

**22.02**15/06/2017  
C135**EAST BAIRNSDALE - LUCKNOW PRECINCT**

This policy applies to the East Bairnsdale - Lucknow Precinct, which is located at the eastern entrance to Bairnsdale. It is situated east of the Great Alpine Road, north and south of the Princes Highway, and bounded by Lanes Road to the north, the East Gippsland Rail Trail to the south and Phillips Lane to the east, as shown on Map 1 to this clause.

**Policy basis**

The precinct is significant as it is a gateway to Bairnsdale being the entrance to the coastal environs and communities of the Gippsland Lakes, Ninety Mile Beach and beyond. East Bairnsdale - Lucknow is a residential community, a significant employment and industry area and a complementary activity area to Bairnsdale's central business district.

The *Bairnsdale Growth Strategy* identifies the precinct as suitable for urban growth further developing the established community and business mix across land use activities including residential, local area commercial and industrial. This is expressed at Clause 21.03-1 of the Municipal Strategic Statement and this policy is consistent with those objectives and strategies.

The *East Bairnsdale - Lucknow Precinct Structure Plan* is a framework which provides a strategic planning pathway to achieve orderly and balanced growth in this urban area development settlement.

Key issues with development are:

- The interface between residential and industrial areas. The precinct accommodates significant industries providing employment and economic well being for Bairnsdale and the Shire. Balancing residential amenity with ongoing viability of industry requires recognition of impacts and maintenance of buffers.
- The eastern gateway entrance to Bairnsdale is significant for making a statement of arrival in Bairnsdale, particularly for visitors to the region.
- Major transport routes, the Great Alpine Road and Princes Highway, create both opportunities and constraints to access and movement around and within the precinct.
- The Princes Highway diversion is an undefined future requirement. Recognising the future highway corridor ensures that it is not compromised by any unintended consequence of development.
- Drainage is recognised as a significant environmental constraint being addressed in *The Water Management Plan*. This plan has been designed to create complementary open space, recreation and ecological benefit. This is achieved through the co-location of retarding basins and open space, and by retaining natural drainage and creek lines wherever possible.
- Connectivity through local road networks, open space networks and non vehicular paths and trails is recognised as important for efficient urban functioning and community well being. Accessibility to a range of urban facilities and services including retailing, community and recreation infrastructure, and employment is addressed in the *Precinct Structure Plan*.
- Need for convenience retailing in the precinct requires further investigation.
- The *East Gippsland Rail Trail* at the southern boundary of the precinct providing local as well as regional recreation opportunities.
- The local road network needs to provide additional access, capacity for movement and traffic distribution with additional development. This would include new local connector roads as well as external main road intersection treatments.
- Remnant vegetation has been assessed as being contributory for enhancing open space and wetlands, where possible.

- Community and recreation infrastructure needed to service the local community includes a shared multipurpose space for youth and preschool purposes. A hub of existing and proposed community and recreation infrastructure is critical for a well connected community. A site proposed near the axis of the north south connector road and the proposed road adjacent to the existing ovals planned to be linked to an overall open space network provides accessibility both within and beyond the precinct.
- Infill residential development and greenfield development has the potential to create a sustainable residential precinct with walkability, passive solar design and water sensitive use as key elements. Future residential development in this precinct contributes to the supply of residential land in Bairnsdale for the next 15 years.

### Objectives

- To control subdivision, land use and development within a planned framework.
- To ensure that urban infrastructure is provided to support new residential and business development.
- To control subdivision, land use and development to minimise the impact of industrial and residential activities on each other.
- To provide permeability in the subdivision layout and provision of local road and non vehicular networks to create an accessible precinct and connected community.
- To recognise the importance of the eastern gateway and the major highways.
- To recognise the role of urban design, siting of urban form and public domain streetscape treatment in creating statements of place.
- To facilitate local drainage solutions through supporting the Water Management Plan and any subsequent plans.
- To efficiently and cost effectively provide future housing within the precinct.
- To provide appropriate facilities and services.
- To consolidate employment opportunities through supporting planned industrial and commercial land use activities.

### Policy

It is policy that:

- Subdivision, land use and development is generally in accordance with the *East Bairnsdale - Lucknow Precinct Structure Plan*.
- The local road network is designed to accommodate internal traffic movements commensurate with traffic generated from development within the precinct. Provision of roads within the precinct must also provide for connectivity within the precinct for efficient access and dispersal of traffic.
- The future Princes Highway diversion is not compromised.
- In subdividing land for future residential development, road layout, open space and lots will be designed so that there is adequate separation from industrial activity to minimise the effect of residential intrusion on industry as well as respecting residential amenity.
- Community and recreation infrastructure, including a multipurpose space, is planned for.
- Remnant vegetation is preserved and incorporated into public open spaces, where possible.
- A high standard of development is achieved along the Princes Highway at the eastern gateway.

- In subdividing land for future development drainage is designed to support water management plans.

### **Decision guidelines**

In evaluating applications for use and development, including subdivision, in this policy precinct, the responsible authority will consider the following decision guidelines:

- A preferred local road network is conceptually shown in the *East Bairnsdale - Lucknow Precinct Structure Plan*. Further investigation of traffic generation, movement, access and dispersal needs to be demonstrated and road network design needs to respond to both local and precinct wide considerations.
- Drainage and open space requirements from future development should enhance and complement *The Water Management Plan*.
- Remnant vegetation should be preserved and incorporated into public open space, where possible.
- Land use should not impact adversely on the industrial activities of the precinct.
- Public domain enhancement may be required with gateway and highway streetscapes treatment.
- Conditions on permits may be required in relation to methods of wastewater disposal, energy efficient design and water sensitive design.
- A Section 173 agreement under the Planning and Environment Act 1987 may be required to implement the *East Bairnsdale - Lucknow Precinct Structure Plan*, to achieve policy objectives, zone requirements, or for any other relevant reason, to the satisfaction of the responsible authority.

### **Policy references**

*East Bairnsdale - Lucknow Precinct Structure Plan*, November 2013

Map 1 to Clause 22.02

