanade.
- Car parking dominates streetscapes.
- The impact of wind and storm surges.

The framework identifies three character precincts across Lakes Entrance with preferred height limits to the study area:

- Tourist precinct: located at the west end of the town centre and will be the focus of tourism and recreation attractions. The maximum preferred height of this area is 6 storeys (18 metres).
- Lakes Residential/Accommodation Precinct: the precinct is to provide tourist and residential accommodation at lower densities. The preferred maximum height of this area is 3 storeys (10.5 metres)
- Civic/town Precinct: This precinct's focus is to enhance provision of civic services and facilities. The maximum preferred height is 6 storeys (18 metres).

Lakes Entrance Urban Design Framework – Coastal Towns Design Framework Volume 3

The Lakes Entrance Urban Design Framework is prepared to guide future development in urban areas including specific sites, small townships and metropolitan suburbs, to establish an integrated design vision for Lakes Entrance, based on community values and vision, realistic design concepts, research and analysis. While the framework is supported by the strategic guidance for Lakes Entrance, the project is part of a suite of studies being undertaken across the region therefore other nominated settlements feature in the report, including major towns in the East Gippsland Shire and the Wellington Shire.

Lakes Entrance Foreshore Management Plan, 2012

The Lakes Entrance Foreshore Management Plan has been developed to improve future use, management and development of the foreshore while protecting natural, cultural and historical foreshore values. It covers an area including The Esplanade foreshore, Cunninghame Arm from the Flagstaff area at the entrance to Lake Bunga, North Arm, Jemmys Point and Bullock Island. Three precincts have been identified for the Plan based on their linear stretches of land and water. These have been designated 'recreational precinct', 'natural precinct', and 'town precinct'.

The Plan recommends: (copied):

- Rationalising and consolidating management responsibility for foreshore areas
 - Consolidating and improving vehicle access and foreshore parking
 - Improving existing pathway networks to provide connected access within and around the study area
 - Promoting and supporting water based recreational activities at appropriate activity nodes
 - Upgrading boating facilities, particularly along Cunninghame Arm and on Bullock Island
 - Upgrading facilities and public amenities throughout the entire foreshore to establish a consistent aesthetic theme that complements the towns coastal setting and boating focus
 - Preparing a master plan for Bullock Island and a revised master plan for North Arm, to direct future development and provide detailed design and implementation plans
 - Upgrading signage to convey safety messages, direct people to destination points and providing educational material about the area
- Protecting flora and fauna values throughout the foreshore
 - Implementing an integrated pest plant and animals control program
 - Minimising fire risk by enforcing regulations and appropriately managing foreshore vegetation
 - Improving the quality of water discharged from adjoining residential commercial and industrial areas into the lakes.



A-2

COMMUNITY IDEAS

Documented Community Feedback

The following documents the feedback and community notes collected during consultation (primarily in the form of the notes displayed on the walls of the set-up-shop). Residents contributed over 500 ideas over the period of three days of intensive consultation. (*) represents individual feedback/or idea from a community member.

What is Special About Lakes Entrance?

We asked people what makes Lakes Entrance unique or special. The most commonly expressed responses are listed first:

- Accessibility to almost every outdoor activity - lake (the lake system) beach (90 mile beach) snow and forest: different water and nature experiences. Swimming in both lake and beach. Dinner on the water (*****)
- The beautiful footbridge: an icon. Special access to the beach via a bridge: a 'walking experience' (****)
- The ability to buy fresh fish off the boats. Fishing retail (****)
- The view from the entrance (the lookout as you approach the town) (****)
- Dolphins in the channel (****)
- Lots of boat ramps in centre of town which are free. Safe berthing and mooring and access to a huge system of lakes (***)
- A great place to base day trips and explore the area/region (***)
- All types of fishing (**)
- The amount of affordable accommodation and attractions. For example 18 caravan parks, 24 motels and four mini golf (**)

- The buzz in town when there are visitors, fireworks, carnival and events; town spirit (xx)
- Climate
- The foreshore: a big open space for large events in the centre of town
- Good places for young children and families to visit and explore
- Parking is freely accessible
- Working fishing town and its history
- Adventure sports – kayaking, wakeboarding
- Discovery of oil in 1927
- Topography (flat) conducive to walking
- Relaxed atmosphere over summer
- Proximity to capital cities within ~1 days drive (Melbourne, Sydney, Canberra)
- Great medical and ambulance services
- Excellent golf course

One Thing to Fix

We asked people what they would like Council to do if one thing could be fixed. Their list of needs is listed as follows:

- High quality outdoor furniture along the foreshore (point-to-point) with sheltered sitting niches, better bins, etc (*****)
- Business mentoring – lift the bar. Provide better signage to major parking locations (*****)
- Indigenous storytelling – could include canoe trips across the lakes (****)

- Remove the abandoned 'Ocean Dragon' on Myer Street corner, and replace with something visually appealing. In short term, fix up corner with billboards etc) (****)
- Fix footpaths (start with worst first / start at Myer Street) (****)
- Plant more trees to create shade and colour (especially in winter) - plant 100 trees in the next six months (****)
- Balance up parking and great places of exchange, including better use of off-street car parks (***)
- Create a high quality park destination in the centre of town – focus on water play (***)
- Balance up parking and great places of exchange, including better use of off-street car parks (***)
- Make the hubs, nodes and gathering space worth walking between and along. Create a walkable experience and get people to walk further (**)
- Make Lakes Entrance an exemplar for accessible tourism (**)
- Create a great family focused atmosphere – not second rate – with child friendly beach areas (**)
- Create pedestrian orientated main street experience
- Embrace the adventure destination – make an accessible active experience, including fitness facilities
- Beautify Myer Street and Esplanade with street trees, flowers, plants etc
- Fix the walk around the bottom of Jemmy's Point
- More parking at the entrance to lakes (the lookout)
- Release constraints in planning scheme
- Clean up shop advertising signage and frontages.

- Painting grants and a façade enhancement scheme.
- Better sporting facilities (soccer, football grandstand, etc)
- Build a quality, accessible boardwalk to the entrance
- Create a wow factor
- The University of the Third Age (U3A) needs a permanent facility – a home – in town
- Build a café at the slip for all year round access, out of the wind
- Create spaces along the foreshore to house local and international artists
- Build a walking and cycling track
- Create a sense of pride of place amongst locals in the town – consistent themes – no more ‘plonk-ism’
- The Esplanade splits the town. Break up the ‘barrier’ and help people cross the street more easily
- Provide longer bays where caravans can park (but not where they block the view.
- Investors need more certainty to invest in the town
- Provide a central place for tour buses to unload visitors
- Provide safer and more inviting street crossings (near Safeway and other destinations)

Quick Fixes

We asked the attendees what small improvements could be made in the short term as quick fixes for Lakes Entrance. Their list of needs is listed as follows:

- Fix dirty footpaths and provide more pedestrian space with quality level pavers/stone (*****)

- Plant more trees and greenery, including new planter boxes – remove excess expanses of road space (****)
- Fix the old service station site on the Myer Street corner (***)
- Provide more, and higher quality, bins throughout the town (***)
- Replace and rationalise signage, provide better wayfinding, and collect the town’s stories (including aboriginal heritage) for interpretive signage (***)
- Add colour to the town with murals, art space, or even simply painting kerbs (**)
- Move the visitor centre to a better, busier location in the centre of town – fix the fragmentation between the centre and the main street (**)
- Lighting (solar power) at the skate park. This could provide a safe place for children (**)
- Implement a façade enhancement scheme and/or workshops for local traders (**)
- Provide a visual screen using trees etc to reduce visual impact of industry within the town
- Provide more bike racks
- Draft a walking trail map and provide and supporting signage
- Powder coat the Slipway fencing black. This is aesthetically pleasing and is easier to look through, also build an elevated viewing platform so visitors can appreciate and watch the daily activities, occasional pilchard sales from the shipping trawler would be appreciated by many as this did happen prior to the fence going up, stopping this was disappointing and a little bit of Lakes atmosphere was lost when this ceased.

- Publicise fresh fish experience and retail locations
- Begin prawning and/or fishing tours based in town
- Simplify speed limits. Myer Street is 50 km per hour but Esplanade is 40/50/60 km per hour
- 40kph along The Esplanade urgently needs extending to beyond the Floating Dragon.
- Upgrade the bitumen and surface, plant Norfolks, and build a gazebo with BBQs and fish cleaning facilities adjacent to the carpark looking out over the entrance of Bullock Island
- Stainless steel bollards routinely get damaged – need a better solution re: parking space length and wheel stop location
- Designate good, safe swimming places near the main street

Good Ideas for Lakes

We asked the community for their ideas on how to make Lakes Entrance a better place. They explained their aspirations and vision for the town. Their list of ideas is listed as follows:

- Lakes doesn’t know what it is or wants to be – there needs to be a strong, unique and consistent identity to make people want to stay. There is a current lack of pride in the town.
- “The wow on the hill wanes in the town”
- Provide at least two additional pedestrian crossings across the main street, with flashing lights or clear visual cues indicating pedestrian priority
- Don’t destroy ambience of fishing town – integrate daily life with the fishing town life and character. The main street is currently disconnected from ‘fishing’.

- Tell the story of the local history. The old slip yards maintain a strong link to the town's past that should be retained and celebrated
- Restore the iconic RSL rooftop, perhaps by organising a fund raiser
- The slipway could be used for quality public gathering and event space, particularly for youth
- A 'Fisherman's Wharf', creating a direct retail link between the town and the local fishing. There is too little interaction currently
- Need function, market and community space.
- The old and disused slipway and sheds could be turned into a maritime museum with some disused fishing boats permanently mounted on frames over the slips, tourists would love this as they are wandering looking for interesting things to see.
- Town is too spread out and needs to be consolidated. Moving civic facilities like the library closer to town over time will help
- Need off-season viability - Encourage pop-up shops and starts ups in order to foster a more vibrant, interesting, all-season retail/café mix by relaxing regulatory controls
- Reduce the amount of asphalt
- Streetscaping needs to incorporate colour and character
- Build an accessible boardwalk to the Entrance (like Metung and Merimbula) and improve accessibility to surrounding lakes in general. Cunningham Arm is crying out for a boardwalk right down the south eastern side from Eastern Beach to its entrance.
- Implement a façade policy to incentivise higher quality shop fronts
- Rationalise signage, and introduce better wayfinding signage
- More Norfolk Pines along the water with coin operated BBQ's to help fund their maintenance, more tables and seating for tourists to relax and enjoy their seafood. In the years to follow these Pines will make a beautiful avenue and will give Lakes its own identity
- Create designated parking areas for RV and caravans
- Create better pedestrian environments with quality pavement materials and consistent shade to link the entire main street
- Rationalise or remove unnecessary parking restrictions
- A seasonal business opportunity is a Prawning Tour. Lots of people who do not have the equipment would like to see how it's done, have a go and take their catch home!
- Art spaces dotted along the foreshore
- Better maintenance on the footbridge, with better lights and surface treatments
- More pedestrian crossings – new crossings must be inviting and safe. This will slow the traffic down as well
- More activities for kids and youth
- A new map needs to be created, showing walks, distances etc. available on line and printed, e.g.
- Eastern Beach to Lake Bunga, via Golf Links Road, the Bunga Nature Reserve to the beach and return via beach. 6k - the circuits are endless.
- A tourist boat trip outside The Entrance should not be impossible. Locals always mention the cost of insurance being prohibitive but many other coastal towns run ocean trips - why not here?
- Need more direct access to lakes from The Esplanade
- Boat tour area and foreshore is saturated with car parks – people need to be encouraged to walk
- Create a family friendly beach/swimming option on protected, north facing beach on lake
- Encourage cycling with generous protected paths through town and beyond to key tourist sites
- Better visitor centre with better access
- There needs to be a night-time economy
- Rationalise parking areas
- Fund raiser organised for the RSL to restore the iconic roof top viewing platform before it is lost forever as this building is a treasure with its artwork and features
- Build a foreshore boardwalk
- Tell local indigenous stories through signage, street art, etc.
- Embrace eco-tourism, nature based tourism and camping

The Long Term Vision

We asked the community to identify measures that could be employed to set out the long term vision for Lakes Entrance. The community comments are listed below:

- Create a sense of excitement in town – there needs to be a wow-factor that entices visitors
- Lakes Entrance needs to be an all ages town that retains and engages young people
- Achieve a more varied, resilient employment mix with industry, etc.
- Lakes must have a recognised character/identity

- Connect the ends of town with quality development
- Achieve a vibrant, living, walking main street for people
- Put power lines underground
- Better self-promotion and visitor centre services
- Create a night time economy, particularly for youth
- A stronger industrial area to create jobs
- Turn the main street into a bike friendly, pedestrian friendly main street*
- Create business in the off season, 'destination tourism' etc.
- Boardwalks, and improved links to lakes, the entrance, etc. (incl. all ability accessibility)
- More certainty to encourage investment
- Hot sea baths with a salt water lap pool would be fantastic, this facility could offer massage and light healthy meals and be constructed opposite the shops on the rocky beach area just before the footbridge

What the Trader Community Said

In addition to the 250+ community members that attended the Set-Up-Shop, a door-to-door questionnaire was conducted on Myer Street and the Princess Highway. The project team asked traders three questions about what they value most about the town and how they think Lakes Entrance can be improved and become more prosperous in the short and long terms. The responses are listed below:

1. What's the most important feature of Lakes Entrance to retain? What's special about Lakes Entrance as it is?

- The foreshore (*****)
- The beach (*****)
- The view from the lookout as you approach Lakes Entrance (*****)
- The lakes (*****)
- The fishing industry (*****)
- The footbridge (***)
- The location (**)
- The easy living lifestyle and fishing town atmosphere (**)
- The community
- The carnival
- Jetties and boats
- The bush
- Free boat ramps
- The natural assets of the town; environmental features and tourist attractions
- A local adventure park was great for kids activities and

entertainment (rides, animals, tobogganing etc) but that closed down some years ago – possibly linked to the cost of insurance

2. What's the one thing you would do to improve the town right now (in the short term)?

- Entertainment for young kids; arcade parlour, entertainment, waterpark etc. 'the town has become boring!'
- Fix/redevelop the vacant block at the corner of Myer Street and Esplanade
- Water Park on the foreshore. More activities for kids
- Make the town more family friendly with a range of activities and child friendly facilities
- Nice trees and seating
- Improve paving throughout the town
- Give the town some 'love' by upgrading footpaths and streets.
- Utilise the beach better
- Sheltered BBQ's and family areas on the foreshore and plant boxes
- Brighten up the streets. Bright colour bollards
- Make it easier for small businesses to set up and attract new businesses
- Update marketing of the town and image of the town. Turn the town into more of a holiday destination. Make people more aware of the environment
- Update/reassess the car parking. 'The car parking is in the best spots!!'
- Develop the slipway into a tourist attraction/family,

children's activities

- Consolidate the business districts
- Get more families to the town
- Landscaping treatments on the main streets. Plant trees that could provide shade
- Improve street lighting
- More car parking
- More car parking for Myer Street traders using the vacant corner block (make it a high-rise parking block like in Melbourne)
- Exercise equipment along the foreshore
- Drainage

3. What would you do to make Lakes Entrance better and more prosperous longer term (20 years)?

- More investment in the town. Jobs, industry and development
- Employment, industry that supports the town. Grow the tourism industry
- Jobs! Young people cant get employed and ultimately leave for this reason
- More entertainment for tourists
- Make the town more tourist friendly all year round
- Make a rockpool/swimming pool on the beach/foreshore for kids. Use it as a tourist attraction and child friendly attraction. 'There is nothing here for the kids anymore!'
- Make general improvements along the foreshore (paving, parks, activities)
- Make Lakes 'closer to Melbourne' through better accessibility (roads and PT)
- Allow bigger buildings and development to take place throughout the town (no more than three stories) to attract investment
- Playgrounds along the foreshore
- More collaboration between businesses. This could go towards TV advertising.
- Encourage retailers to reinvest in their business making them more attractive. Freshen up businesses and make them appeal to a younger demographic
- More car parking spaces and disabled parking with a mix of parking conditions. The police station land was once used as a car park which was mainly used for Myer Street traders, but now they use the on-street parking.
- Invest in summer tourist attractions
- Develop Bullock Island
- Relocate The Esplanade shops to the foreshore side of the street
- 'Like it how it is! Don't want high rise. Don't lose what makes Lakes the town it is'
- Make a night time economy for young people and families
- Improve the beach and the environment
- Get gas connected to the town

A-3

COSTINGS

TBC

A-4

DESIGN GUIDELINES

DESIGN GUIDELINES

Character in town: Design guidelines

Consistency and quality are the two characteristics that Lakes Entrance needs to become an enduring destination.

The Lakes Entrance masterplan introduces dynamic new places to create visual impact and to act as a catalyst for creating a high quality experience.

The CBD Masterplan Design Guidelines help achieve incremental renewal through smaller improvements and the adoption of consistent, high quality street treatments. The major elements are summarised as follows:

1. Improved walkways – Signature areas introduce higher quality stone and concrete finishes whilst secondary footpaths are honed to expose texture and a fresh face in retail areas. Improved pram ramps and crossing treatments are recommended.

2. Continuous shade and avenue trees – New canopy trees which focus on pedestrian scale shade and provide winter sun access will be introduced in the retail streetscapes. Norfolk Pines are promoted as infill esplanade trees since they are already dominant, however some larger signature canopy trees are proposed as long term landmarks. A general pattern of providing shade trees every 6 meters is introduced on the main street walkways and carparks.

3. Enduring street gardens – Local plants should ideally feature within improved gardens supplemented with hardy species suited to street environs. Street gardens will be future proofed by good preparation, establishment and maintenance.

4. Quality street furniture – Signature areas will introduce stone walls with inbuilt litter bins, seating and pedestrian lighting which is contemporary and themed to the fishing village. A standard bin, seat

and bike rack system is suggested for ongoing development in other areas. Shelters and picnic structures should also be consistent in form and colour.

5. Colour in the landscape – A simple three colour palette for park and street structures will also support the contemporary fishing village theme.

6. Better signage – Street sign posts within the retail streetscape will be painted to raise their appearance, and old sign faces replaced with new sign faces. Interpretative signs will be purpose built into Signature Project areas to provide stories and points of interest,

7. Public art and crafts – Creative insertions into the landscape will lift the overall character and experience of Lakes Entrance. A Gateway Marker artwork of landmark proportions is proposed in The Lakes Square, and other wall and footpath artworks are suggested elsewhere to enliven the main street.

Existing Street Elements

The experience of a town comprises large visual elements as well as small details which all combine to give a sense of place. Street furniture, structures and signage are all important recurring elements which make towns function and provide contributing character.

The main streetscape furniture and structures currently at Lakes Entrance are shown on this page. The benches are variable in age and form. Painted metal frames in bright blue dominate. The park benches are very old and have poor ergonomics. The surfboard styled benches are uncomfortable and visually heavy. Generally, there is a shortage of seats throughout both the main street and the Esplanade. Litter bins are painted with stainless steel panels. There are not enough bins since there are often additional plastic wheelie-bins adjacent to the litter bin structures. There are two main types of pedestrian post-top luminaires. The streets are lit by standard highway lights which do not add to the pedestrian experience.

The picnic shelters and structures are of variable shapes and sizes. Newer shelters are painted white. The furniture and colours should be renewed over time to provide a contemporary fishing village character in a co-ordinated suite of elements.



CBD Street Furniture

The Lakes Entrance street furniture suite has been selected to create a durable and aesthetic suite of elements to reinforce the Lakes Entrance CBD Masterplan vision.

Street benches utilise a fishing village structural form. Litter bins are stainless with coloured face panels which accept a 240 litre bin and these bins provide a contemporary nautical feel. Existing bins and benches should be repurposed into other parks and places.

The Velo-link needs to be complemented by bike racks to allow bike parking along the Esplanade. A stainless nautical hoop-style rack is selected which can be fitted insitu or base plate fixed to existing paths.

Pedestrian post-top lighting needs to be extended in areas to provide safe and ambient night-time use of both the street and the Esplanade. The existing double lamp style fixture utilised near the Air-Sea Rescue foreshore area has been selected for ongoing use, since it has a clean, nautical character.

The street furniture suite is to be utilized throughout the CBD in the primary and secondary footpath areas, and in the colour scheme selected.

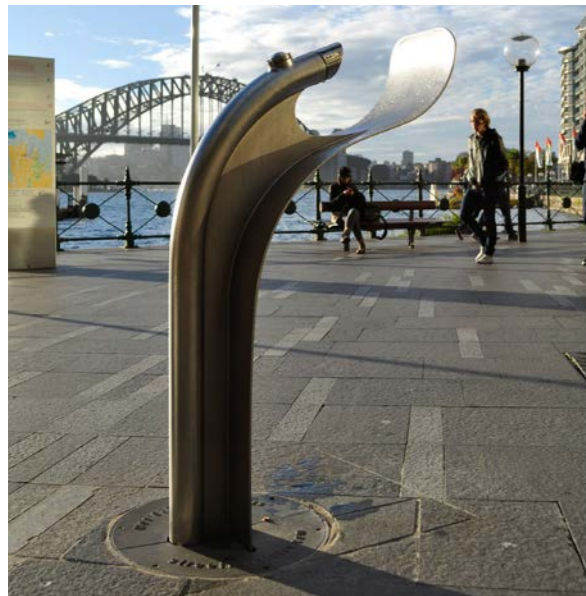
Within the Lakes Entrance Town Square, more detailed fixtures will be purpose built to provide the Square with its unique quality.



Picnic table and benches
 Type: TM4504-03
 Supplier: Commercial Systems Australia



Street bench
 Type: NL001A
 Supplier: Street and Garden Furniture Co



Drinking fountain
 Type: Arqua fountain
 Supplier: Street Furniture Australia



Rubbish bin
 Type: Aston 240L Furniture
 Supplier: Urban Fountain + Furniture



Street and park light
 Type: Existing as per parkland



Bike rack
 Type: CL302
 Supplier: Street and Garden Furniture Co



FOOTPATH STRATEGY

Footpath Strategy Plan

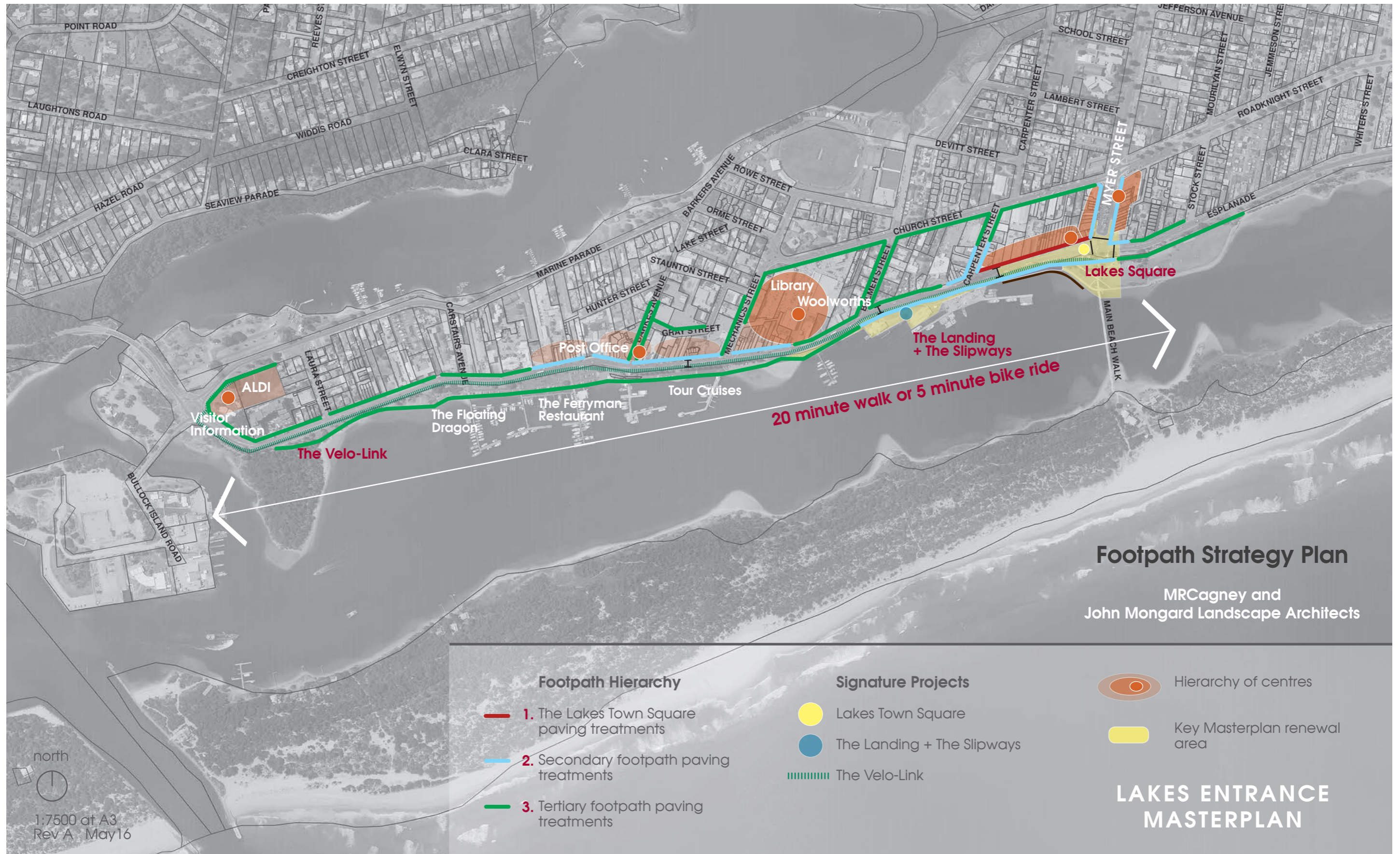
Walkways are the arteries of a town. Lakes Entrance CBD has a range of walkways and footpaths which are of a variable age and quality. Improving walkways with shaded, well made pathways is a basic element to improve the amenity and sustainability of the town.

The Lakes Entrance CBD Masterplan identifies the need to promote walkability and biking along the two kilometres of Esplanade which makes up the five retail nodes in the town.

The walkways in the CBD need to be level, illuminated, signed and shaded over time. Older footpaths can be replaced to match the new standard.

The hierarchy of footpaths reflects levels of pedestrian and retail intensity as well as a graduation of asset improvement.





1. The Lakes Town Square Paving Treatments

This signature project area needs to provide high quality and inviting finishes suited to a tourist precinct and a 'postcard worthy' destination. The pavements and finishes are of a higher order than the rest of the CBD in order to achieve this. The Lakes Town Square would be subject to a detailed design plan and a comprehensive precinct works process.

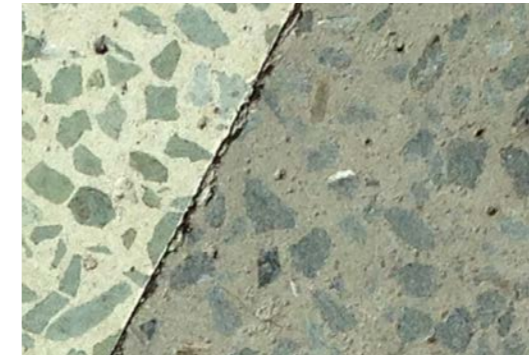
The aesthetic objectives of footpath pavements in this area are:

- To create an engaging and organic paving pattern focused on marine shapes, circles and curves.
- To create a Town Square paved area which will still look good when there are few people present.
- To create warmth, colour and texture, and integrate artworks for points of interest.
- To provide robust, long term pavements suited to intensive alfresco areas.

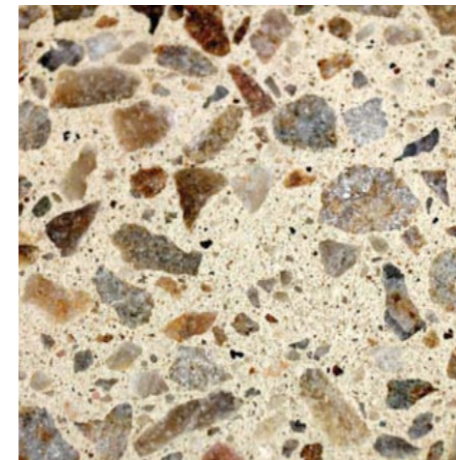
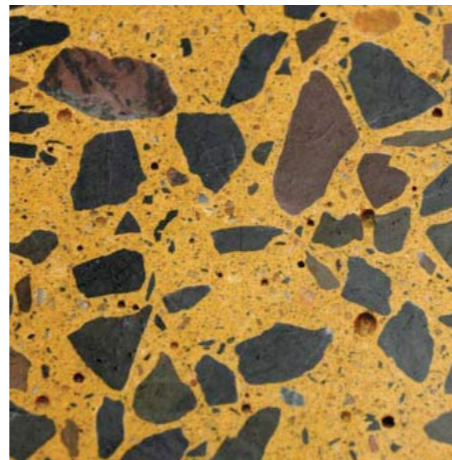
The surface finishes in the Lakes Square include:

- Areas of honed insitu concrete in warm colours forming curving areas in two tones of oxide.
- Contrasting bands and alfresco areas comprising bluestone or porphyry stone tiles laid on concrete, also in warm colours.
- Random stone surfaced feature stone walls.
- Precast concrete and stone surfaced circular seats and planter forms.

Existing honed concrete paths in parkland across from the Lakes Square Precinct.



New stone walls and stone paving panels are proposed in the Lakes Square Precinct



Two tones of warm honed concrete alternating with stone paved areas

2. Primary Footpath Paving Treatments

The primary footpath areas comprise CBD areas with adjacent shops and business uses, areas along the Esplanade and footpaths on Myer Street.

The aesthetic objectives of footpath pavements in these areas are:

- To achieve consistency of finish and quality across the CBD.
- To provide cost-effective appearance improvements in existing footpath areas.
- To encourage walking by building high amenity footpaths.

The Lakes Entrance CBD comprises of a series of retail nodes scattered over two kilometres of Esplanade. Existing walkways are predominately concrete footpaths fronting residential areas, and walkways comprising full building to kerb concrete paths adjacent to shops. The average footpath width within the retail areas is 4.2 metres.

Some retail nodes have clay paved footpaths, built mainly in the 1980 – 1990's, and these contrast with adjacent concrete paths. The most cost effective way to upgrade such a varied and long stretch of footpaths is to retain the use of concrete pavements, but to upgrade the quality. This can be achieved by renewing existing paths, and by building new concrete paths with a honed finish, principally in areas adjacent to shops and new development.



Existing shops with concrete footpaths

Existing concrete footpaths in reasonable condition within the CBD areas are to be professionally honed with a diamond honing machine to expose colour, texture and remove edges.

New footpath areas would be built in honed concrete using the standard local portland mix to allow colour matching. Professionally installed honing will remove localised trip points and wide cracks. It can be undertaken in localised areas with minimal disruption, and be designed to achieve slip ratings suited to public use areas.



Existing shopfronts with paved footpaths

Existing clay paver footpaths in reasonable condition are to be honed to provide a fresh character. When these retail areas are redeveloped, the pavements should be converted into honed insitu concrete pavements to achieve consistency of character throughout Lakes Entrance CBD.



A before and after concrete honed path



A concrete pathway after honing

3. Secondary Footpath Paving Treatments

The secondary footpath area comprise walkway in the CBD which are not in primary retail shopfront areas. They include walkways in secondary streets and lanes and walkways along Church Street and along the Esplanade.

The aesthetic objectives of footpath pavements in these areas are:

- To raise the amenity of existing footpaths
- To link all parts of the CBD with all-ability footpaths.
- To achieve a balance between amenity, maintenance and walkability.

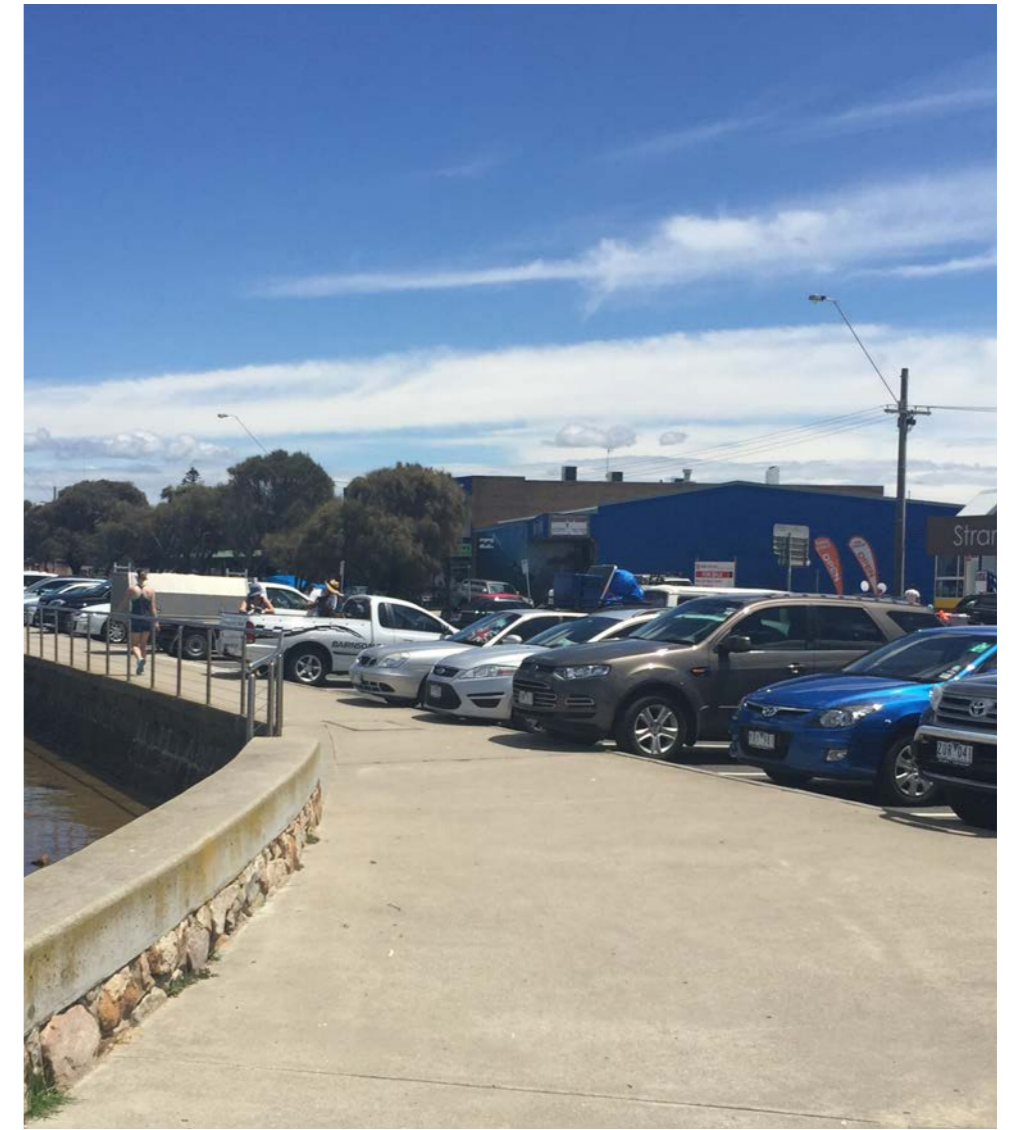
The footpaths in these areas are variable in quality, age and width. Some footpaths along the Esplanade are coloured concrete, some coloured concrete pavers and some are concrete. In all other CBD areas, paths are concrete and variable in widths.

Existing concrete footpaths are to be retained, and water blasted to clean them periodically. New footpaths are to be broom finished concrete, a minimum width of 2.2m to allow space for gophers and small wheeled vehicles as well as pedestrians. Saw cut or construction joints should occur at 3 metre spacings.

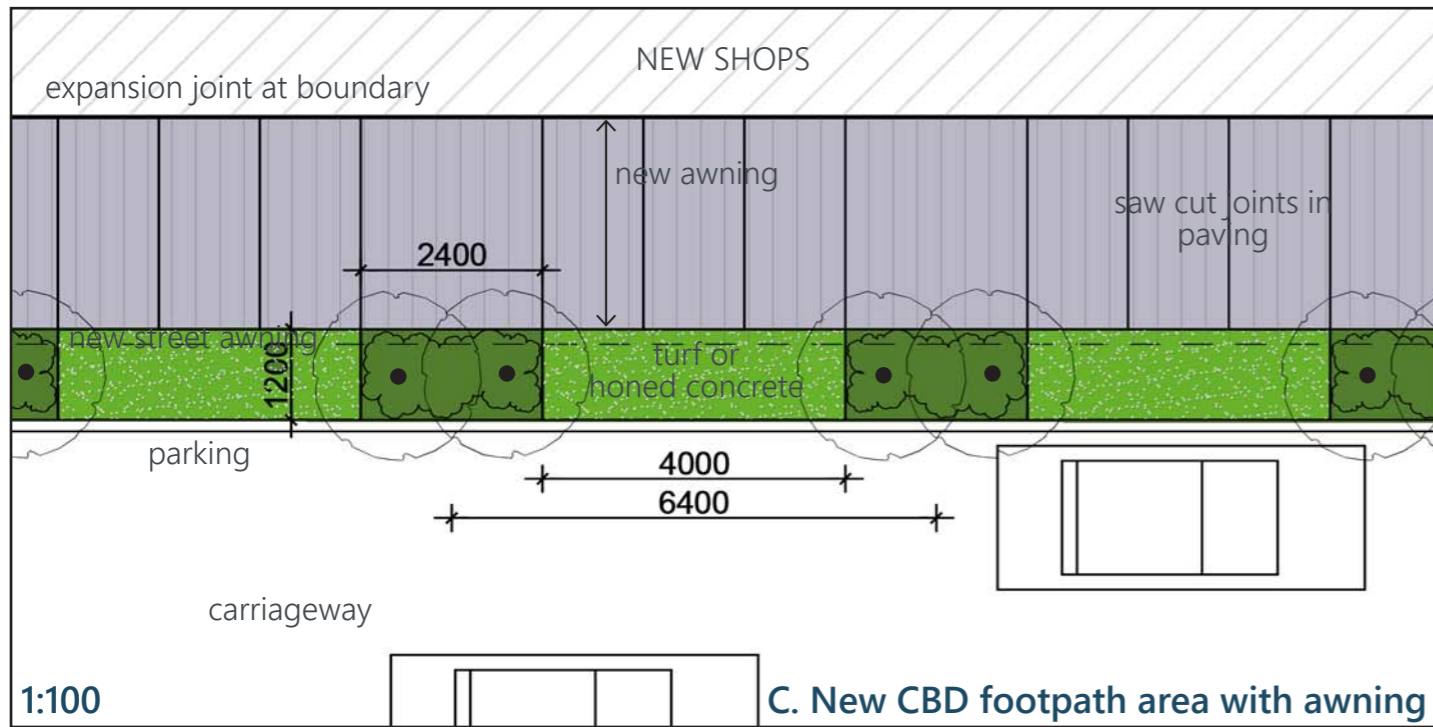
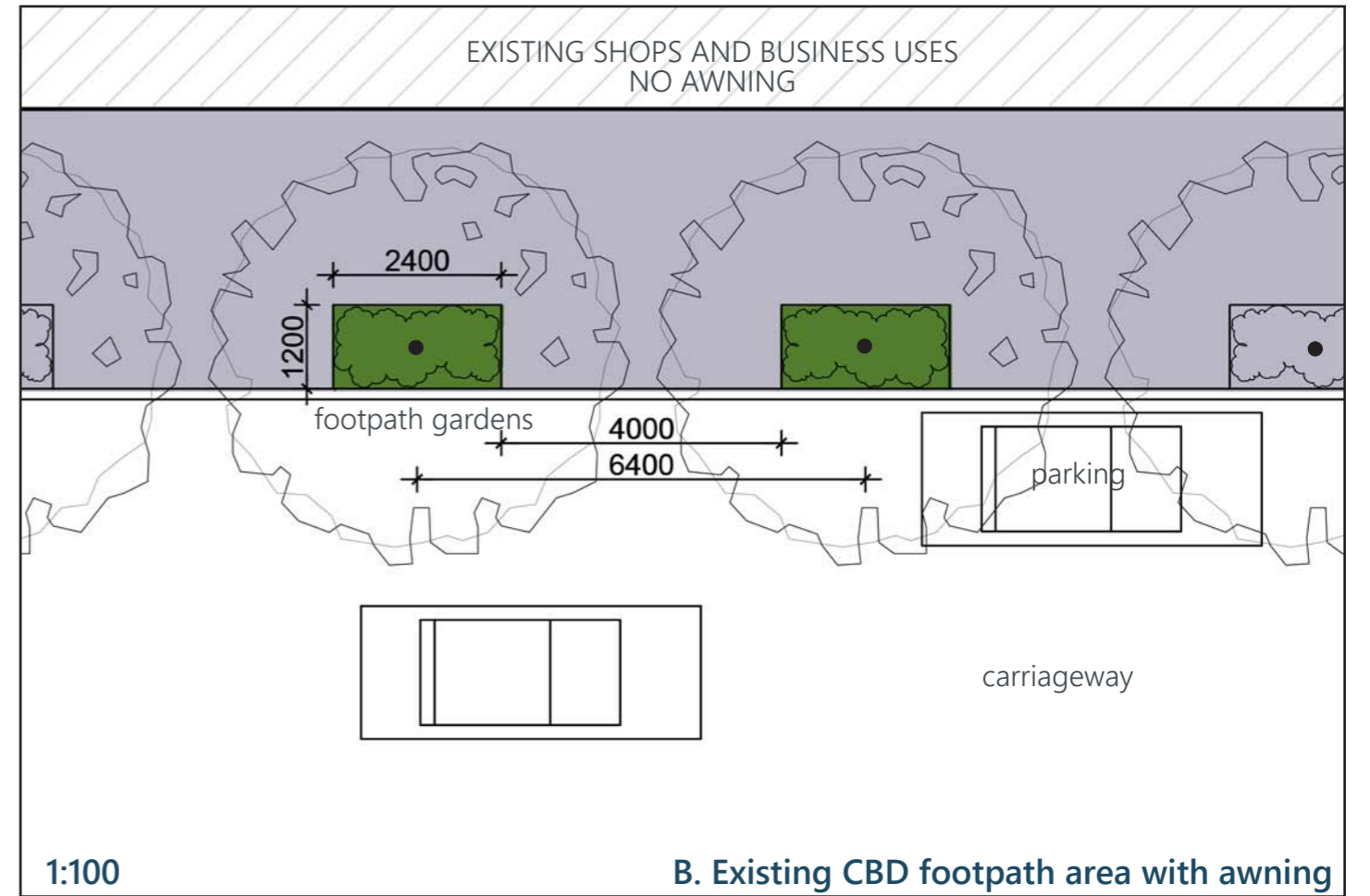
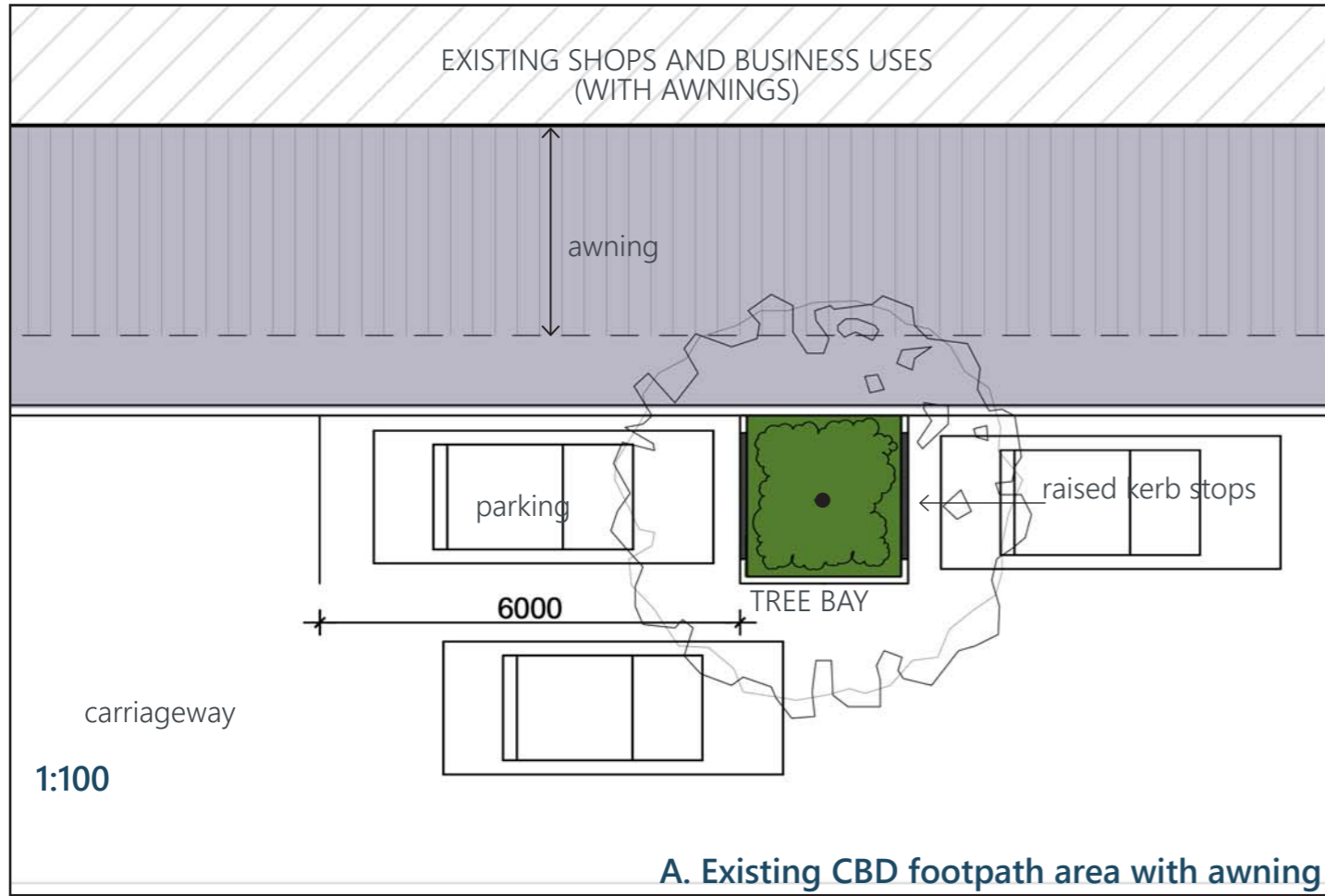
New concrete footpaths adjacent to fringe commercial buildings should be 3 metres in width and butting up to the new building with an expansion joint against buildings (compressed foam with a grey sikaflex 8mm joint above). Saw cut or construction joints occur at 4 metre spacings.



Existing concrete paths in CBD streets



Existing concrete paths on the esplanade





STREET TREE GUIDELINES

Street Tree Guidelines

Street and avenue trees are the single most effective way to improve the amenity and the character of the a town centre and these guidelines can be used for infill and renewal projects within the CBD area.

The business and retail areas along the esplanade are poorly serviced with shade trees. The esplanade walkways beside Cunningham Avenue also lack shade but there are pockets of native and exotic trees and bushland regeneration towards the eastern extremity.

The Norfolk Pine is the dominant vertical and avenue tree along the Esplanade and advanced Canary Island Palms are also evident. Clusters of native pine and eucalypt trees are scattered along the foreshore.

The Lakes Entrance township comprises a modified landscape with few remnant environmental values but with a regenerating coastal foreshore landscape.

Indigenous vegetation (pre 1750), as mapped in prior studies, identified that the most extensive and significant ecological vegetation classes which originally existed are Limestone Box Forest and Plains Grassy Forest, both classed as vulnerable and/or endangered in the bioregions (Lakes Entrance Urban Design Framework, 2007, p 10).

Existing Native trees

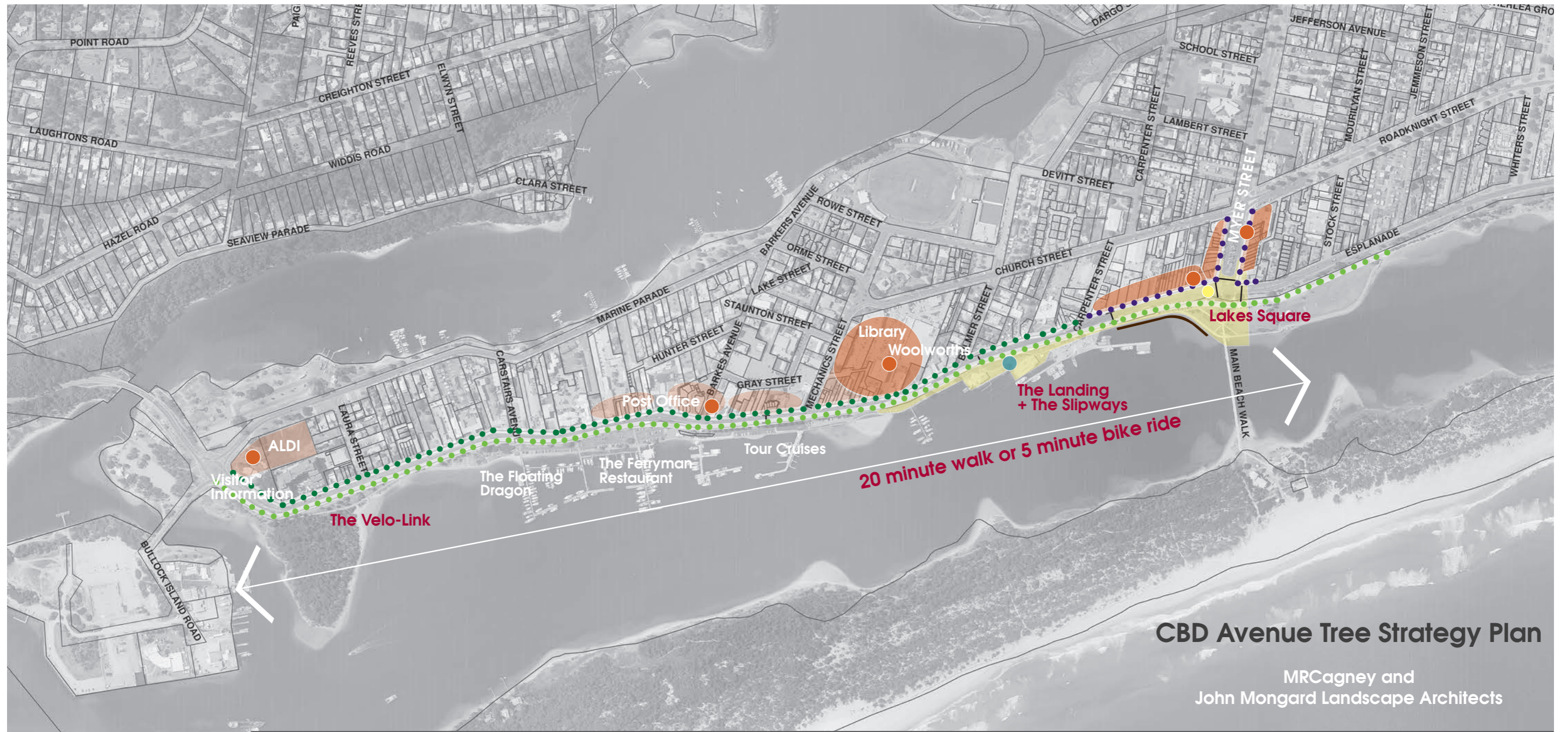
Remnant indigenous vegetation pockets and mature native trees species retain intrinsic value and act as fauna habitat. Existing native trees indigenous to the area should be retained and protected where possible. Large trees with cultural value should also be retained. Excavation for any development should

not occur within three metres of any mature tree with a trunk calliper of over 150mm, and is to be located outside of the drip line or canopy edge of the tree.

New Street and Esplanade Trees

The Lakes Entrance CBD Improvement Master Plan envisages a range of civic improvement areas, from the Lakes Town Square and adjacent Boardwalk, through to smaller projects such as improved pedestrian crossing plazas and infill avenue trees.

Tree species for the CBD will be required to fulfil a range of functional criteria including: creation of useful and seasonal shade; minimal root and canopy impacts; drought and climate change hardiness; clean trunks to maintain visibility; leaf, trunk and flower character; unique features and coastal wind/salt hardiness.



CBD Avenue Tree Strategy Plan

MRCagney and John Mongard Landscape Architects

CBD Tree Avenue Strategy

- Signature Avenue Trees: Large/medium canopy trees with deciduous habit where winter sun access is required.
- Northern Footpaths: Medium sized canopy trees with deciduous habit near alfresco / sitting areas.
- Southern Footpaths: Medium to large canopy trees on path. Vertical landmark & signature trees. Indigenous trees in mixed larger garden areas.

Signature Projects

- Lakes Town Square
- The Landing + The Slipways
- ▬ The Velo-Link

- Hierarchy of centres
- Key Masterplan renewal area

LAKES ENTRANCE MASTERPLAN

north
1:7500 at A3
Rev A May16

Street Tree Guidelines

The primary aesthetic objective of new avenue trees in the CBD are:

- To create pleasant shaded open spaces and walkways through all seasons
- To highlight local species of note which celebrate the area and meet the functional criteria
- To balance the hard landscape with long-term avenue trees

Species need to be selected on a case by case basis to suit the specific street location. Indigenous trees worthy of investigation for use include a range of Eucalypts and Acacias, however their use is subject to procurement availability and suitability for shade and street character.

The esplanade is dominated by advanced Norfolk Pines, and it is recommended that they be continued on the esplanade side of the highway verge as a linear landmark tree of cultural value to compliment the velo-link avenue.

The footpath areas in the business centre are difficult environs for trees, with the additional constraints of power lines, services, poor water and drainage access. The need for winter sun access, particularly to the shopfront footpaths which face south and are cold in winter is an important factor for outdoor alfresco dining and sitting areas. In these areas, other species will be required which create medium height canopies with clean trunks, and these trees will

need to be deciduous. The average street tree required will need to have 2.5m clean trunks and canopies would be 5-10m in diameter to shade both footpath and parked vehicles. Larger signature canopy trees would be installed in the Lakes Town Square and along the Esplanade, where sufficient area permits.

Detailed Guidelines

In the CBD street environs, trees should be procured and installed using a minimum of 100 litre bag stock (species this size have trunks wide enough to withstand vandalism). Trees to be a minimum height of three metres and trunk callipers of a minimum of 70mm. In secondary street areas, lanes or car parks, 75 litre bag stock should be used and double hardwood stakes provided for wind and vandalism protection.

Ex-ground species should be selected for signature and high visibility areas and these trees would be two metre clear trunk, over five metres in height, and have trunk callipers a minimum of 90mm. Typically these trees would be 800mm diameter root stock in bags or cages. These procurement conditions require lead time and strongly determine species choice.



Sketch of proposed tree planting within new gardens cut out of existing footpath areas

Non Indigenous and Exotic Street Trees

The following additional garden plants would be suitable to use in the CBD gardens subject to availability and meeting localised functional criteria:

CBD Street and Esplanade Trees

Larger sized trees (7-15m ht)

| | |
|---------------------------------|---------------------------------|
| Acacia implexa | |
| Angophora bakeri | <i>Narrow-leaved Apple</i> |
| Angophora costata | <i>Smooth-barked Apple</i> |
| Angophora hispida | <i>Dwarf Apple Myrtle</i> |
| Brachychiton populneus | <i>Kurrajong</i> |
| Eucalyptus camaldulensis | <i>River Red Gum</i> |
| Eucalyptus nicholii | <i>Narrow-leaved Peppermint</i> |
| Eucalyptus viminalis | <i>Manna Gum</i> |
| Fraxinus pennsylvanica | |
| 'Cimmzam' Cimmarron™ | |
| Fraxinus pennsylvanica | |
| 'Urbdell' - Urbanite | |
| Liquidambar styraciflua | |
| 'Rotundiloba' | |
| Lophostemon confertus | <i>Brush Box</i> |
| Melia azedarach 'Elite' | <i>White Cedar</i> |
| Nyssa sylvatica 'NXSXF' -Forum™ | |
| Stenocarpus sinuatus | <i>Firewheel Tree</i> |
| Ulmus parvifolia 'Todd' | |



Sketch of proposed planting beside the new Velo-Link

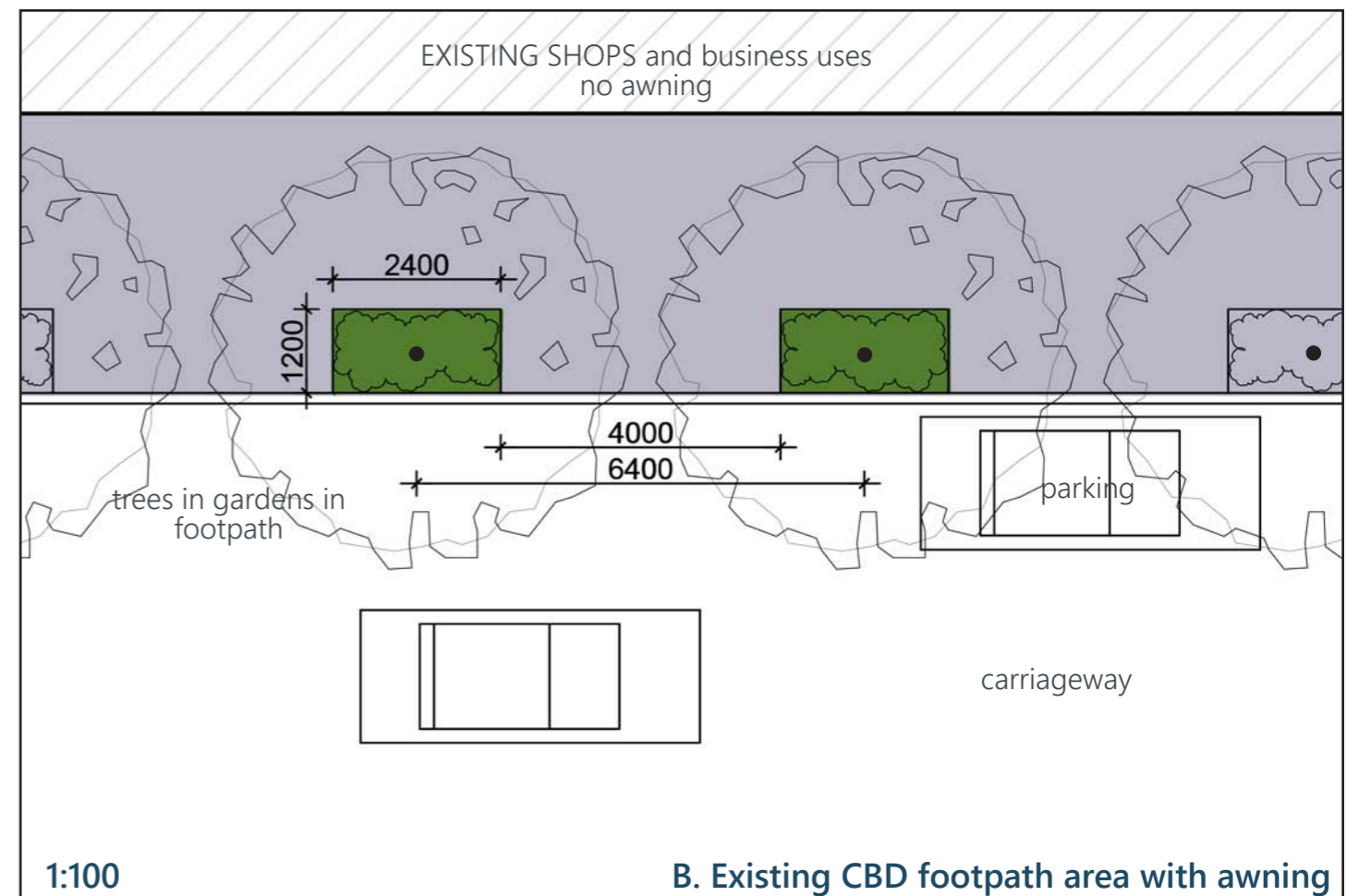
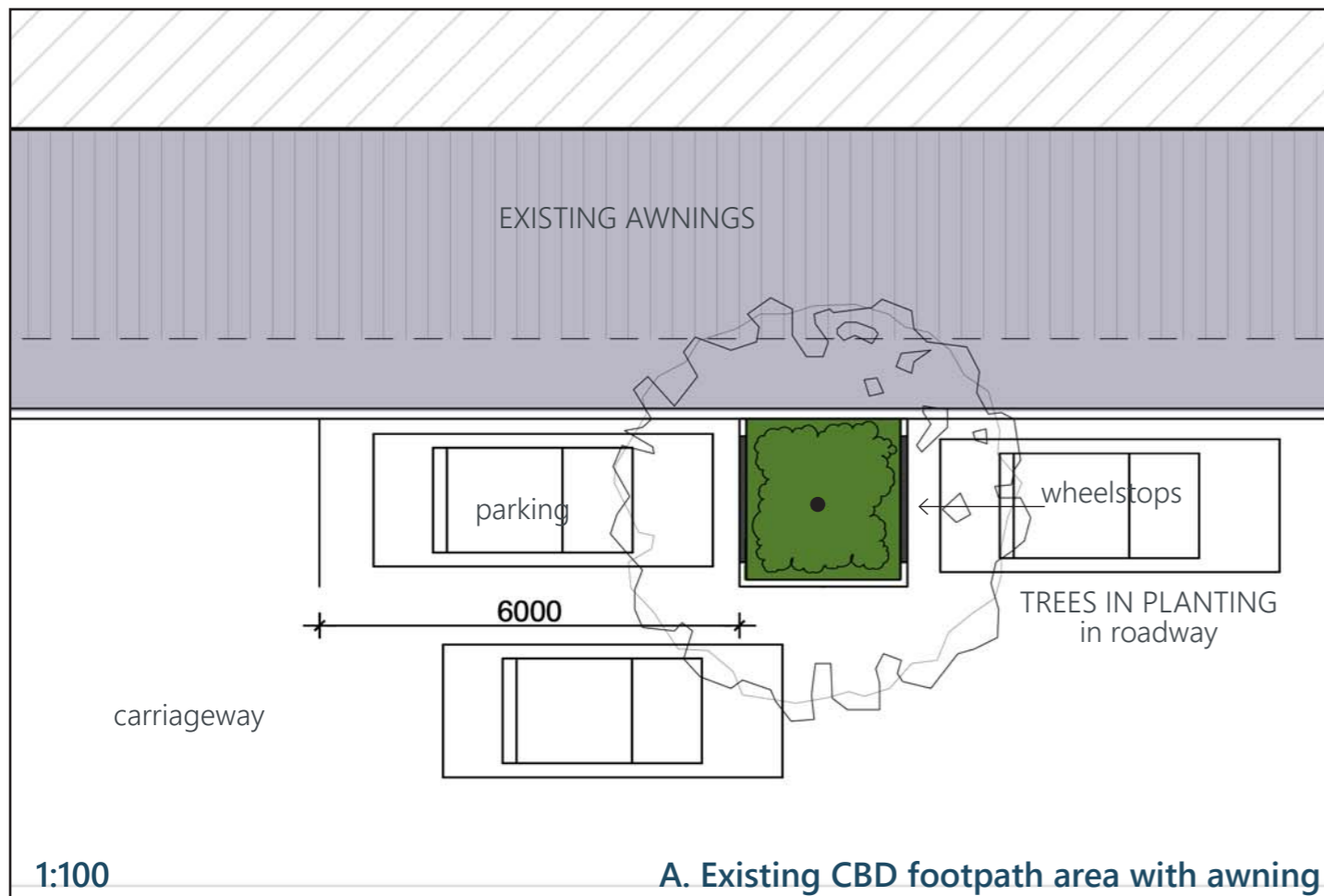
On the esplanade side of the Highway, vertical landmark trees interspersed with large canopy shade trees will be utilized. The Velo-link project rationalizes parking and repurposes areas into a continuous open space.

Medium sized trees (5-8m ht)

| | |
|--|----------------------------|
| Acacia dealbata | <i>Silver Wattle</i> |
| Acmena smithii | <i>Lilly Pilly</i> |
| Banksia integrifolia | <i>Coast Banksia</i> |
| Brachychiton populneus x acerifolius | |
| 'Bella Donna' | |
| Corymbia citriodora 'Scentuous' | |
| Eucalyptus leucoxydon 'rosea' | <i>Yellow Gum</i> |
| Hakea salicifolia | <i>Willow-leaved hakea</i> |
| Lagerstroemia fauriei 'Fantasy' | |
| Lagerstroemia fauriei 'Townhouse' | |
| Leptospermum lanigerum | <i>Woolly Tea-tree</i> |
| Melaleuca alternifolia | <i>Snow in Summer</i> |
| Melaleuca linariifolia | <i>Flax-leaf Paperbark</i> |
| Pyrus fauriei | |
| 'Westwood' Korean Sun™ | |
| Pittosporum bicolor | <i>Cheesewood/Banyalla</i> |
| Pyrus calleryana x betulaefolia 'Edgedell' - Edgewood™ | |
| Pyrus ussuriensis | <i>Manchurian Pear</i> |

Vertical and landmark trees and palms

| | |
|------------------------------|----------------------------|
| Acer x freemanii 'Armstrong' | |
| Acer x freemannii 'Scarsen' | |
| - Scarlet Sentinel™ | |
| Acer rubrum 'Bowhall' | <i>Red Maple</i> |
| Allocasuarina littoralis | <i>She-oak</i> |
| Allocasuarina torulosa | <i>Forest She-oak</i> |
| Araucaria heterophylla | <i>Norfolk Island Pine</i> |
| Eucalyptus citriodora | <i>Lemon-scented Gum</i> |
| Ficus obliqua | <i>Small-leaved Fig</i> |
| Ficus rubiginosa | <i>Port Jackson Fig</i> |
| Fraxinus pennsylvanica | |
| 'Lednaw' - Aerial™ | |
| Liquidambar styraciflua | |
| 'Oakville Highlight' | |
| Quercus palustris | |
| 'Pringreen' Green Pillar | |
| Phoenix canariensis | <i>Canary Island Palm</i> |

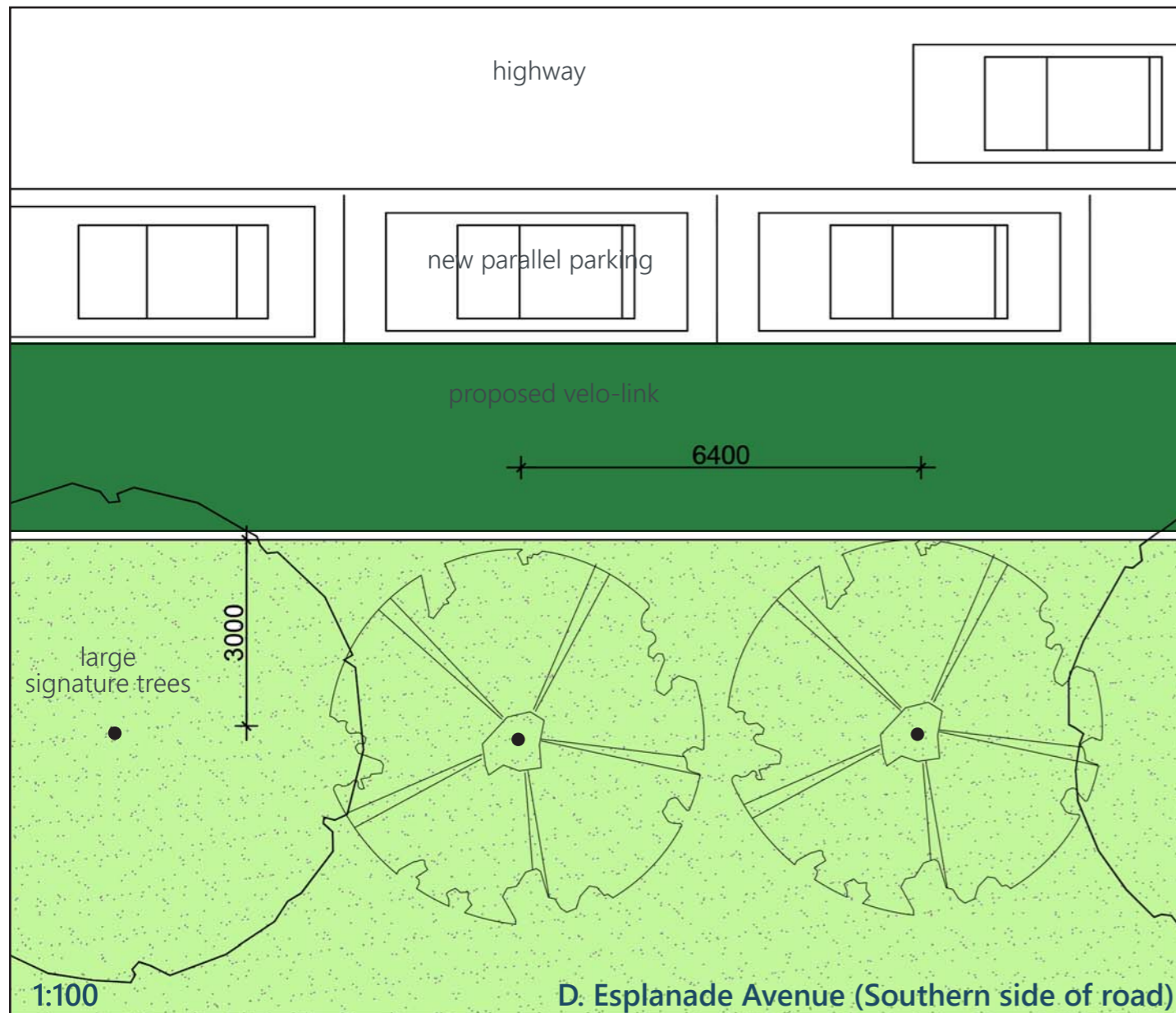


Footpaths in the CBD are generally 4.2 metres wide. These guidelines for tree planting show three typical situations:

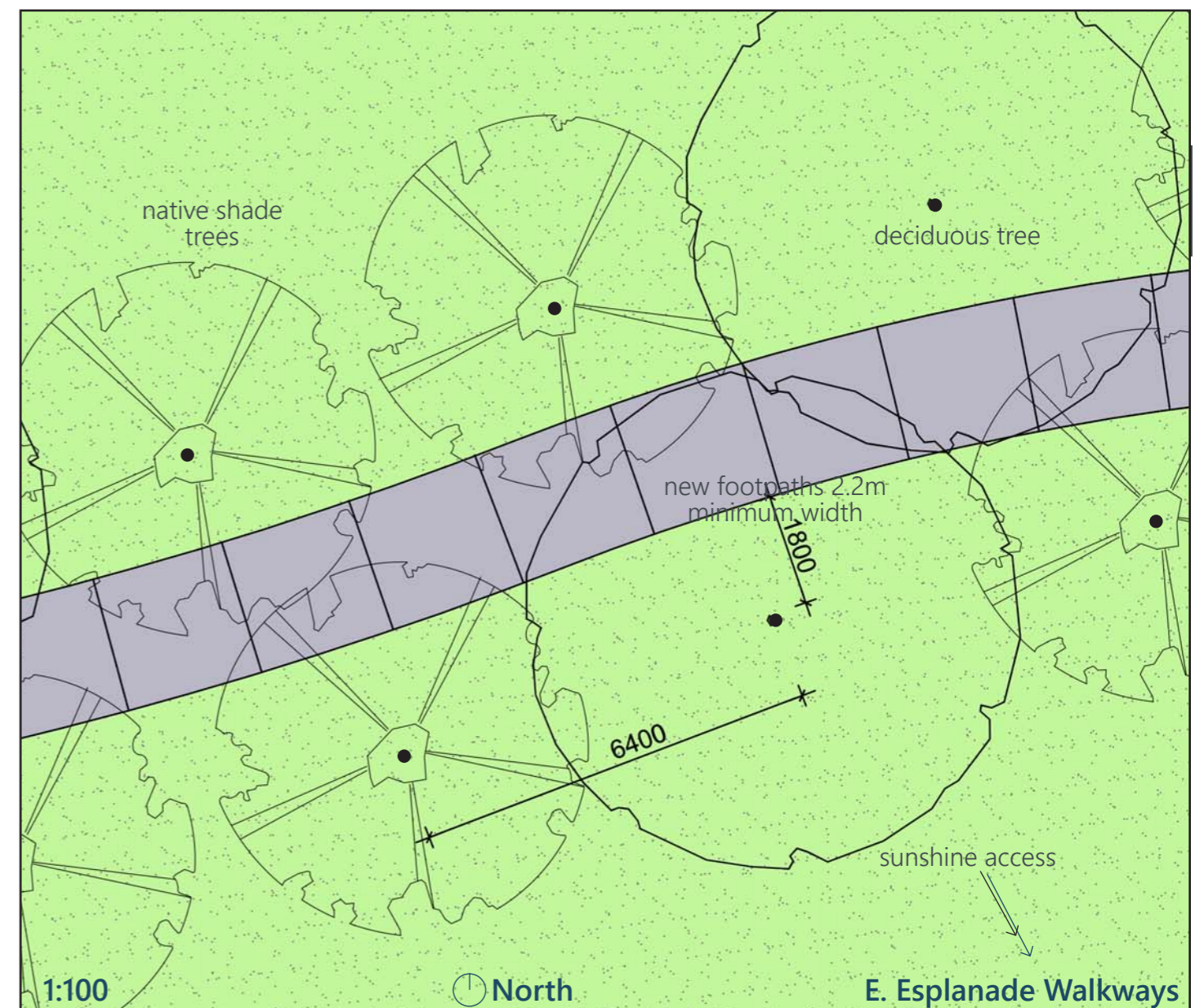
A. Where there are existing awnings on the footpaths, trees can be incorporated into the parking zone by adjusting line marking and creating tree buildouts. These will occur to suit localised conditions and to create a continuous avenue. One tree every four parking bays is the preferable spacing.

B. Where there are no existing awnings, footpath tree buildouts can be installed, with trees every 6.4 metres to achieve shade and a continuous avenue character.

C. In new CBD development areas, a 1200mm wide tree buildout can be incorporated into the works, utilizing columnar / smaller trees designed for the location.



D. On the southern side of the highway, the proposed Velo-link is to be complemented by corridors of vertical/landmark trees to reinforce the existing landscape character and to create a consistent columnar avenue.



E. On the southern side of the highway and within park reserve areas, existing and new walkways are to be complemented by shade trees in staggered rows with some intermixed deciduous trees for winter sun.



PLANTING GUIDELINES

Planting Guidelines

CBD gardens and plantings share many of the same constraints as street trees, including the need for drought hardiness, suitability to sandy soils, ability to withstand hot, hard environs, vandalism and coastal conditions.

New public realms are proposed for the CBD which will feature gardens which can be future-proofed for these impacts through good design: by falling pavements to gardens (water harvesting), by building in long term drainage and organic growing media and through design, minimising any pedestrian impacts.

Indigenous vegetation of the Limestone Box Forest and Lowland Forest of the Gippsland Plains provides a palette of local plants worth utilizing in CBD gardens, subject to meeting functional criteria and ability to procure from nurseries. Other native species from the coastal dunes, lowland forest and drainage gullies also provide potential species.

Garden Plant Palette: Native local species

Native species from the local biosystems which may be suitable for various CBD street environs subject to availability and meeting localised functional criteria include:

Small trees and large shrubs

| | |
|--------------------------|--------------------------|
| Acacia dealbata | <i>Silver Wattle</i> |
| Acacia implexa | <i>Lightwood</i> |
| Acmena smithii | <i>Lilly Pilly</i> |
| Allocasuarina littoralis | <i>Black She Oak</i> |
| Exocarpos cupressiformis | <i>Cherry Ballart</i> |
| Melaleuca paludicola | <i>River Bottlebrush</i> |
| Pomaderris aspera | <i>Hazel Pomaderris</i> |

Shrubs (1-5 metres in height)

| | |
|----------------------------|----------------------------------|
| Allocasuarina verticillata | <i>Drooping She-oak</i> |
| Hakea sericea | <i>Silky Hakea</i> |
| Indigofera australis | <i>Austral Indigo</i> |
| Leptospermum continentale | <i>Prickly Tea-Tree</i> |
| Leptospermum laevigatum | <i>Coast Tea-Tree</i> |
| Leptospermum myrsinoides | <i>Heath Tea-Tree</i> |
| Melaleuca parvistaminea | <i>Rough-barked Honey-myrtle</i> |
| Myoporum insulare | <i>Common Boobialla</i> |

Shrubs (less than 1 metres in height)

| | |
|-----------------------|------------------------------|
| Hibbertia acicularis | <i>Prickly Guinea flower</i> |
| Hibbertia obtusifolia | <i>Grey Guinea flower</i> |
| Myoporum insulare | <i>Common Boobialla</i> |
| Olearia lirata | <i>Snowy Daisy-bush</i> |
| Olearia viscosa | <i>Viscid Daisy-bush</i> |

Ground covers and climbers

| | |
|-----------------------------|---------------------------|
| Austrodanthoia spp. | <i>Wallaby Grasses</i> |
| Austrostipa spp. | <i>Spear Grasses</i> |
| Ajuga australis | <i>Austral Bugle</i> |
| Chrysocephalum apiculatum | <i>Common Everlasting</i> |
| Correa reflexa | <i>Common Correa</i> |
| Dianella caerulea var. cae. | <i>Paroo Lily</i> |
| Dianella tasmanica | <i>Tasman Flax-lily</i> |
| Dichondra repens | <i>Kidney weed</i> |
| Hardenbergia violacea | <i>Purple Coral-pea</i> |

Helichrysum scorpioides
Hibbertia acicularis
Hibbertia obtusifolia
Kennedia prostrata
Lomandra filiformis
Lomandra longifolia
Pandorea pandorana
Poa spp.

Button Everlasting
Prickly Guinea Flower
Grey-leaf Guinea Flower
Running Postman
Wattle Mat-rush
Spiny-headed Mat-rush
Wonga Vine
Tussock Grasses

Garden Plant Palette: Other hardy non-indigenous plants

The following additional garden plants would be suitable to use in the CBD gardens subject to availability and meeting localised functional criteria:

Small trees and shrubs

| | |
|--------------------------|---------------------------------|
| Banksia marginata | <i>Silver Banksia</i> |
| Banksia integrifolia | <i>Coast Banksia</i> |
| Banksia serrata | <i>Saw Banksia</i> |
| Bursaria spinosa | <i>Sweet Bursaria</i> |
| Calistemon citrinus | <i>Crimson Bottle Brush</i> |
| Calistemon pallidus | <i>Lemon Bottle Brush</i> |
| Callistemon sieberi | <i>River Bottle Brush</i> |
| Grevilla rosmarinifolia | <i>Rosemary Grevillea</i> |
| Grevillea miqueliana | <i>Oval-leaf Grevillea</i> |
| Hakea eriantha | <i>Tree Hakea</i> |
| Hakea nodosa | <i>Yellow Hakea</i> |
| Leptospermum laevigatum | <i>Coastal Tea Tree</i> |
| Leptospermum myrsinoides | <i>Heath Tea Tree</i> |
| Leptospermum obovatum | <i>River Tea Tree</i> |
| Myoporum insulare | <i>Boobialla</i> |
| Olearia lirata | <i>Snowy Daisy Bush</i> |
| Olearia myrsinoides | <i>Daisy Bush</i> |
| Olearia ramulosa | <i>Twiggy Daisy Bush</i> |
| Prostanthera decussata | <i>Dense Mint Bush</i> |
| Prostanthera lasiantha | <i>Victorian Christmas Bush</i> |
| Pultenaea daphnoides | <i>Large-leaf Bush-pea</i> |

Small shrubs and groundcovers

| | |
|----------------------|------------------------|
| Bauera rubioides | <i>Native Dog Rose</i> |
| Brachyscome rigidula | <i>Leafy Daisy</i> |

Dampiera stricta
Dianella tasmanica
Dianella revoluta
Dianella longifolia
Goodenia ovata
Hardenbergia violacea
Helichrysum scorpioides
Indigofera Australia
Linum marginale
Scaveola ramosissima
Spyridium parvifolium
Xerochrysum bracteatum

Blue Dampiera
Tasman Flax Lily
Black Anther Lily
Flax Lily
Hoop Goodenia
Native Sarsparilla
Common Everlasting
Austral Indigo
Native Flax
Hairy Fan Flower
Dusty Miller
Golden Everlasting

Ground covers, clumping and climbing plants

| | |
|--------------------------------------|------------------------------------|
| Acaena novae-zealandiae | <i>Bidgee-widgee</i> |
| Anigozanthos 'Big Red' | <i>Kangaroo Paw</i> |
| Anigozanthos Hybrid | <i>Kangaroo Paw</i> |
| Bush Gem 'Bush Revolution' | <i>Kangaroo Paw</i> |
| Brachyscome multifida | |
| 'break of day' | |
| Bulbine bulbosa | <i>Bulbine Lily</i> |
| Carpobrotus glaucescens | |
| Chrysocephalum apiculatum | <i>Clustered Everlasting Daisy</i> |
| 'yellow buttons' | |
| Chrysocephalum semi. | |
| Crassula blue bird | |
| Correa glabra | <i>Rock Correa</i> |
| Correa reflexa | <i>Common Correa</i> |
| Dianella caerulea | |
| Festuca glauca | |
| Gaura lindheimeri 'Pearl' | |
| Grevillea longifolia x tetra. | <i>Red Hooks</i> |
| Isopogon anemonifolius | |
| Leucospermum glabrum 'carnival red' | |
| Pimelea ferruginea 'pink solitaire' | |
| Pimelea ferruginea 'white solitaire' | |
| Poa labillardierei | <i>Common Tussock-grass</i> |
| Rosa hybrid | <i>Flower Carpet Scarlet</i> |
| Senecio serpens | |
| Themeda triandra | <i>Kangaroo Grass</i> |
| Wahlenbergia stricta | <i>Tall Blue-Bells</i> |
| Westringia mundii | |

CBD Public Art and Craft



Pavement inlays



Gateway sculpture



Small street sculptures



Aerial artworks suspended from overhead structures



Sculptural seats

The themes of fishing village and natural bushland lake setting provide compelling imagery to create streetscape character in Lakes Entrance. The Lakes Square Project is the place to feature a large commissioned gateway sculpture and to install unique sculptural seats with smaller sculptures within gardens.

Pavement inlays are cost effective ways to provide localised detail within parts of the CBD primary footpaths. Overhead structures are also potential places to combine lighting, shade and suspended artworks, particularly near alfresco dining.

Each CBD precinct upgrade could include an allocation of 5% for art built-in to help create a postcard-worthy destination within the CBD. Public art and craft can be procured by letting an expression of interest with an art brief which has the theme, budget and functional/aesthetic parameters. Artists can be selected from this process and engaged to develop works in tandem with the streetscape improvements. This process can be used to select craftspeople and graphic designers who can assist with customised furniture and interpretive signage.

CBD Colour Guidelines






Exterior roof:
To be painted Dulux
Slipper Satin

Gutters/Trims/Fascias:
To be painted Dulux
Shadow Blue

Posts:
To be painted Dulux
Scholarship



| COLOUR | TYPE | LOCATION/USES |
|--|---|--|
|  | A DULUX SLIPPER SATIN (OFF WHITE) P42.B1 | Public shelters / picnic structures: Repaint rooves, new roof structures Toilet facilities: Repaint walls, new walls |
|  | B DULUX SHOLARSHIP P37C6 | Repaint existing timber slatted benches Toilets: Repaint rooves, new roof structures |
|  | C DULUX SHADOW BLUE P37D7 | New steel work for street benches, litter bins and other steel furniture (where steel is painted) Public shelter / picnic structures: New and repainted posts, gutters, trims Toilet facilities: Gutters, trims Street lights and pedestrian structures |

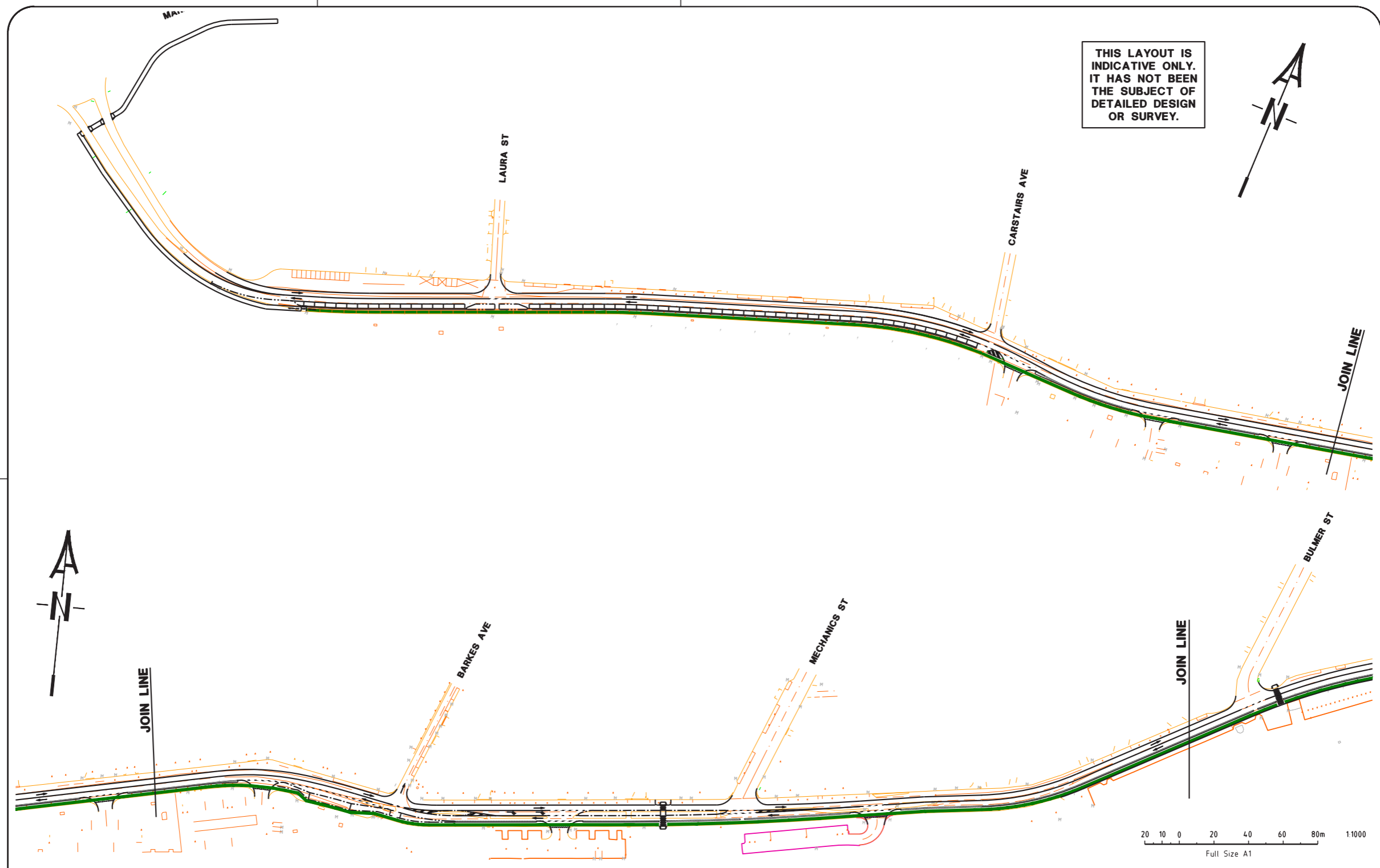
Colour in the landscape is an important consideration for the character of a town. Many small elements in the street create an ensemble of colours. Currently there is a range of colours used for Council street furniture, signage and lighting. These colours do not create a co-ordinated character.

A three colour palette has been developed to allow all future civic structures and furniture to be painted in a harmonious colour range suited to a contemporary fishing village theme.

When structures require repainting, these colours should be utilised. When new structures or street furniture is ordered, these colours should be specified.


A-5

PLANS



| | | | | |
|--------------|--|---|------|----------------|
| Project: | | LAKES ENTRANCE CBD IMPROVEMENT MASTER PLAN | | |
| | | VELO-LINK BIKEPATH OVERALL LAYOUT PLAN | | |
| SHEET 1 OF 2 | | No. | Date | Amendment |
| | | A | 3/16 | ORIGINAL ISSUE |
| | | | | Chk/App |

| | | | | |
|----------|----------|-------|----|--------|
| Design | | Sheet | of | Sheets |
| Drawn | WMC | | | |
| Checked | | | | |
| Approved | | | | |
| Date | MAR 2016 | | | |
| Datum | | | | |
| Scale | 1 : 1000 | | | |



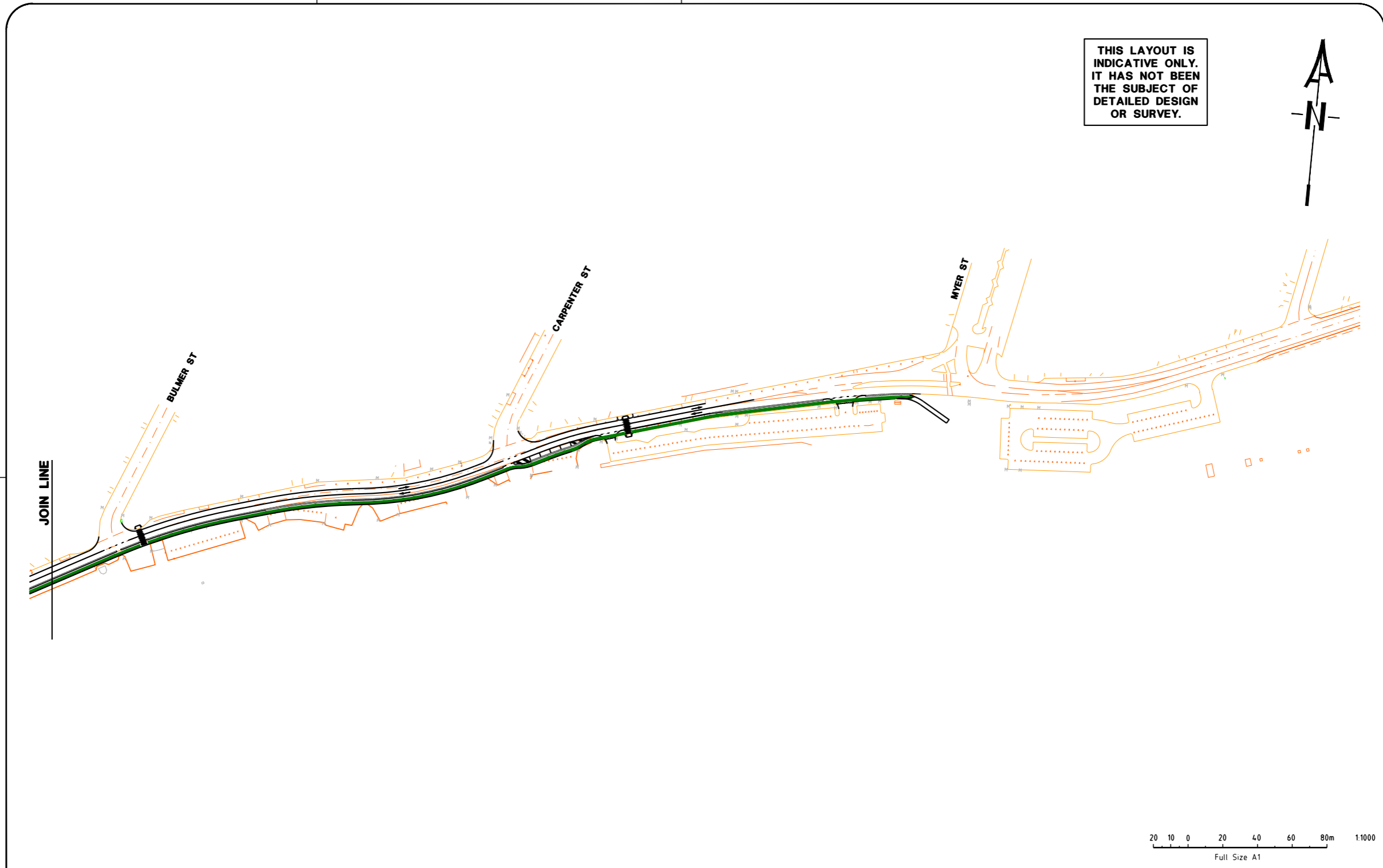
Level 1
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PO Box 2185
Milton
Brisbane Q. 4064


Drawing No.
5831-PR20

ABN 11093 336 504



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|--------------|------|---|-----------|---------|
| Project: | | LAKES ENTRANCE CBD IMPROVEMENT MASTER PLAN | | |
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| Design | |
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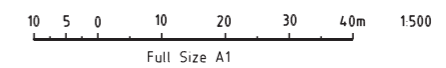
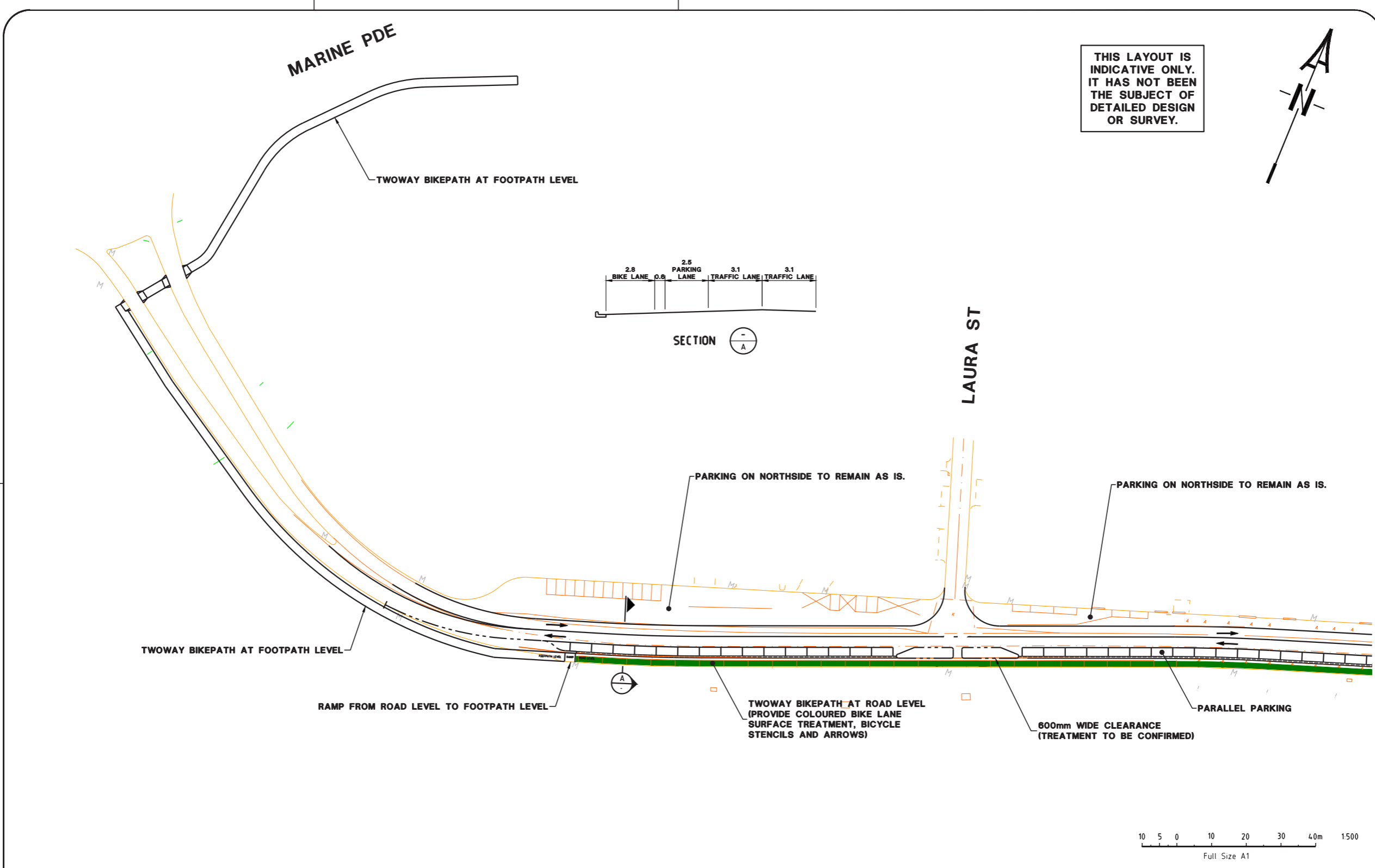
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Drawing No.
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| Project: | | LAKES ENTRANCE CBD IMPROVEMENT MASTER PLAN | | |
| | | VELO-LINK BIKEPATH LAYOUT PLAN BETWEEN MARINE PDE & LAURA ST | | |
| No. | Date | Amendment | Chk | App |
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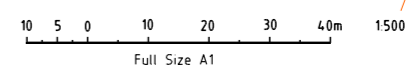
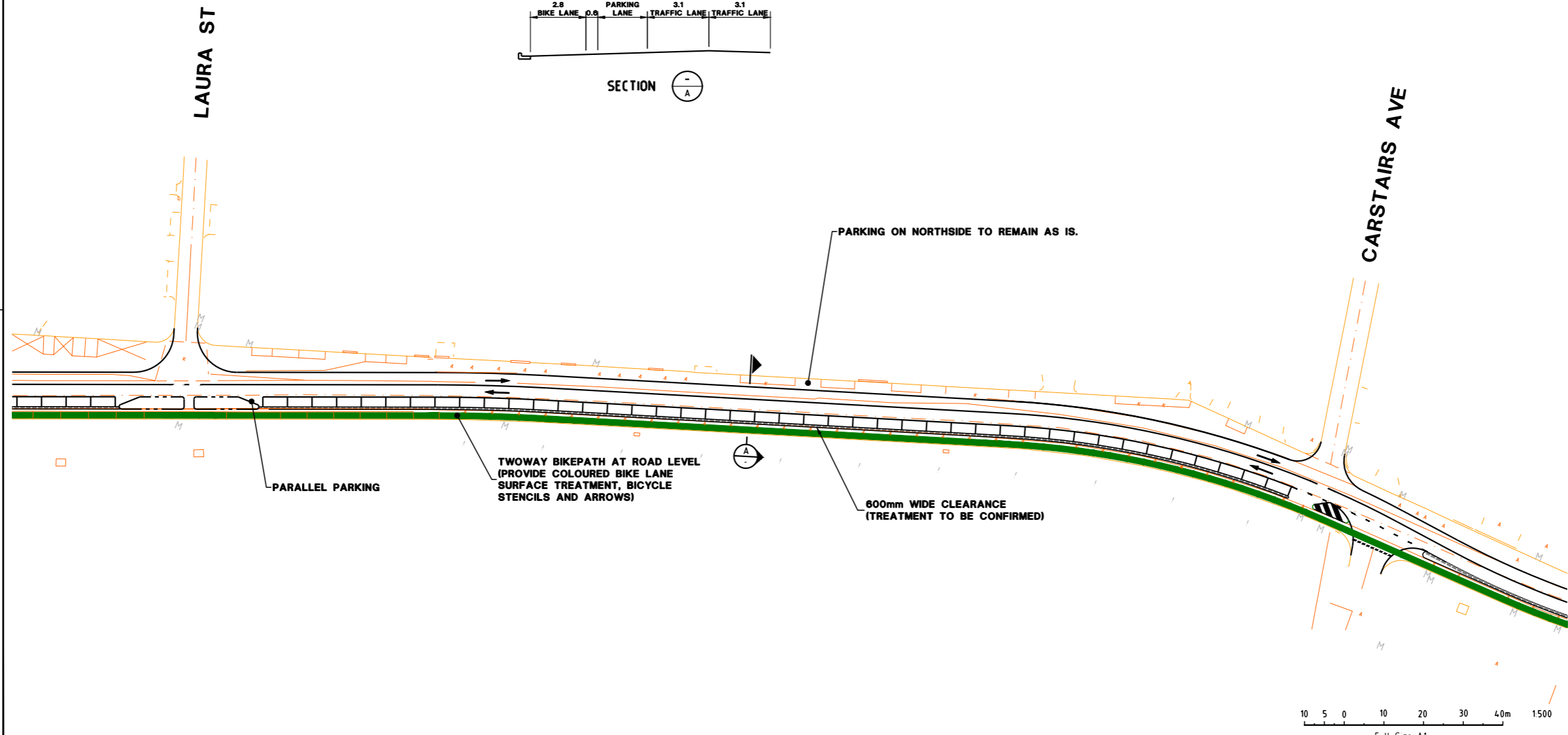
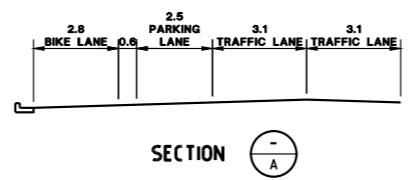
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| | | VELO-LINK BIKEPATH LAYOUT PLAN BETWEEN LAURA ST & CARSTAIRS AVE | | |
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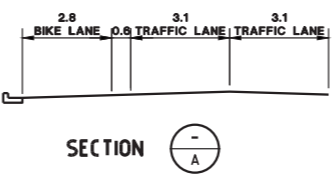
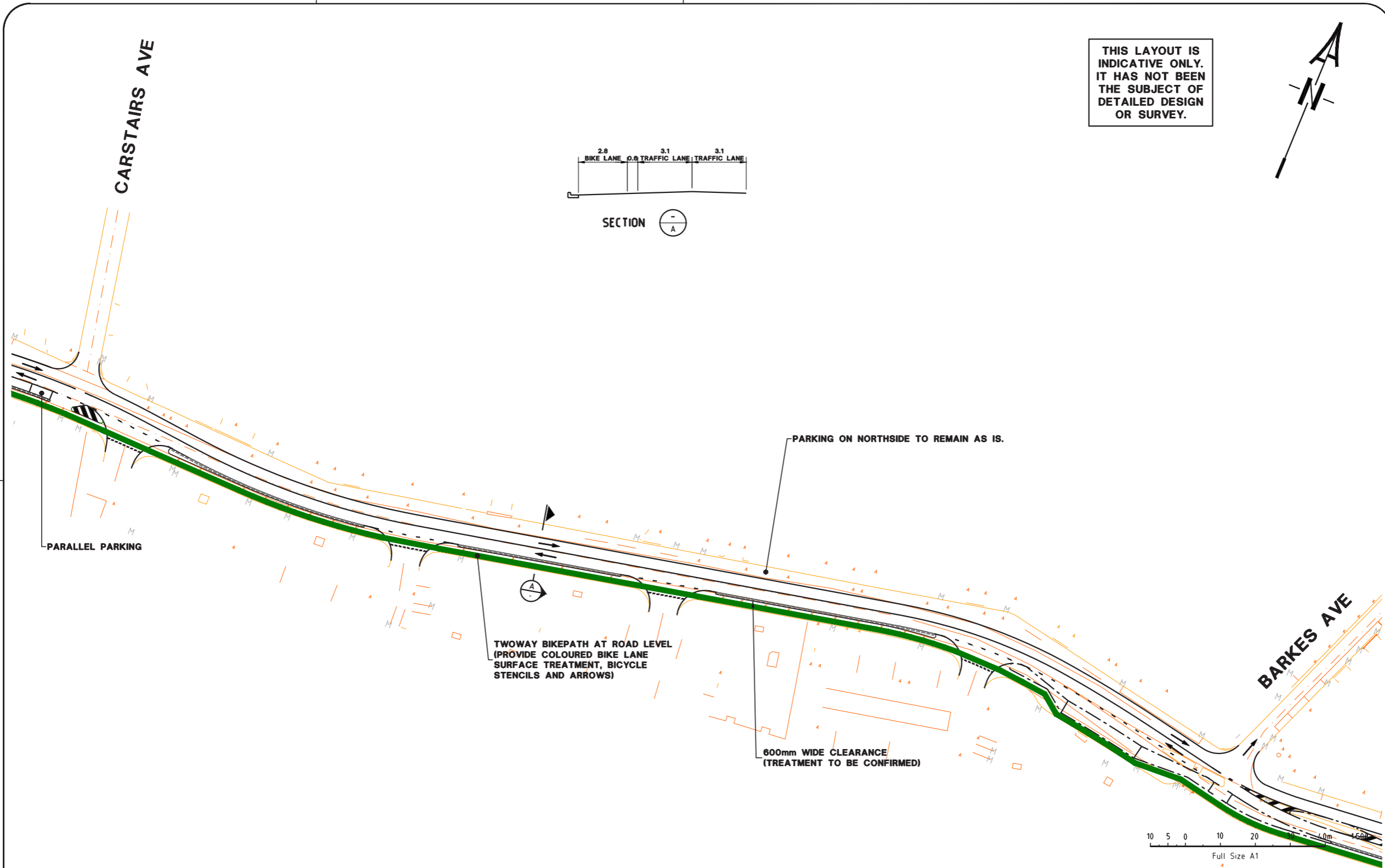
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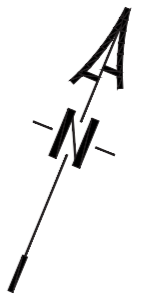
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| VELO-LINK BIKEPATH LAYOUT PLAN BETWEEN CARSTAIRS AVE & BARKES AVE | | | |
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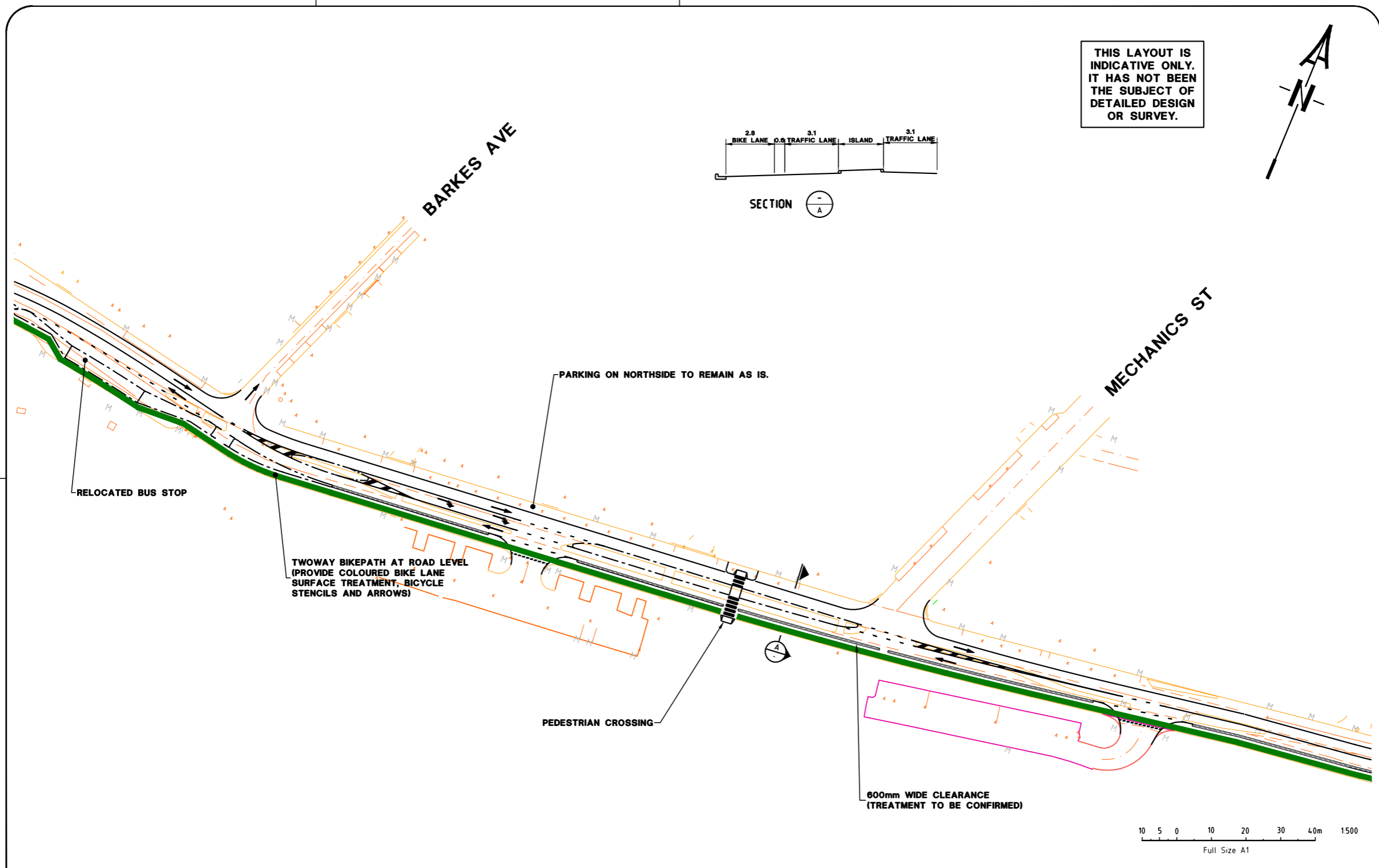
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| Project: | | LAKES ENTRANCE CBD IMPROVEMENT MASTER PLAN | | |
| | | VELO-LINK BIKEPATH LAYOUT PLAN BETWEEN BARKES AVE & MECHANICS ST | | |
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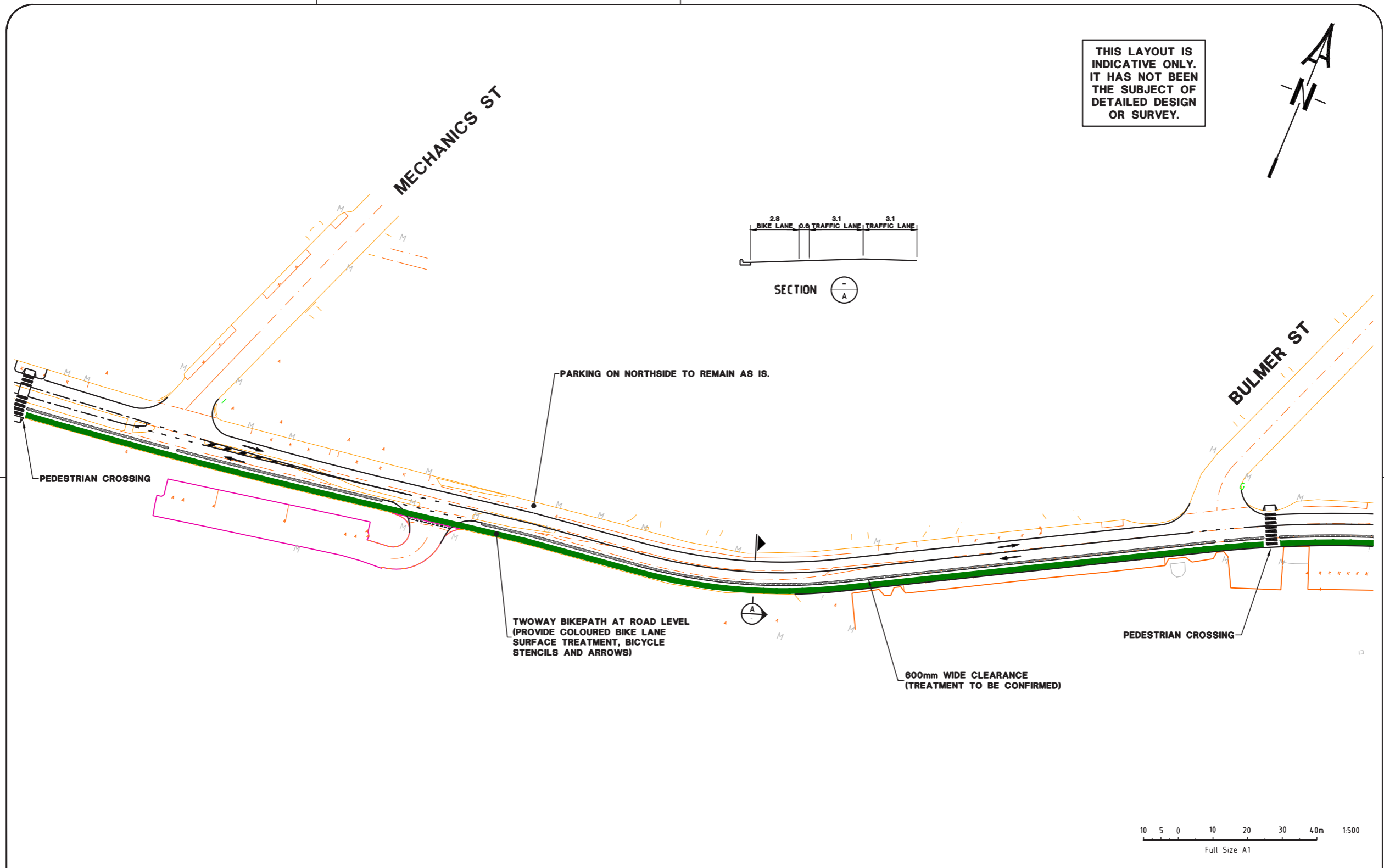
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| VELO-LINK BIKEPATH LAYOUT PLAN BETWEEN MECHANICS ST & BULMER ST | | | | |
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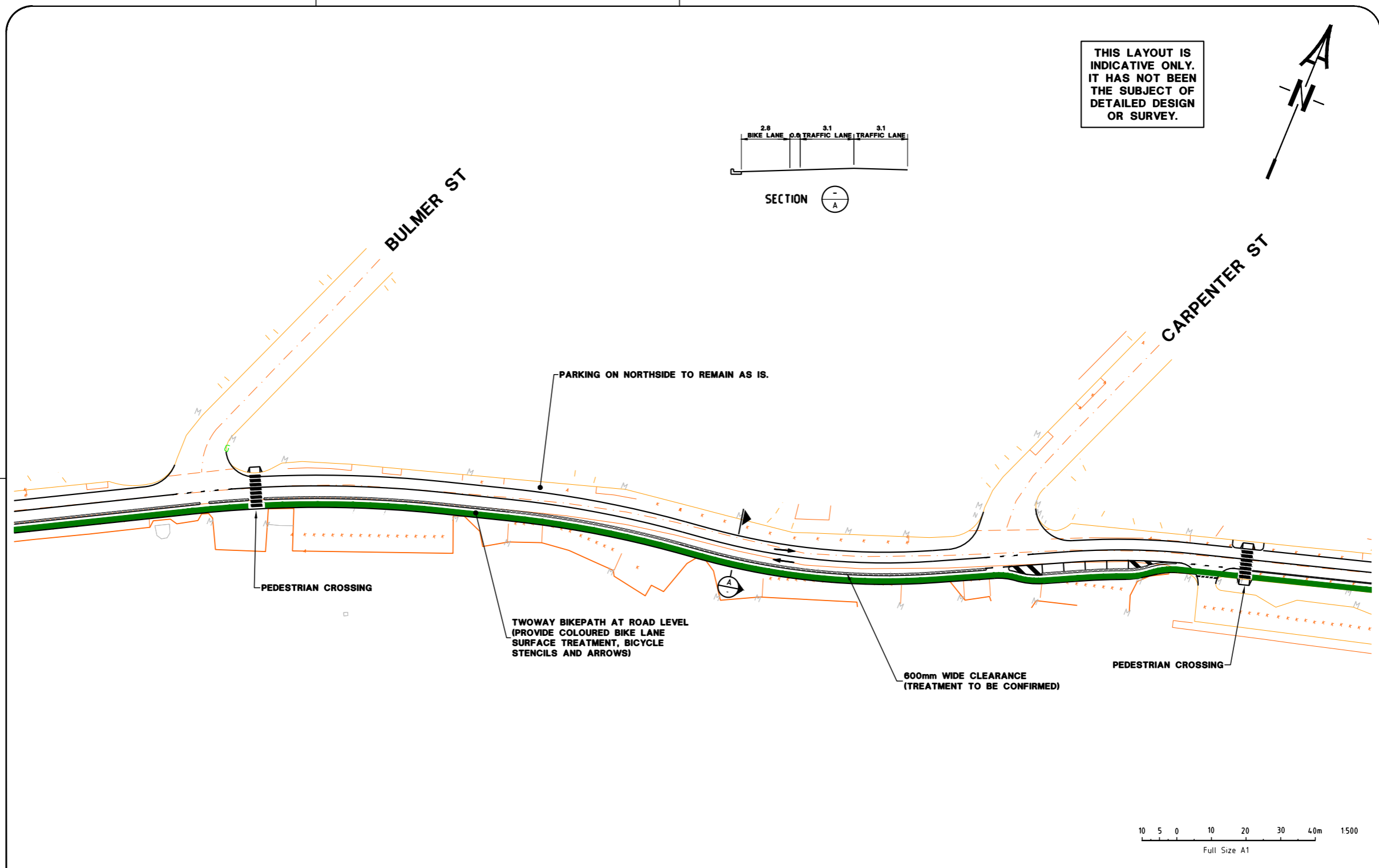
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| | | VELO-LINK BIKEPATH LAYOUT PLAN BETWEEN BULMER ST & CARPENTER ST | | |
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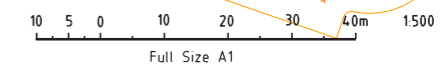
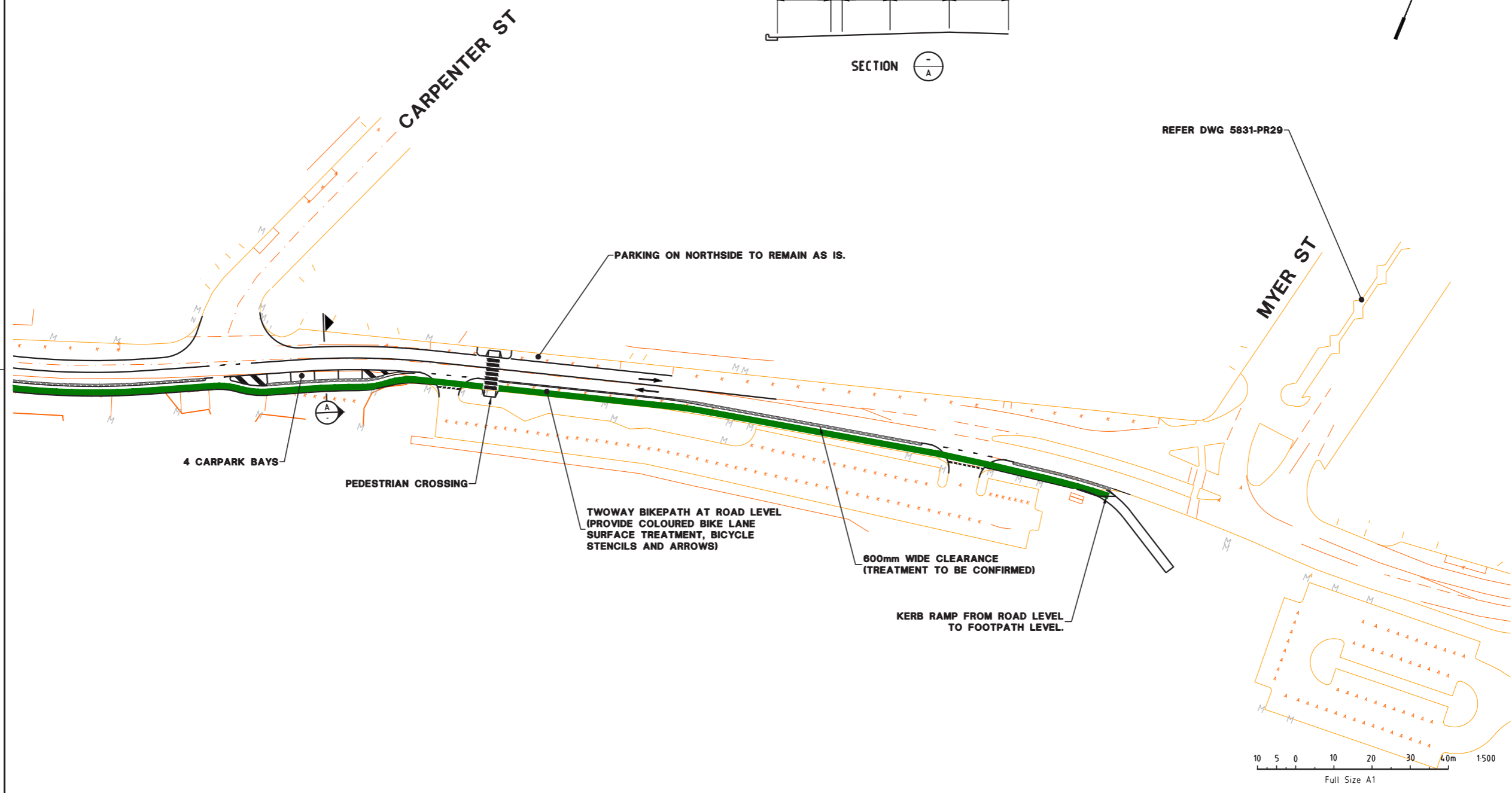
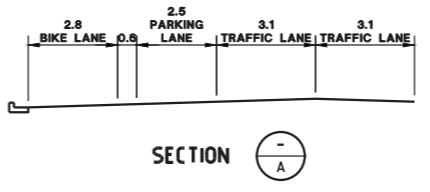
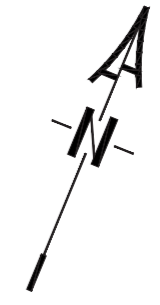


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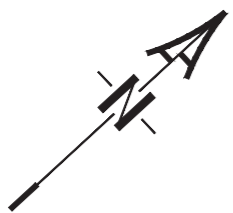
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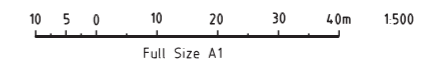
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