Post office jetty
This jetty should remain dedicated to tour boat operators with onshore booking and support facilities. Upgrade as required.

Lakes residential/ accommodation precinct
Gradual redevelopment for mixed uses including tourist accommodation, tourist-related commercial uses along both water frontages and residential and office uses within the precinct. Internal streets should be enhanced through quality landscaping and opportunities to develop pocket parks and small plazas in sheltered active areas should be explored. Development within this precinct should be lower scale than the areas to the immediate east and west. Visible surface car parking areas are to be discouraged.

Civic/village precinct
This precinct will be the primary location for shopping, business and civic functions while also catering for tourist accommodation, restaurants etc. Building scale in this precinct can be up to 6 storeys to emphasise the focal role of this precinct. Car parking should be provided off street in concealed and multi level arrangements that enable shared public use where possible. Public realm improvements, especially street landscaping, should have an urban quality to distinguish this area as the village centre.

Future “town water plaza” (Slipway and eastern wharf)
This section of the foreshore should be planned to accommodate new public and tourist related commercial activities in the longer term when fishing and boat service activities have been successfully relocated. An ambitious plan should be developed for this area including reanimating the design of The Esplanade, seawall location and design and public and commercial facilities to make this the most active and urban section of the foreshore by day and night.

Bulmer Street/Church Street intersection
Redevelopment of this intersection and the adjoining Boat’s Club car park is suggested to rationalise an awkward junction and encourage use of Rower Street as an extension of Marine Parade and the alternative tourist walkers edge drive. An attractive roundabout, replaced car parking and good pedestrian movement through the area are all possible with good design.

Myer Street shopping centre
Substantial public realm improvements are possible in this wide road reserve. Widened tree lined footpaths should be created to help unify the disparate building designs and improve amenity for pedestrians. An enlarged roundabout is suggested at the junction with Roadwright / Church Streets to create a distinctive point of interest. Pedestrian crossing points need more sophisticated design. The introduction of large trees and other quality landscaping could be planned without significant loss of parking convenience.

Roadwright Street
This wide road reserve has the potential to become a significant streetscape within the town through the introduction of a consistent planting of large scale trees. This could be done with the creation of a wide central median as shown or by simply planting the wide nature strips.

Myer Street north
This wide road reserve has the potential to become a significant streetscape within the town through the introduction of a consistent planting of large scale trees. This could be done with the creation of a wide central median as shown or by simply planting the wide nature strips.

Cunningham Arm Beach Reserve
This space is substantially established. It requires minor refinement with the addition of high quality facilities and landscape development. It should retain large open lawn areas for informal games and special events.

Pedestrian Bridge
This bridge is an iconic element of Lakes Entrance. Used by locals and visitors as an access to the ocean beach. It needs to be well maintained or replaced to provide for essential access.

New swimming beach
A safe sheltered beach for family use facing the township.

Eastern Cunningham Arm open space and beaches
Open space and beach areas to the east of Stock Street should be developed as more natural reserves for walking, picnicking and water play. Maintain natural sand dunes and avoid further prioritisation of boat launching facilities. Enhance indigenous vegetation while still maintaining views to the water from Princes Highway.

Eastern foreshore residential and accommodation precinct
This precinct should retain its residential and accommodation focus and small building scale. Two to three levels (7 storeys) is appropriate. Garden setbacks of 0 metres are suggested with car parking and driveway space minimised in the Princes Highway frontages. Signage should be restrained. These guidelines will help define and contain the activity areas while still enabling development of alternative forms of accommodation in this key location.