



AIDA

December 2018 • www.aireys-inlet.org

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



Community forum

Tuesday 8 January, Fairhaven Surf Life Saving Club 2.00–3.30 pm

At the AGM the committee agreed to hold a community meeting in January each year. The details of next year's meeting are as above, which will allow Nipper families to attend.

The forum will discuss the state government's Great Ocean Road Action Plan (just released) and planning for the Aireys Inlet community, environment, recreation and tourism, as well as federal tourism-funding proposals. (AIDA members will be emailed in December with more details.)

Coalmine Road issue

AIDA hosted a community meeting on 4 August to discuss the implications of re-opening Coalmine Road to through traffic. About 100 people attended, many of them not AIDA members, which was pleasing to see.

As part of the rehabilitation works at its former coal mine near Anglesea, Alcoa is required to realign and enable the reopening of Coalmine Road. The road has been closed for at least a decade.

The works raise a question for the Surf Coast Shire: should Coalmine Road remain blocked off, should it be available for emergency vehicles only, or should it be reopened for general traffic?

The reopening of Coalmine Road would allow

vehicles to travel along it to Distillery Creek Road and onto Bambra Road or Old Coach Road, effectively providing a bypass around Anglesea.

Surf Coast Shire's CEO, Keith Baillie, and Anglesea ward councillors, Libby Coker and Margot Smith, addressed the meeting, providing important information on the issue.

Following the meeting we were told that the council would delay any consideration of the issue and any community consultation until decisions are made about the future use of Alcoa's land, as this will be something council will need to consider.

Charlotte Allen

Walking the Painkalac

In our last newsletter we included information about the Walking the Painkalac Project, which the Surf Coast Shire was undertaking.

The feasibility study the council is doing is nearing completion and it is likely that community feedback on the options will be sought over summer.

The study is weighing up environmental, social and economic objectives and one of the challenges will be designing a project that can secure funding.

A decision to proceed with the project will depend on detailed design work, a council budget allocation and securing funding partners from other levels of government.

Charlotte Allen

Painkalac Valley – update

We have continued to hear your concerns about the state of the Painkalac Valley. Like many of you, the AIDA committee has continued to raise its concerns with the shire and our ward councillors. We have sought advice from our lawyers and are waiting for this to be provided.

We are aware that the shire is working with the landowners, prospective landowner and lessees to develop action plans to manage the valley land into the future. Until these are finalised it would seem that it will not be taking any action.

The shire has advised one of our concerned

community members that there are no planning controls over the use of barbed wire. We understand the shire is seeking advice about the volume of nutrients flowing into the creek from the horse manure and whether there are planning controls to manage this. We also understand that the shire's engineering management team are looking at the drainage works to determine their impacts and what, if anything, can be done.

In early October, the shire provided the following information in relation to grazing in the now fenced ephemeral wetlands:

Grazing is not prohibited in the valley under the Planning Scheme. While the Rural Conservation zoning of the land requires a permit for agriculture (including grazing) the lots 1 to 3 have existing use rights under clauses 63.01 and 63.06 and 63.11 of the planning scheme. The land has been used for grazing for many years. If grazing were to cease for a period of 2 years these rights can be lost, however they are not prohibited but would require a permit to be able to recommence.

The section 173 Agreement and Conservation Management Plan (CMP) does not prohibit grazing. The CMP gives Council a greater level of control over lots 1, 2 and 3 than other land in the valley. The CMP is essentially focused on the conservation areas now fenced in accordance with the third dot point under section 2.3.

The five dot points under 2.3 of the CMP are included [for] completeness as they set up five main positive obligations as actions under the CMP.

- Preserve the existing remnant Eucalypts and wetland along the western boundary.
- Contain services such as electricity and sewerage to drive alignment to reduce edge effects and the amount of machinery trampling, excessive runoff, disturbance and weed invasion.
- Construct temporary and permanent fences to minimise edge effects and unnecessary disturbance and protect conservation areas. Fencing will control human access, minimise soil compaction, tree root trampling and flattening of regeneration areas and they will highlight the conservation value of the area by indicating areas warranting protection.
- Implement fire, weed and pest management and erosion and sediment control measures with minimal impact on threatened and significant species.

- Undertake an annual monitoring and evaluation program to assess achievement and management objectives.

The owner and lessees have existing use rights for grazing all of the land. The CMP says fencing has to be constructed which is the obligation, then goes on to explain why the fencing obligation is required i.e. to 'minimise edge effects' or 'control human access' and 'minimise soils compaction'. These relate to impacts by grazing activity. They are not instructions to not graze and the agreement did not introduce a prohibition. However removing or restricting grazing from the fenced areas is consistent with the intent of the CMP and achieving the preservation of the existing remnant Eucalypts and wetland along the western boundary which is the first positive obligation.

The last dot point is the key positive obligation under section 2.3. This is the mechanism to ensure the CMP obligations are achieved. It requires a program to be developed to achieve the conservation of the wetlands and remnant vegetation areas. To achieve this we require the negotiated development and resolution of an annual program of use and activities to meet the positive obligations of the CMP and the detailed sub-actions under 2.3 including weed management and fire management, etc.

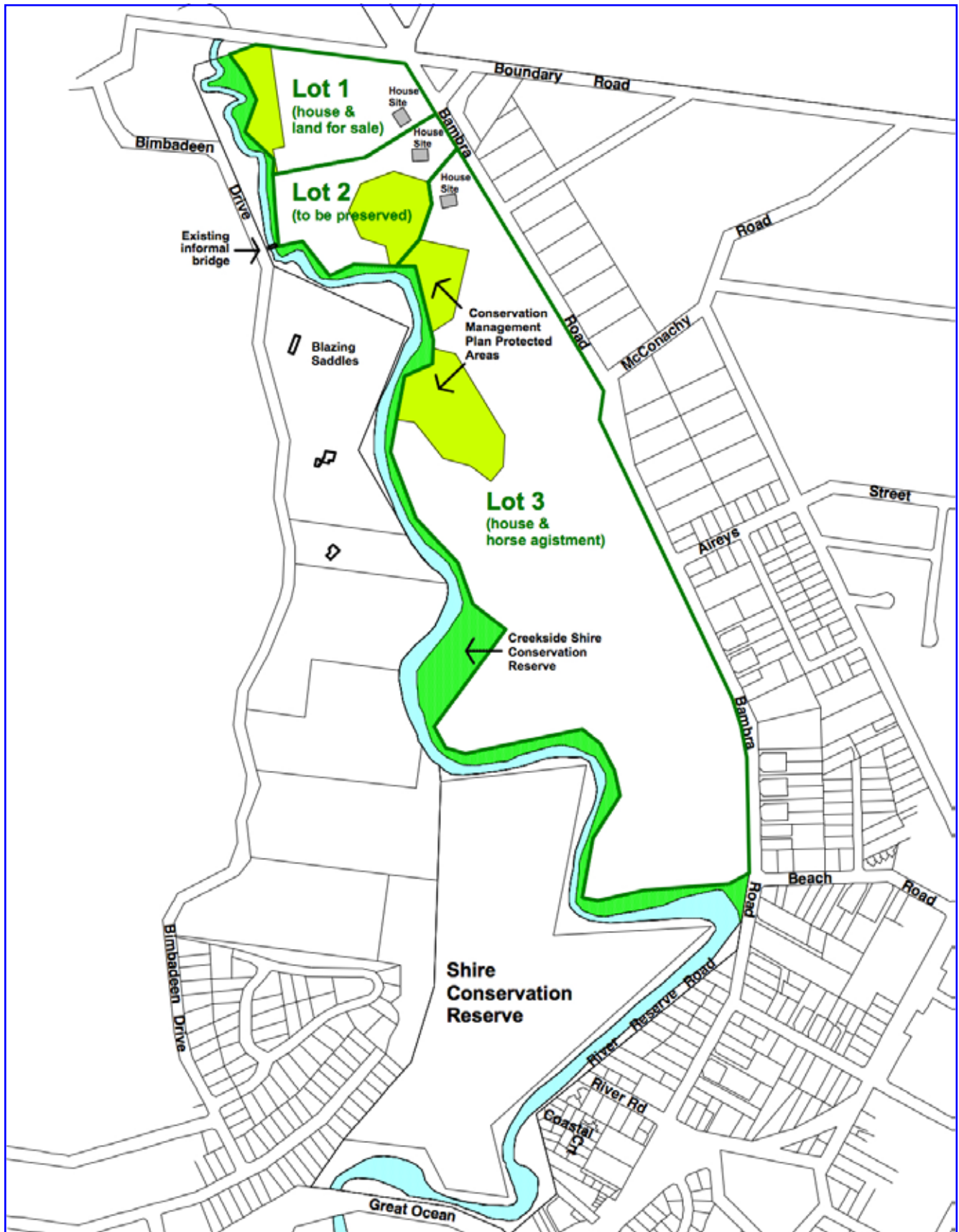
We have been engaging with the new land owners, the lessees, the prospective land owner and the existing land owner to achieve a lasting and long-term program that will see the wetlands preserved and stands of remnant vegetation enhanced. When the program has been agreed upon it will contain the annual compliance requirements including the control of grazing.

When we met with AIDA we envisaged this would take about 6 months to achieve the program actions with the involvement of the land owners. We are still committed to achieving this by the end of December.

To assist you to 'read' the valley we have included a map showing the three lots and the fenced ephemeral wetlands (marked as Conservation Management Plan protected areas).

Lot 2 has been purchased by an AIDA member and it will be rehabilitated and its wetlands restored.

Charlotte Allen



Great Ocean Road Task Force outcome

Many positives but some questions

In our last newsletter we provided our submission to the Great Ocean Road Task Force. That submission concluded by saying,

AIDA is pleased that this taskforce has been established and agrees that there is a need for a change to the way the Great Ocean Road is managed but we would hope that any solutions fully consider the needs of those who live along the road as well as tourists and that our recommendations and comments about the dangers of mass tourism are carefully considered.

As you may know the Task Force recommendations entitled, 'Protecting Our Iconic Coast and Parks' and the government's response, 'The Great Ocean Road Action Plan', (see https://s3.ap-southeast-2.amazonaws.com/hdp.au.prod.app.vic-engage.files/7115/3932/1426/DELWP0072.8_GreatOceanRoad_ActionPlan_v36_web.pdf) were released in Lorne by the Hon. Lily D'Ambrosio, the Minister for Energy, Environment and Climate Change, on 12 October 2018.

The AIDA committee is pleased with many aspects of the recommendations and the government's response. For example, it is notable that throughout its response the government has paid a great deal of attention to protecting the future of the coastal land, distinctive areas, landscapes and waters of the Great Ocean Road; preservation of the ecology; ensuring the continued liveability of local communities; working closely with local communities including in creating structures for community involvement; supporting traditional owner cultural values; the need for 'sustainable' visitation and developing a long-term strategic framework to manage these issues as well as tourism. In addition, although not yet spelt out in any detail, the government makes it clear that it will examine ways of raising finance ('sustainable funding') to pay for any needed infrastructure. It needs to be pointed out in relation to this issue that AIDA has long advocated that local communities should not bear the brunt of financing infrastructure that is the result of tourism or needed for tourism.

The government also sees the need to attract more tourists and to gain more revenue dollars from every visitor to the Great Ocean Road. We agree with the government's wish to create sustainable tourism by developing a visitation management strategy focussing on increasing economic benefit to local communities, an analysis of capacity, providing better facilities and identifying other tourism infrastructure

requirements, but the question remains whether and for how long increasing tourist numbers remain viable and indeed compatible with the emphases set out above. This will be something that AIDA will need to watch very carefully and be prepared to make strong recommendations which, in future, may lead to developing proposals to limit or control tourist numbers, a policy that has increasingly been adopted in some major tourism centres overseas, in Europe in particular.

Of course, there are many decisions yet to be made and the AIDA committee is presently considering how AIDA should respond including on:

- legislation that is required on policy to recognise the significance of the Great Ocean Road and to protect its land and seascape; on the planning framework and on environmental economic accounts and periodic reports by the Commissioner for Environmental Sustainability;
- the creation of new bodies and how AIDA will interact with them, including with the proposed Great Ocean Road Coast and Parks Authority and a Standing Advisory Committee that will act as review panel for planning amendments and permits that are called in by the Minister for Planning;
- our participation in the development of the Strategic Framework Plan;
- our policy on the building of more, or changes to existing, infrastructure, including roads, car and bus parks, public toilets, etc.

We have also noted the reservations expressed by the Victorian National Parks Association that the government's planned restructure will change the protections given to national parks in the Great Ocean Road area under the *National Parks Act* (1975) and lead to a 'land grab'. Does this open the possibility of tourist infrastructure, such as hotels, being developed within our parks? As you would expect, AIDA and other community organisations who share overall objectives would vigorously resist any attempts to weaken protections of the national parks in the area.

As your committee continues to work through the issues and to develop strategies for addressing them, we will, of course, keep our members informed and we are organising a **community forum** to discuss the plan. This will be on **Tuesday 8 January 2019**. (See p. 1; you will receive more details in December.) We would appreciate receiving your views about issues raised by the Task Force report and the government's reaction. In addition, however, we would urge all members to enrol in the Engage Victoria Great Ocean Road consultative process (<https://engage.vic.gov.au/great-ocean-road>).

Ian Porter

Moggs Creek bridge replacement



Regional Roads Victoria, formerly VicRoads, has released its updated plans for the replacement of the bridge at Moggs Creek.

It was very pleasing to see that the engineers have listened to the community's concerns about the original design and have made substantial and significant changes to their plans.

Among the issues raised by the original design was the alignment of the bridge: to facilitate construction, the Great Ocean Road would have been realigned and the bridge located much closer to the beach, making it more intrusive on the landscape

and with a huge increase in the expanse of sealed road. These plans also included a light on a high pole for the pedestrian refuge.

The revised plans have the bridge in its current location with an attached pedestrian footbridge and dedicated 1.5-metre bicycle lanes. To allow for future storm surges and sea level rises it will need to be a maximum of 80 cm higher than the current bridge. The new bridge will be about 3 metres wider than the old one but because the new pedestrian bridge is part of the road bridge, once the works are complete the total width will be very similar. The road will be

about 2 metres wider once the works are complete to incorporate a wider shoulder for the use of cyclists.

It is very pleasing to see that new technology is being used for the pedestrian refuge lighting. The lights will now be on low bollards on the footpath on each side of the road. The lights will be focused to shine down on the refuge and will have either a button or a motion sensor to operate them. They will only come on when someone wants to cross the road, **not** when traffic is passing.

Allowance will be made for school bus pick-ups and drop-offs on each side of the bridge. There is no decision about providing facilities for Public Transport Victoria VLine bus stops. This would require some significant infrastructure and there is no strong demand for stops in this area.

To construct the bridge Regional Roads Victoria will install a temporary 4 metre wide Bailey bridge on the seaward side of the existing bridge, with a temporary pedestrian bridge. Traffic will be diverted over this while the old bridge is being replaced. The traffic will need to be one-way only and, to control the traffic flow, temporary traffic lights will be installed on the road at each end as well as at the Old Coach Road exit.

Regional Roads Victoria is hoping that removal of the existing pedestrian bridge and installation of the Bailey bridge will happen in December or February. Construction of the new bridge is expected to begin in late April and be complete before Christmas 2019.

Any areas impacted by the works will be revegetated with indigenous plants and Regional Roads Victoria will consult the local community and is keen to involve it in this aspect of the project.

A community consultation session at Aireys Inlet was held in mid-October to discuss the plans and some of the AIDA committee met with the engineers to discuss the plans. At this meeting, we requested some further refinements. These are:

1. Where possible there should be a reduction to the extent of the metal barriers planned along the road each side of the bridge.
2. The pedestrian refuge, the made footpath on the seaward side of the road and the footbridge surface should be a natural coloured pebble material that will fit with the surrounding area.
3. A new pathway on the left-hand side of the bridge shown in the artist's drawing should be deleted.

Charlotte Allen

Queries from AIDA members

It's great that AIDA has an actively involved membership and we are always pleased to receive queries and comments from you.

We received one in October querying an online application to the Victorian Commission for Gambling and Liquor Regulation for a liquor licence for a restaurant and café in Aireys Inlet.

Our member commented – 'If Google maps are correct, this would seem somewhat inappropriate in the middle of a residential area.' So we followed up and here's what we found!!

We rang the Victorian Commission for Gambling and Liquor Regulation (VCGLR) to follow up on the application for a restaurant and cafe licence at 39 Beach Road Aireys Inlet which was online. At the same time we put in a call to Surf Coast Planning to see why the application had not been advertised. In the meantime, we had a 101 message from the girl spoken to at the VCGLR who had looked into the matter and said that the ad was a dummy put in by their IT department to test the system! There is NO application, and Surf Coast planning found that 39 is a vacant block, with no application either.

Is it April Fools' Day?

Barb Fletcher



More bus services

Plan a car-free weekend at Aireys Inlet from 30 September 2018

Two new bus services or a doubling of services have just started for Aireys Inlet. The new Sunday buses allow for travel towards Melbourne mid-afternoon plus the later evening option, and combined with Friday afternoon and evening services make it much easier for a car-free weekend at Aireys.

Catherine McNaughton

New and existing buses from Geelong to Apollo Bay, Saturday and Sunday

Train leaves Southern Cross Station	Train arrives at Geelong Station	Coach leaves Geelong Station	Coach arrives at Aireys Inlet Post Office	Coach arrives at Lorne Hotel	Coach arrives at Apollo Bay
9.10 am <i>existing service</i>	10.10 am	10.25 am	11.25 am	11.52 am	1.09 pm
10.30 am new service	11.30 am	11.45 am	12.45 pm	1.12 pm	—
1.50 pm new service	2.50 pm	3.05 pm	4.05 pm	4.32 pm	5.33 pm
7pm <i>existing service</i>	7.58 pm	8.10 pm	9.10 pm	9.36 pm	10.54 pm

Apollo Bay to Geelong

Coach leaves Apollo Bay	Coach leaves Lorne Hotel	Coach arrives at Aireys Inlet Post Office	Coach arrives at Geelong Station	Train leaves Geelong Station	Train arrives at Southern Cross Station
—	7.40 <i>existing service</i>	8.13am	9.15	9.31	10.35
9.46am new service	10.37 am	11.17 am	12.32 pm	12.51pm	1.55pm
—	1.29 pm new service	2.07 pm	3.15 pm	3.31 pm	4.35 pm
4.26 pm <i>existing service</i>	5.26 pm	5.58 pm	7.05	7.31	8.35 pm



Aireys Inlet & District Association Inc.

Join or rejoin AIDA here or online – www.aireys-inlet.org/aida-membership/

Renewal New member (subject to ratification by AIDA Committee)

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

Family (\$20).....Single (\$10).....Donation Total:

Cheque Direct deposit: Aireys Inlet and District Association BSB no. 633-000 Acc: 1572 531 88
(New bank details since May 2016) Reference: please add your initial and surname, e.g. ASmith

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

.....

Address (postal):

.....Postcode:

Address (local):

.....Postcode:

Telephone no.(s):

.....

Email addresses for newsletters and updates

Email 1:

Email 2:

Signature(s):

.....Date

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

Please mail to AIDA Membership, 1702/1 William St, Melbourne, 3000
or scan and email to aireysinletdistrict@gmail.com