



AIDA

Urquarts Bluff • Aireys Inlet • Fairhaven • Moggs Creek • Eastern View

August 2013 • www.aireys-inlet.org



New planning permit process

VicSmart consultation draft

This document (see link below) has been sent to all Victorian local councils by the State Government Minister for Planning, Matthew Guy. Please read and comment ASAP at:

<http://www.dpcd.vic.gov.au/vicsmart>

Click on the document and then access the pages. Or ring Statutory Systems on (03) 9947 1226.

Closing date Friday 30 August 2013.

In the foreword, Mr Guy says that the new planning regulations are intended to enable councils to make a decision about any planning and environment issue in ten business days. This will speed up the process, as it presently takes local councils at least sixty days to assess an average planning application. Matthew Guy says, and I quote, 'VicSmart has been designed to improve how planning applications are handled without reducing the quality of building and development outcomes.'

This improved process will involve the following:

- 1 The CEO of the municipal council (or delegate) is to be the responsible authority to make decisions on most applications.
- 2 No advertising of applications is to be required.
- 3 No provision is made for third-party review.
- 4 Applications will be assessed against specific pre-set design guidelines.
- 5 Review to VCAT is only allowed for the applicant if there is disagreement about whether the design guidelines have been met.

Annette Comte and Gary Johnson

Lighthouse Precinct signage

After many years of discussion, new signage was finally erected in the Split Point Lighthouse Precinct at the end of April this year, and seems to be having a beneficial effect on traffic in the precinct, although the full effect of the signage will not be apparent until after the next summer season. Significant changes include the restriction of buses over 6 metres from parking in the precinct, and the development of the Aireys Inlet Reserve car park.



New signage heading west along the Great Ocean Road

The Aireys Inlet Reserve car park has now become a central starting point for visitors to explore the town. It is the beginning of the Lighthouse Heritage Trail, which leads up to the lighthouse. Visitors can enjoy picturesque views across the Inlet, and on the walk up to the lighthouse some of the best views in Aireys across to Lorne. The trail is part of the Coastal Walk that leads from Fairhaven to join the trail, and then

connects to the cliff walk at Step Beach car park.

The reserve car park has been surfaced with a pavé system where crushed rock is compacted into a plastic matrix of cylinders forming the surface of the car park. This system forms a durable surface for vehicles while at the same time maintaining the informal appearance of an unsealed car park. AIDA has long advocated for the maintenance of our low-key coastal character, and strongly opposes the sealing of car parks with bitumen.

A significant change in the precinct has been the signage on the Great Ocean Road. Cars are now directed into the reserve car park. Long vehicles, on the other hand, are directed to two long-vehicle parking bays on either side of the Great Ocean Road adjacent to the Vline bus stops.

These two long-vehicle parking bays were chosen from a number of potential sites. The community does not support our coastal vistas being marred by long-vehicle parking on the Great Ocean Road, so a solution had to be found that addressed the needs of long vehicles while at the same time preserving our views. There is no provision for long-vehicle parking within the precinct.

While the current position of two parking spaces may not be ideal, a long-vehicle parking area further along the Great Ocean Road has been suggested. Council is proposing a shire-wide review of long-vehicle parking, and AIDA is looking forward to discussing this alternative with council officers.



Signage directing long vehicles to the parking bay on the Great Ocean Road and cars into the reserve car park.

Another significant change has been the restriction of buses over 6 metres from the precinct. They are prohibited from entering both the upper Lighthouse Precinct (Lighthouse Road, Step Beach car park and Federal Street) and the lower precinct (Inlet Crescent, Aireys Inlet Reserve car park and Reserve Road) during gazetted school holiday periods at Christmas and Easter each year. At other times buses will be

permitted to enter the lower part of the precinct for drop off and pick up only.

There are still details to be finalised in the precinct, but it is hoped that the new signage provisions will go some way towards making the precinct a more pleasant place to live in and to explore on foot. After so many years, it is a little difficult to believe we are finally coming to the end of this process.

Frieda Wachsmann

Community fire conversations

A message from the CFA

Networks are important in emergency situations and the CFA would like to know more about how they work in your community.

The Department of Environment and Primary Industries (DEPI, formerly DSE) and CFA have been facilitating fire conversations in your community for some time. Feedback has indicated that these conversations help in sharing information, improving our preparedness for fire, and building stronger networks of people.

Answering these questions will help us to understand how information is shared between people, the networks that exist, how relationships grow – and may help to ensure that fire conversations continue across Victoria. The survey should take approximately ten minutes to complete and includes eight questions.

Any information you provide will be kept confidential and anonymous. Diagrams or reports that will be created from the data will protect the identity of others. Please circulate this survey to others you know in your community, as this will help the research. We thank you in advance for taking part in this online survey, which can be accessed at:

<https://www.surveymonkey.com/s/F9KCX76>

Kind regards to you all and enjoy the winter months.

Deb Humphreys

Engagement Researcher, CFA, Barwon South West Region

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Older persons' housing development

AIDA is enthusiastic about the prospect of restarting council's project to provide an older persons' housing development at 2 Fraser Drive in Aireys Inlet. The local community believes there is a real need for increased opportunities for ageing local residents to remain living in their community, particularly in such a convenient and accessible location as Fraser Drive. We see the need for the original vision for this land to be realised at last.



Demand for older persons' housing in Aireys Inlet

Aged people are outstripping the rest of the local population at a rapid rate. Based on council's demographic data on its website, at the 2006 census 24 per cent of the permanent population of Aireys Inlet, Lorne and Deans Marsh was aged sixty years and over. This age cohort is projected to increase as a proportion of the total local population to 29 per cent by 2021 and to 32 per cent by 2031.

This means that 71 per cent of the overall growth in local population between the years 2006 and 2031

is projected to be aged sixty years or over, while only 29 per cent of this growth will be in the birth to fifty-nine years age bracket.

Of the permanent population of Aireys Inlet, Lorne and Deans Marsh, 39 per cent live in Aireys Inlet to Eastern View. This therefore gives the following projections for the sixty years and over population of Aireys Inlet:

Year	Aireys Inlet population aged 60+ years
2006	270
2011	302
2021	398
2031	446

Background

The idea of establishing older persons' housing on the vacant land in Fraser Drive goes back to the 1980s, when the site was purchased by the Barrabool Shire which designated it to be 'for the purposes of providing housing units for the aged'. The land was sold to the council by a local resident who had had the same future use in mind. Soon after its purchase the shire negotiated a federal government grant for the construction of four social housing units, originally for the elderly, to be situated on part of the site, on the security of a State Government Office of Housing mortgage over the land they were to be built on.

In 2000 AIDA received a proposal from one of our older members, a long-standing Aireys Inlet resident, that as no further development of social housing was planned at Fraser Drive, AIDA should revisit, on behalf of the community, the original purpose for the property as older persons' housing. AIDA was advised by community members that an increasing number of older residents were now living alone in family homes which were becoming either too big to manage or were now too far from shops and services for people with reducing mobility. It made sense to investigate whether, for those who wished to downsize to remain living in Aireys Inlet, part of their existing equity could be used to fund an older persons' housing development for that purpose, on the balance of the land at Fraser Drive.

AIDA took this proposal to the shire council, which in May 2002 enthusiastically endorsed the idea and funded AIDA to carry out a professional feasibility study. AIDA also saw this initiative as an opportunity to establish housing that demonstrated exemplary local character and employed environmentally friendly

design principals. This proposal was developed further over the 2003–04 period, leading to a detailed design and financial proposal for the construction of up to twenty privately owned self-contained older persons' units on the site, plus a community facility, in addition to the existing social housing units.

A number of options were examined, including a preferred alternative plan which redeveloped the four social houses as new buildings designed to modern standards, and fitting better within the overall development. Both proposals were to be completely self-funding, and the project was expected to return a significant surplus to council.

Council endorsed the scheme and, in appointing AIDA as its facilitator to implement it, set the following criteria for the occupants of the older persons' units:

- above sixty years of age and Aireys Inlet district residents, or if no one fits these criteria,
- a shire resident, or if no one fits these criteria,
- family of shire residents.

These criteria were to be included in a Section 173 agreement or covenant on the housing units. Council also resolved to allocate any financial surplus from the project to the Aireys Inlet district.

The 2003 schemes all included a notional community house and the possibility of a community garden on an adjacent vacant site, but the exact needs for community facilities were not fully established at the stage the project was prevented from proceeding.

Where to from here?

From our discussions with the shire during 2011–12, AIDA understands there may be a new way forward. The only practical way available to council to implement any housing development on the Fraser Drive site now may be for the Office of Housing to relinquish its rights under its mortgage, and for the ownership of the project to pass to a registered housing association.

We understand from these meetings that the approach now favoured is for such a registered housing association to redevelop the site with twelve privately owned older persons' houses, plus four new replacement social houses. We think that this sounds like a good way forward, so long as the community's objectives can be fully reflected in a process which leads to a development that meets local needs and expectations.

We would be disturbed, though, if council or the successful registered housing association or both were to propose a housing development at Fraser Drive which changed the original site and project objectives

from older persons' housing to something different. Subsequent discussion documents have referred to the development achieving 'a mix of tenants/owners/income levels/ages' and also providing for the inclusion of housing for the local work force, as identified as a need, particularly in Lorne, where land use and values have seriously reduced the availability of affordable housing.

AIDA believes that it would be a mistake if council were to decide to dilute the original reason for the acquisition of 2 Fraser Drive, and the concept of housing for older local people to enable them to continue living in their own community.

The way forward

AIDA sees this project as a great opportunity for the local community and would be happy to be involved in community consultation and the next stages in the development of the housing at 2 Fraser Drive.

There was, and still is, strong community interest and support for the idea of the proposed older persons' housing development – AIDA continues to field questions from its members about the progress of the project – and its solution to the challenge of supporting ageing in place at no cost to government or council.

Please let AIDA know your ideas on an older persons' housing project for Aireys Inlet and district.

Readers may email their comments and suggestions by going to the 'Contact us' tab on the AIDA website:

<http://www.aireys-inlet.org/contact/>

Ian Godfrey

Bottom Shops Precinct

What has the shire been doing?

AIDA's surveys have consistently recorded our community's interest in the development and expansion of the pathway network. We congratulate the shire on the soon to be completed (scheduled for 30 August)





project to provide pedestrians with a continuous (although shared) path from Bambra Road in Aireys Inlet to Lialeeta Road in Fairhaven. It also provides an alternative creek crossing to GORCC's (Great Ocean Road Coastal Council) route. This project included the construction of the concrete path from Bambra Road to the Bottom Shops, rejuvenation of the Bottom Shops path, drainage and parking, new footbridge over the Painkalac Creek (funded by VicRoads), the concrete path along the Great Ocean Road between the shops and Lialeeta Road in Fairhaven and the retaining wall along the Great Ocean Road from the bridge to Lialeeta Road.

AIDA has expressed concern to the shire about one aspect of the new path between the Shops and the bridge. We believe that the 1400 mm high fence (cypress pine bollards joined by two strands of rope) installed on the inland side of the path will adversely

impact on the view of the Painkalac valley. Our recommendation for shorter bollards and a single rope strand was rejected for the following two reasons:

- 1 The shire noted that a barrier is a requirement (by our reading it is a recommendation) under the Austroads design guidelines for a shared path when there is a sloped batter or drop off as found in this section.
- 2 Furthermore, the shire stated that the requirement of a barrier was reinforced by VicRoads when they approved the pathway design.

AIDA is pleased that the shire decided to use a rope fence barrier in this instance as it would have less visual impact compared to a metal or wooden barrier fence, and would be a better fit for the area, as rope fences are used throughout Aireys Inlet at both the Bottom and Top Shops. However, we question whether the rope fence will be a safe form of fencing as far as bike riders are concerned. The barrier will certainly stop any intrusion on the creek bank vegetation from passersby.

Although AIDA did not support the shire's decision to construct part of the path (from the shops to Lialeeta Road) in concrete rather than gravel, it will be a welcome connection between Aireys Inlet and Fairhaven.

Gary Johnson



AIDA archives

AIDA has now gathered all its records in one place and an archivist has ordered and digitised all the documents.

I peeked into some of the earlier records, and three things became very clear to me:

- 1 There has been a constant stream of passionate, dedicated and able people in our district who have given time, money and skills to help maintain the special character of Aireys Inlet district.

- 2 The same or similar issues constantly recur.
- 3 The Aireys Inlet district would be a very different place without the efforts of AIDA.

The origin of AIDA can be traced back to an extraordinary general meeting of the Aireys Inlet Progress Association (as AIDA was then known) in January 1967. You may find the pamphlet, reproduced below, of great interest, showing much passion and concern about this lovely part of the world.

Barbara Leavesley

THINK ABOUT

Is "PROGRESS ASSOCIATION" the best name – have you a better suggestion?

Can a **STRONG ORGANIZATION** co-operate better with the Council to improve Services ?

Are we willing to pay for a **RETICULATED WATER SUPPLY ?**

Do you oppose a **CAMPING AREA** at Aireys Inlet?

How can we **PROTECT** the beaches, wildlife and flora ?


Will you help in a **TREE PLANTING SCHEME ?**

Do you want a **NATIONAL PARK ?**


How can we promote Fire Prevention Practices ?

A DISINTERESTED COMMUNITY IS A DANGER TO ITSELF

AIREYS INLET



PLANNED OR PLUNDERED



PLANNING AND DEVELOPMENT of a town and seaside resort such as Aireys Inlet requires the attention and support of all those who are or may be affected by changes.

AN EXTRAORDINARY GENERAL MEETING has been called to establish the opinions of the Community.

A DEMOCRATIC POLICY IS ESSENTIAL

A Committee cannot be confident unless it is sure that it represents the views of the majority of residents and ratepayers.

IF YOU ARE CONCERNED about development, roads, garbage, rubbish, dogs, toilet facilities, trees, beach facilities, etc. THEN WE ARE CONCERNED

The Aireys Inlet Progress Association Committee

INVITES YOU

to an Extraordinary General Meeting at the Anderson-Roadknight Memorial Hall at 8 pm Friday, January 6th, 1967

Refreshments Dress Very Informal

THIS is an INVITATION of IMPORTANCE to YOU

AIREYS INLET
Progress Association Committee

President: I. M. Noble
Vice President: K. Ferguson
Secretary: Mrs D. McComb
Treasurer: A. Blackburn
Members: C. Bush, J. Davies
E. Firth, E. Fletcher, J. Mawhinney, I. Parfitt,
R. Prendergast, W. Seach, P. Waterhouse, D. Welch, D. Wilson

ANDERSON-ROADKNIIGHT MEMORIAL HALL
8.00 PM

FRIDAY JANUARY 6TH.

Painkalac Dam water level

In mid-May the Painkalac Dam was 53 per cent full.



By the end of June, following the recent rains, the dam was 100 per cent full.



ANGAIR

Anglesea, Aireys Inlet Annual Wildflower and Art Show

21–22 September 2013

10 am to 4.30 pm

Anglesea Memorial Hall, McMillan Street, Anglesea

ANGAIR is the Anglesea, Aireys Inlet Society for the Protection of Flora and Fauna

Weekend attractions include:

- spectacular displays of indigenous flowers
- guided wildflower walks and bus tours
- indigenous plants for sale
- art and craft exhibitions and stalls
- light refreshments throughout the day
- children's activities including 'make a nesting box'
- hooded plover activities
- the 'Connies'
- swap an environmental weed for a local plant

Further information available from:

Chris Morrissey, show convener

9853 9269 or 5263 3131

ckmorrissey@gmail.com

