



AIDA

NEWSLETTER DECEMBER 2011

NOTICE OF ANNUAL GENERAL MEETING

Friday 13 January 2012, 7.00 pm for a 7.30 start

Aireys Inlet Community Hall

Membership renewal from 7.00 pm.



SPECIAL GUEST SPEAKER

Dr Geoffrey Wescott

Associate Professor of Environment, Deakin University

Dr Wescott is a Councillor of the Australian Conservation Foundation, Vice President of the Australian Coastal Society and a member of the Board of Directors of the Marine and Coastal Community Network.

Geoff's research interests are in the area of environmental policy and its implementation. Marine and coastal policy, planning and management have been a particular focus for over twenty-five years, along with national parks and marine protected areas.



Aireys Pub in early December 2011

Aireys Pub Open Before Christmas

Since settlement on 18 October, there has been frantic activity at the pub site to get it ready to reopen. From the outside, we can see that the rusty air conditioner has gone from the roof and the drive-through bottle shop has been framed and will become part of the bar. The appearance of the building from the Great Ocean Road is much improved. We will need to wait for the grand opening to see what has changed inside.

Spokesman for the owners, Tim Wood, expects that the pub will be open for drinks on 10 December, and by Sunday 11 December will be serving meals

(despite what you may have read in the local press). He is optimistic that the newly hired staff can provide a simple but appetising menu for summer (including breakfast) and that they can progress to a more sophisticated menu from there. Tim acknowledges that ironing out the wrinkles and attempting to start a new business a week before Christmas may be construed as grounds for insanity but admits he loves the fact that the Aireys pub won't miss a summer.

STOP PRESS: the Aireys Pub will be open for drinks on 10 December from 7.00 to 11.00 pm and then fully open the following Tuesday, 13 December.

Gary Johnson

Aireys Pub in mid November 2011



AIDA Archiving

AIDA has realised that several of us had quite a number of AIDA documents in our homes, most of which are in high bushfire risk areas – not a good combination!

We decided to start sorting out documents that are relevant to our archives and finding suitable safe storage for them. Eventually we hope to properly catalogue them, possibly with help from students studying an appropriate course.

Do any of you have AIDA documents – particularly from 1966 to 1999 – that you no longer want? If so, please contact me, preferably before the bushfire season.

Barbara Leavesley
Phone 5289 7152

Fairhaven SLSC Update

On 16 March 2011, DSE gave its consent for the redevelopment of the clubhouse (see photo). Following the erosion of the dune adjacent to the clubhouse during the winter, the SLSC has conferred closely with DSE about aspects of the design of the new clubhouse. The club expects the collaboration with DSE to conclude before Christmas, and the redevelopment to proceed, beginning with demolition during February 2012.

The new clubhouse will cost in excess of \$3 million. The club had raised \$1.35 million from a members' appeal and club reserves – a 'staggering' members' contribution given the club's small membership base of

1300 – and it had also secured grants from Life Saving Victoria (\$1 million) and Surfcoast Shire (\$240,000), which has also chosen this project as the council's single nomination for a Department of Community Development grant of \$650,000. Plans are being finalised for a public and community fundraising appeal during December and January.

The club will continue to use existing clubhouse facilities for its all-important beach safety work, for Nippers and for other club activities. Great Ocean Road Coastal Council (GORCC) has advised the club that it intends to build new timber steps to the beach before Christmas, to replace the access ramp damaged by the high water.

Paul Shannon, Fairhaven SLSC



East Elevation

Planning Permit Applications Online – Update

In the August newsletter, AIDA commended the Surfcoast Shire for making planning permit applications available online. Shortly thereafter, the shire's website was revamped and the link was changed. The new link to this useful page is:

http://www.surfcoast.vic.gov.au/My_Property/Building_Planning/Planning/Applications_On_Public_Exhibition

Planning

One of the downsides of being part of the AIDA planning team is that we can be perceived as negative and obstructive in our approach to development in the Aireys Inlet district. The fact that this column is usually filled with reports of those planning applications that are opposed by AIDA perhaps underpins that perception.

AIDA's challenge is to balance 'good' and progressive building and commercial developments against the applicable overlays, and the amenity and impact of these proposals on the local area. For instance, our objection to commercial development is often not against the proposal per se, but because there has been no provision for customer parking and no planning by council to provide the required parking spaces (see the Parking Dilemma article below). Or residential development may be setting precedents which, once accepted, will alter forever the landscape of the area – for example, development in the area of the lighthouse has a specified profile in the Neighbourhood Character Overlay, but is constantly being challenged by buildings which are way, way outside the requirements.

What we don't report are those planning applications, by far the majority, that satisfy the guidelines and therefore are not challenged. Or the advice we give – confirmatory or not – in response to members' concerns about proposed neighbouring developments.

The aim of AIDA's objections is to ensure that future development does not undermine the very attributes that are uniquely 'Aireys' and which are the very attractions that bring people to live here in the first place. We should all be able to share this uniqueness and enhance, not detract from, our particularly beautiful landscape character.

Barbara Fletcher and Gary Johnson

The Parking Dilemma

AIDA is becoming increasingly concerned about the parking situation at both the Top and Bottom Shops. We are carrying out surveys of both precincts to quantify the problem. We have conducted hourly counts between 10 am and 4 pm on a Thursday and following Saturday in winter and spring and established that an average of 70 per cent of the parking spaces were occupied throughout the day in the car park at the Top Shops. Additional counts will be completed in January and March.

Future developments will certainly make the situation worse. The block to the east of the General Store has recently been sold and is expected to be

developed. At present, up to eight cars park there daily, most being workers from the Top Shops (see photo).

Plans for shops/apartments authorised by VCAT two years ago have been resubmitted. These developments would eliminate parking spaces behind the General Store, so the situation at the Top Shops is looking dire.



Top Shops

The situation at the Bottom Shops is no better. In the last year, AIDA has objected to three planning applications at the Bottom Shops, in each case largely because the applicant was depending on the shire to provide most of the parking spaces. Recently the shops under the apartment block at 89 Great Ocean Road and the wine bar/restaurant at 85 Great Ocean Road (the former surf shop) also applied for parking waivers. In each case, we would have supported the application except for the parking waiver requested. Both applications met most of the important guidelines for this commercial area, including that the development have a commercial street frontage to the Great Ocean Road plus an active frontage to the Painkalac Creek. In both cases, the recommendation of the shire planning officer that the parking waiver be allowed was supported by the Planning Committee. The result is that we have a number of businesses (89 Great Ocean Road shops, Skinny Legs, wine bar) at the western end of the Bottom Shops and very little public or private parking (see photo).



Bottom Shops

AIDA's response to this parking problem has been to object to developments that do not contribute adequate parking and to approach council with a request for precinct parking plans for the Top and Bottom Shops. Barb Fletcher met with a senior council planner to document our concerns and appeal for parking plans to be developed. The Director of Sustainable Communities has now committed to putting forward a precinct parking plan for the Top and Bottom Shops for the next shire budget.

Gary Johnson

In Memory of Brian Williams

Recently, AIDA lost one of its founder members, Brian Williams, who died on 2 November.

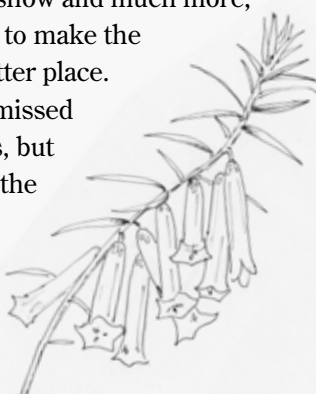
Brian was a member of AIDA since its inception in 1966 when it started life as the Aireys Inlet Progress Association. He was on the committee for more than 30 years – a most amazing record.

AIDA's role in the early days was much more hands-on and Brian, as a member of the committee, was heavily involved in organising and working in the conservation and restoration of the foreshore of Aireys Inlet, Fairhaven, Moggs Creek and Eastern View. He was also at the forefront of the eradication of coastal weed species, particularly South African boneseed.

In this way Brian was involved in pioneering the formation of the Foreshore Committees and the coastal weeding group.

At this time, AIDA, and therefore Brian, was involved with many new activities, such as the reticulated water system, lobbying for the Angahook State Park, the proposal of tennis courts, the instigation of an art show and much more, all of which have helped to make the Aireys Inlet district a better place.

Brian will be sadly missed by his family and friends, but his legacy will live on in the fact that the Aireys Inlet district has benefitted from his involvement in the community.



Barbara Leavesley

Right: A fishing platform built by GORCC on the Inlet near the Painkalac Creek bridge

Coastal Management Plan & Community Reference Group

Under the Victorian Coastal Strategy, management bodies like GORCC are required to develop a coastal management plan to set out the sustainable management of the coast over the next five years and beyond.

To provide input and feedback during the development of the plan for the 37 km of foreshore that GORCC manages, a community reference group has been formed comprising representatives from key community groups and the general public. AIDA was invited to nominate a representative and Gary Johnson has taken the position. The 23 members of the Community Reference Group represent the geographical range of the area under consideration and the community groups that GORCC affects.

Additionally GORCC is asking for your input through engagement at a workshop or via an online survey. Basically GORCC wants to know what you value about our coast and how they should manage it to protect and nurture those values.

The Aireys Inlet workshop will be held on Thursday 12 January at the Aireys Inlet Community Centre, from 10.00 am till 1.00 pm, followed by a lunch. Other workshops will be held in Lorne and Torquay during January. The online survey and further information about the workshops can be found on the GORCC website at: <http://www.gorcc.com.au/>. AIDA encourages all members to become involved in this process.

Gary Johnson





Weeds to Mulch

You may have noticed vegetation piled in neat rows on the roadside in parts of Aireys Inlet, Fairhaven or Moggs Creek. Inspection will show that it consists of woody weeds ready to be chipped. So what is going on here?

Surfcoast Shire is working with the Country Fire Authority (CFA), the Department of Sustainability and Environment (DSE) and Parks Victoria on a strategy to reduce fuel loads in strategically important areas on the bush-urban interface.

Since the 1983 Ash Wednesday bushfires, vegetation in these important areas has grown significantly. DSE and Parks Victoria are creating modified fuel zones and strategic fuel breaks on crown land and on large parcels of private land which have been identified as Asset Protection Zones.

To help land owners in these strategically important areas, the Surfcoast Shire is running a program called 'Weeds to Mulch'. This program ran successfully in Anglesea and reduced fire fuel loads to a medium level and heightened community awareness of vegetation loads in relationship to fire behaviour. It is now happening in our district. (See before and after photographs on p. 6.)

The program involves residents and land owners removing weeds and other hazardous vegetation from their property and moving it to the roadside curb to be chipped. Shire Fire and Environment Officers visit each property and assist residents and land owners in identifying the vegetation for removal.

As the Weeds to Mulch program runs through each area, council will also be removing environmental weeds and modifying vegetation on nature strips to reduce the fuel loads on council land. This work includes carrying out the standard road safety verge clearance on all roads within the program area.

So far the program has removed 1187 cubic metres of mulched vegetation since starting in Anglesea and has involved over 481 households.

Michael Cooper, Surfcoast Shire

Page 6, top: Ridge Road, Fairhaven, before fuel-reduction work

Page 6, bottom: after fuel-reduction work

Right: Part of the Surf Coast Walk recently constructed by GORCC – we did ask for a curvilinear alignment!

Which Path?

At recent meetings about the shire's pathway strategy review, it was clearly expressed that Aireys Inlet and district wanted curvilinear pathways made of gravel or granular sand. Concrete or exposed aggregate surfaces were not wanted, although it was agreed that sometimes these surfaces would be necessary – especially on steep slopes.

In a subsequent meeting with the Director Infrastructure, the shire's viewpoint was expressed to AIDA. Sunil Bhalla pointed out that the shire was guided by the *Road Management Act*. He said that the Act requires that roads be inspected at least once a year, and this is the frequency also used by the shire for paths. Sunil felt that, with a once a year inspection, the shire could not guarantee that all paths would be safe and the shire free of risk due to inadequate maintenance.

So we have a conflict between the desires of rate-payers and what the council sees as both responsible use of infrastructure funds and a 'policy defence against litigants'. As stated in the August newsletter, AIDA remains convinced that our original proposal for gravel paths in our region is the correct solution.

AIDA notes that GORCC has not used concrete for the pathways it is constructing in Aireys Inlet (see photo below). The shire and GORCC therefore seem to have reached quite different conclusions with respect to the maintenance costs and risks of non-concrete pathways.

Gary Johnson



Special Charge Scheme for Aireys Precinct 2

At its 23 November meeting, council decided to give notice of its intention to declare a special charge scheme to defray costs associated with roads, drainage and pathway improvements in Aireys Inlet Precinct 2. Precinct 2 is the area bounded by the Great Ocean Road, Bambra Road, Boundary Road and Philip Street. Details about the consultation process, special charge scheme and charges can be found at: http://www.surfcoast.vic.gov.au/My_Council/Agendas_Minutes/Council_Agendas_Minutes. Levy notices will not be issued until after the Christmas holiday period.

Note: at their October meeting, council resolved to exclude the proposed Bambra Road pathway from the special charge scheme and to treat it as a separate item subject to extensive engagement of the community.

Painkalac Creek Pathway

Also authorised at the same time as the special charge scheme was the construction of a 2.3 km nature trail along the eastern bank of the Painkalac Creek, running between Bambra Road (opposite Beach Road) and Old Coach Road. It is proposed to be a natural pathway (not even a gravel surface) with five small bridges required for crossing over small drains that run into the creek. The \$60,000 cost is to be fully funded by council. A map of the path's route can be seen in the minutes of the November council meeting.

Skate Park Pathway

Around mid-September markings appeared on the grassed area at the Skate Park precinct indicating that there would be a 2 metre gravel pathway around the perimeter of the Inlet from the Great Ocean Road. Another pathway was marked out to cross over the grassed area from behind the goal posts stretching from the Inlet to Inlet Crescent. The proposed pathways would have severely encroached on the green playing area and picnic area.

Following consultation between Libby Mears, AIDA, the Eels Football Club, the community and GORCC, the position of the pathway, which forms part of the Surf Coast Walk, was reconsidered and a solution was reached to ensure that there was no loss of grassy open space in the area where community activities are held, children play, footballers train and visitors can enjoy one of the many delights of Aireys Inlet.

The pathway now follows the Great Ocean Road from the Painkalac Creek bridge (see photo on preceding

page), behind the toilet block at the Skate Park and then along Inlet Crescent south to meet up with the pathway that runs along the cliff face. It has been raised in some areas to avoid damage to the middens. Since work has begun on the pathway, it has been widely used by visitors and complements the overall plan to encourage people to walk throughout the lighthouse precinct.

Anne Porter

Split Point Lighthouse Precinct Update

After what seems like years of endless discussions, the Split Point Lighthouse Precinct Masterplan is finally becoming a reality. Federal Street is now established as a shared roadway, and visitors to the lighthouse are encouraged to park in Step Beach car park as an interim measure until the Skate Park car park is redeveloped.

The Lighthouse Heritage Trail now leads visitors up to the lighthouse from the Skate Park car park or from the recently reorganised and resurfaced parking bays on Inlet Crescent south. The trail, built by GORCC, encourages visitors to explore the precinct on foot. The path has been improved by removing steps and reducing gradients to enable access for parents with push chairs and people with limited mobility. The path is constructed of earth-coloured gravel and meanders along the cliff between the Inlet and the lighthouse. Visitors walking down towards the Inlet can enjoy the view back towards Fairhaven and Lorne, one of the most stunning views in the area. (See photo below and on p. 9.)



Eventually, interpretative signage along the trail will add to visitors' appreciation of the culture of the area. Creating a trail also helps to rehabilitate the local vegetation by addressing erosion, controlling weeds and



reducing the degradation that has occurred along the cliff through the impact of foot traffic. Eventually the trail will join the Painkalac Creek wetland trail to Fairhaven, and the Painkalac Creek valley trail. The success of these walking trails is dependent on the development of the Skate Park area as a hub for people setting out to explore the area on foot.

The Skate Park area also functions as a recreational space for the local community, with the open grassy sward lending itself to many community activities. AIDA representatives, together with our local councillors, have been working with the council infrastructure department and VicRoads officers to plan the redevelopment of the site so that all its roles can coexist. AIDA is committed to maintaining the grassy open space and minimising the removal of vegetation while at the same time maximising the number of car spaces and long vehicle spaces. With well laid-out parking bays, Skate Park car park will have the capacity to cope with lighthouse traffic. By the judicious removal of some vegetation along the Great Ocean Road boundary the car park will become a much more inviting place for residents and visitors. Once the car park is remade and appropriate signage installed along the Great Ocean Road, the negative impact of visitor traffic in the lighthouse precinct will be greatly reduced.

As part of the redevelopment of the Skate Park area, the western leg of Inlet Crescent south will be realigned to encourage cars to turn right into the car park. There

will be some parking spaces along this western leg to allow parents to drop off their children for sport practice and to cater for overflow parking at peak times.

One part of the masterplan still to be developed is the provision of a footpath along Lighthouse Road. There is very little support for a separate footpath beside the road among residents of Lighthouse Road, who may be expected to contribute to the cost of construction through a special charge scheme. Once Skate Park car park is built there should be a significant reduction in traffic along Lighthouse Road so a shared roadway treatment in a similar way to that in Federal Street may be a more appropriate response. Council officers have assured AIDA they will seek residents' views before beginning any design.

In 2000, the Split Point Lighthouse Tourism Precinct Advisory Committee (SPLTPAC) was the first of a number of advisory bodies set up to deal with the increase in traffic as a result of increased visitor numbers in the precinct. Since then, five major reports have been commissioned, and members of AIDA and the wider community have spent many hundreds of hours responding to the reports and then contributing to the planning process. The time and energy devoted to getting it right clearly reflect the passion residents have for this part of Aireys Inlet.

Frieda Wachsmann

NOMINATIONS FOR THE 2012 AIDA COMMITTEE

Nomination forms should be in the hands of the secretary, Anne Porter, PO Box 359, Aireys Inlet, Vic. 3231, not less than seven days before the Annual General Meeting on 13 January 2012. Nominees, proposers and seconders should be AIDA members, and the form must be signed by the nominee to acknowledge acceptance. All members elected to the committee should be prepared to sign the AIDA Code of Ethics (see below).

NOMINATION FORM FOR AIDA COMMITTEE 2012

PERSON NOMINATED (BLOCK LETTERS PLEASE)

NOMINATED FOR (PLEASE TICK APPROPRIATE BOX):

PRESIDENT	☐	VICE-PRESIDENT	☐
SECRETARY	☐	ASSISTANT SECRETARY	☐
TREASURER	☐	COMMITTEE MEMBER	☐

PROPOSED BY (1)

SECONDED BY (2)

ACCEPTANCE OF NOMINATION

DATE

AIDA CODE OF ETHICS FOR COMMITTEE MEMBERS

- 1) To support the Aims and Policies of AIDA.
- 2) To be an active and committed member in the best interests of AIDA, free of motives of personal advantage and/or information gathering for personal advantage or gain.
- 3) To accept all decisions of AIDA made by constitutional means, and to refrain from public adverse comment of those decisions in any form which claims or implies representation of AIDA.
- 4) To declare any actual or perceived vested or pecuniary interest, and to abstain from voting in cases where such an interest exists. This interest must be declared before any relevant agenda item is dealt with, or when such conflict of interest becomes clear.

Signature Date



AIREYS INLET & DISTRICT ASSOCIATION INC.

MEMBERSHIP SUBSCRIPTION FORM – 2012

Family (\$20).....Single (\$15).....Donation.....

Total:.....

Name(s): Mr/Mrs/Miss/Ms/Dr:

.....

.....

Postal address (for newsletter, etc.):.....

.....Postcode:.....

Permanent/part-time address in Aireys Inlet district:

.....

.....Postcode:

Telephone no.(s):

In future AIDA wishes to contact members by email where possible.

By giving your email address we presume your willingness to receive AIDA emails in the future.

Email addresses are of course confidential and will not be passed on to any third party.

Email 1:

Email 2:

(Please tick appropriate box:)

☐ New member (subject to ratification by AIDA Committee)

☐ Renewal

I/We agree to be bound by the Rules of the Association

Signature(s):.....

..... Date

NB Family membership entitles voting rights for two adult members as named on this form.

Please return this form to Lecki Ord, AIDA Membership, 1702/1 William St, Melbourne, 3000



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If not claimed return to PO Box 359 Aireys Inlet 3231