



# AIDA

July 2020 • [www.aireys-inlet.org](http://www.aireys-inlet.org)

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



## President's Report 2020

*Saturday, 30 May – held on-line using Zoom; members to submit proxy vote forms*

The COVID-19 pandemic has disrupted much in our everyday lives and AIDA's on-line AGM is just one small piece of evidence of this. While this AGM is being held on-line I would like to acknowledge that our coastal communities are on the traditional lands of the Wadawurrung and Eastern Maar people and pay my respects to their elders past, present and emerging.

We asked the question 'Can the Great Ocean Road always be Great?' at our very successful Summer Forum this year. Much of the forum explored how the planned Great Ocean Authority might work and what its key policies will be. The forum left many questions for the AIDA committee, which we have continued to follow up with the Minister and Department of Environment, Land, Water and Planning (DEWLP). The new Authority could bring many positive changes to the road, but there are no guarantees this will be the case. And our view is that it has not got off to a good start.

We are very concerned about the GOR Standing Advisory Committee which will be charged with providing 'independent expert advice on sustainable land development and development proposals'. The action plan states that the committee 'will have an understanding and appreciation of the region and

include all of these skills: strategic and statutory land-use planning, architecture, urban design and landscape architecture, marine and coastal environmental science, transport planning, Traditional Owner values, heritage values, tourism and economic viability'. The members have been appointed and recently announced. However, the appointed members are all planning professionals and are all employed by the Department of Planning – the very department they will be advising. AIDA has raised its concerns with the state government and other members of parliament and with communities along the Great Ocean Road. The new Great Ocean Road Authority will be formally established after the legislation passes the upper house and it will be charged with developing and implementing a new management model and thirty-year strategic framework for the whole road. We have not been able to understand how the Authority will manage the government's two expectations of its work: to protect the environment, flora and fauna and local communities along the road while at the same time increasing tourist numbers. We have been consistent in our argument that before the Authority can make any decisions there needs to be an independent, professional and comprehensive study to determine the tourist and traffic capacity of the road. Only then can informed decisions be made to protect the road.

COVID-19 has had a huge impact on our visitor

numbers and while there will be many who will be appreciating the absence of many buses making the daytrip from Melbourne to the Twelve Apostles, the daily mayhem at the Memorial Arch and congestion around the Inlet and lighthouse, the pandemic has had an enormous impact on many local businesses. We all need now to work collaboratively to provide support to our local economy. It will take many months, maybe years, for this economic recovery, but the current downturn in tourism visitation presents a real opportunity to rethink the tourist industry and its social, environmental and economic impacts.

There are loud calls for a new approach to tourism from the many overcrowded places around the world, where the collapse of tourism has enabled local communities to reclaim their place and fully realise the damage that excessive tourism is doing. The Great Ocean Road is no different and the current situation provides a once in-a-lifetime opportunity to rethink how tourism is managed along the road.

What is needed is to replace the current extractive tourist model – where the local communities and environments bear the impacts of over-tourism and its ‘invisible costs’, with the benefits being largely appreciated elsewhere – with a sustainable and regenerative tourism approach. This would strengthen local communities and preserve the environment, while being welcoming to visitors who respect our values. The road should not be promoted as a single destination trip, but as villages and hamlets with distinctive characters along its length and in its hinterland. What a difference it would make if we had fewer tourists, but with those who come lingering on their trip, enjoying the area’s variety of attractions and nature-based recreational opportunities.

Following the Summer Forum, AIDA reached out to other communities along the Great Ocean Road to form an alliance with them. We believe that with the Great Ocean Road Authority about to be formed, it will be beneficial for the road’s communities, each with its distinctive character, to be able to also speak with one voice about the various issues facing us. These include unbridled tourism growth, the promotion of the road as a single destination, impacts of climate change, new developments such as the Eden Project and the need for greater protection of our flora, fauna and landscapes. See [www.aireys-inlet.org](http://www.aireys-inlet.org)

As has become the norm over the past few years the Painkalac Valley has remained a focus of our attention, in particular the proposal for a private bridge over the Painkalac Creek. The AIDA committee has made a lengthy submission to council about the application. Our concerns are largely focused on

the many areas where the proposal does not meet the requirements of the shire’s planning scheme, planning and environmental policies as well as wider environmental issues. We also have a major concern about the alienation of public land for a private business and the precedent this could set. We are also aware that many AIDA members, others in the community, local businesses and other organisations also made submissions. There will be a Hearing of Submissions about the bridge sometime soon and council will make a decision after this. We have also continued to be concerned about a number of areas where we believe there is noncompliance with the Conservation Management Plan and the Section 173 that applies over the valley land.

The Victorian Electoral Commission recently proposed some changes to the Surf Coast Ward boundaries. One of the changes they suggested was to use the Painkalac Creek as the boundary between the Lorne and Anglesea Wards, thus moving all of Fairhaven into the Lorne Ward. Thanks to AIDA member David Quin, we made a submission arguing that the settlements of Eastern View, Moggs Creek, Fairhaven and Aireys Inlet have a very strong community of interest with shared values, essential infrastructure and services such as the CFA and shops. We were very pleased that the shire and some community members made a similar submission to VEC and that our arguments were successful.

A very important element of AIDA’s ongoing work is to review all planning applications in our area of interest. It has been disappointing this year to have had a number of applications for high, overly large, ‘blocky’, houses best suited to a suburban environment. We routinely put in objections to applications that do not comply with the shire’s planning policies or neighbourhood character guidelines and go to VCAT when required. We understand our members highly value this aspect of AIDA’s work and it is disappointing that our objections are not always successful.

As usual this year we have met with a variety of people at our regular monthly committee meetings. In July, we heard from GORCC about their new strategic plan. We invited our new ward councillor, Tony Revell, to meet with us in November to brief him about AIDA’s policies and aims for the area. In March we met with the general manager of the Great Ocean Road Regional Tourist group. They are largely funded by the six local councils along the coast as well as state government. While we didn’t agree with everything that was said it was very reassuring to hear that they, like the communities along the Great Ocean Road,

would like some limits put on overall tourist numbers with those who come being encouraged to linger and increase the length and diversity of their stay. It was also reassuring to hear there is some support for AIDA's position that the Memorial Arch should no longer be a stopping point for tourists.

Two of our committee are leaving us this year. Ian and Anne Porter have been stalwarts on the committee for a total of eighteen years. For many years – and probably more than she cares to remember – Anne has prepared our monthly correspondence report. We extend our thanks to them and wish them well with their move to Geelong.

It is always very gratifying when our members offer us their expertise and this year some have put their hands up. Chris Ryan spoke at our Summer Forum and has represented AIDA at the Alcoa/Eden Project meetings, and David Quin (an election analyst) prepared AIDA's very detailed and comprehensive response to the VEC Ward boundary review. Our thanks once again to Nan McNab for her expertise in producing our newsletters. We also thank Perry Gaylard for producing our publicity flyers and Lecki Ord for her ongoing work maintaining AIDA's membership database.

Throughout the year we have continued to have a productive and respectful working relationship with the Surf Coast Shire's CEO and officers as well as Anglesea Ward councillors Margot Smith and Tony Revell. The committee thanks them all. The AIDA committee continued to work well together during the year to do what we can to ensure that as our area develops and grows it does not lose its sense of a non-suburban coastal community which is what we all love. My thanks to them all for their work and support.

*President – Charlotte Allen*



## AIDA's AGM report

Fifty of AIDA's approximately 450 members attended the 2020 AIDA Annual General Meeting which, because of the COVID-19 assembly restrictions, was held on-line via Zoom at 3 pm on Saturday 30 May. A further fifteen members who were not able to attend the Zoom meeting provided proxy voting forms, all indicating their approval of the formal motions that had been advertised in advance in the emailed meeting papers. Interestingly, significantly more members participated in our Zoomed AGM than normally attend in person when our AGMs are held in the Aireys Inlet Community Hall.

AIDA president Charlotte Allen welcomed local Surf Coast Shire councillors Margot Smith and Tony Revell, and the Shire's CEO, Keith Baillie. Margot and Tony presented short reports on the activities of the council, which can be found in the AGM Minutes. These will shortly be emailed to members and are available on the AIDA website.

During the formal portion of the AGM the Minutes of the 2019 AGM were accepted as a true record of that meeting and then Charlotte Allen presented a summary of her President's Annual Report for the 2019 calendar year. Treasurer Frieda Wachsmann then presented her 2019 Financial Report, which was formally received by the members. After the members had approved the continuation of our practice of having a maximum of twelve committee members in addition to the four office holders, the election of the 2020–21 committee was held. Charlotte Allen thanked retiring committee members Ann and Ian Porter for their exceptional service (they had served a combined total of eighteen years on the committee) and then secretary Mary-Jane Gething reported that, there being no more than one person nominated for each position on the committee, the new AIDA committee was declared to have been elected. Charlotte welcomed new members Leah Gaylard and Martin Gehrckens. All the meeting papers (AGM 2020 President's Report, the 2019 Financial Report, and the AGM 2019 Minutes) can be accessed through links within the AIDA 2020 AGM page on our website: <https://www.aireys-inlet.org/>

The formal portion of the AGM was followed by an extensive question and answer session, during which members' questions were submitted via the chat function of Zoom, and then read out by committee member Suzanne Cavanagh. Many of the questions were answered by Surf Coast Shire CEO Keith Baillie, and we thank him very much for his considered and illuminating responses. The questions (and some comments) and the responses are included in full

at the end of the Minutes document and on AIDA's Facebook page:

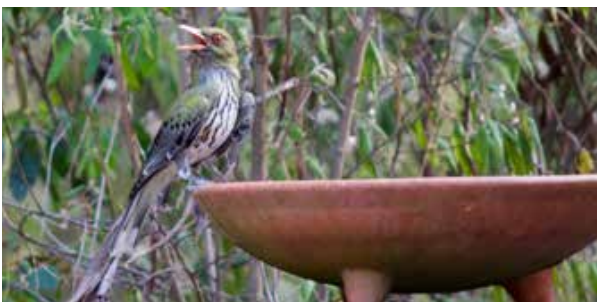
<https://www.aireys-inlet.org/aida-facebook/>

Hot topics were:

- The composition of the Great Ocean Road Statutory Authority – how can we ensure local community representation?
- How the new Great Ocean Road Authority will manage the two expectations – increase tourism visitation and, at the same time, the protection of the environment, flora, fauna and the local community.
- Need for a heritage strategy.
- Urban design plans and pathways for walking and cycling.
- The need to strengthen the community's voice so we don't repeat problems of the past.
- Local infrastructure investment.
- Issues related to the (over)reliance on the visitor economy.
- Eden project– potential to cannibalise local jobs and businesses.

The committee had originally planned to have a 'What If' discussion about traffic management and evacuation plans after this year's AGM, but we couldn't proceed with it due to COVID-19. This session was to have explored the interesting work that the shire, and other agencies, are doing to keep us safe in the event of a bushfire. Given the severity of the recent bushfire season we felt that this would have been a very timely and important conversation with Surf Coast Shire's Community Emergency Management team, Parks Victoria, DEWLP, CFA, and VicPol to discuss the current traffic-management plans and evacuation scenarios in our area. We plan to proceed with a public meeting on this topic later in the year if conditions allow, or alternatively with a Zoom meeting, hopefully before the next fire season. All members, as well as our whole community and representatives of other communities along the Great Ocean Road, will be invited once arrangements have been made.

*Mary-Jane Gething – Secretary*



## The Great Ocean Road Coast and Parks Authority

The Great Ocean Road attracts an average of 11,000 visitors per day across the year, two-thirds of them daytrippers. There are more visitors than to the Great Barrier Reef or Uluru. No fewer than fourteen different entities have responsibilities for different sections of the road, its marine parks and hinterland. Planning and protection have been a mess.

So in October 2018 the state government launched its Great Ocean Road Action Plan with a view to establishing a single Authority with overarching responsibility to meet the challenges of 'increasing visitor numbers, forces of nature and the impacts of climate change.' 'If these were ignored,' it argued, 'these threats could destroy this precious part of our state – and impact on the livability of local communities.'

A bill establishing the Authority has been passed by the Victorian Parliament.

The action plan sets out five objectives that will provide direction on governance and decision-making for the coastline and its hinterland:

- a. Protect the ecological and landscape integrity of coastal and marine environments.
- b. Increase Traditional Owner involvement.
- c. Protect distinctive areas and landscapes.
- d. Grow the local, state and national visitor economies.
- e. Modernise governance.

From the outset, local communities along the road were perplexed at how the Authority – appointed by the government – would manage to protect the environment and their livability while boosting tourism still further.

The following link provides more information:

<https://timesnewsgroup.com.au/surfcoasttimes/news/great-ocean-road-authority-distinctive-areas>

On 6 July the Great Ocean Road Coast and Parks Authority announced that it is in the process of recruiting the inaugural Board:

The recruitment process will run over the next 4 weeks and it is our hope that during that time we will be able to attract the best possible mix of candidates to fulfil this important role and bring the vision to life. It is expected that Board members will have skills, knowledge or experience relevant to the functions of the Authority and significant standing in their field of expertise. ... We would appreciate your support in sharing the opportunity widely so we may attract the best candidates.



The relevant skills include:

- 1 Substantial experience of public administration or governance
- 2 Skills and experience in financial management
- 3 Skills and experience in environmental conservation
- 4 Land-use planning and landscape architecture
- 5 Marine and coastal environmental science
- 6 Natural resource management
- 7 Cultural and heritage values management
- 8 Travel, tourism, hospitality and leisure
- 9 Finance management and investment facilitation
- 10 Construction management
- 11 Community engagement

Further details are available through the office of the Great Ocean Road Action Plan in Geelong:

[Greatoceanroad.Actionplan@delwp.vic.gov.au](mailto:Greatoceanroad.Actionplan@delwp.vic.gov.au)

The following link provides more information:

[https://vacancies.publicboards.vic.gov.au/jobtools/jncustomsearch.viewFullSingle?in\\_organid=18453&in\\_jnCounter=224174958](https://vacancies.publicboards.vic.gov.au/jobtools/jncustomsearch.viewFullSingle?in_organid=18453&in_jnCounter=224174958)

The government has also established a Great Ocean Road Standing Advisory Committee (GORSAC) to provide independent expert advice. The committee will have extensive powers to advise on any planning applications on projects ranging from airports and golf courses to marinas and zoos.

AIDA has been critical of the membership of GORSAC. The seven appointed members are highly experienced and credentialed planners but they are all from within the same Department of Planning to which they are asked to give independent advice. There is no external expertise or community involvement.

It is all the more important, therefore, that community organisations and individuals take advantage of the opportunity to apply for representation on the Board of the Authority itself.

It is true that the current multiplicity of planning and regulatory entities for the Great Ocean Road has led to duplication and incoherence in protecting a national treasure. We now need to ensure that the new Authority does not privilege projects designed primarily to expand tourism at the expense of the coastline and the human and environmental communities the Authority was set up to protect.

The AIDA committee has made its views known to local politicians, the minister, and the Authority itself, and is working with other coastal community organisations to secure local voices within the Authority's structure.

AIDA's media release can be read at:

<https://timesnewsgroup.com.au/surfcoasttimes/news/aida-planning-great-ocean-road/>

*Peter McPhee*

## Budget highlights for our area

The council's 2020–21 budget was passed at its meeting on Tuesday 23 June. AIDA put in a budget bid in October 2019 for three modest projects with some success. We asked for funds to fix the drainage problems at the Top Shops, Aireys Inlet, to stop water pooling outside the chemist shop in wet weather; funds to reclaim and revegetate an area behind the Bottom Shop that is in the Conservation and Resource Zone but is being used for car parking; and funds to develop the walking path along the Painkalac Creek that is in the shire's Pathways Strategy.

The budget includes \$50,875 to do detailed design for a walking path along the lower Painkalac Valley including behind the Bottom Shops. The budget also has \$135,000 from Roads to Recovery funding for road safety improvement works on Bambra Road.

*Charlotte Allen*

## Painkalac Valley update

The planning application for a private bridge over the Painkalac Creek is due to be discussed and decided at the Surf Coast Shire's council meeting on 28 July. This follows an on-line Zoom Hearing of Submissions on 16 June.

The agenda for the meeting will be available on the shire's website by COB on Friday 24 July and should include the Planning Officer's report and recommendations. If the meeting is held via Zoom the community will be able to log in and 'attend' the meeting. If circumstances change the council might decide to meet in person. Should this be the case it is likely the community will be asked to log in to 'attend'.

Several members of the AIDA committee met recently with our lawyers to discuss the bridge application and issues around compliance with the Conservation Management Plan that was a requirement in the 1999 VCAT decision. A further meeting is planned for early August.

*Charlotte Allen*



## Regenerating the Painkalac Valley



### New works on Lot 2

Over the past two years extensive planting and regeneration works have resulted in new growth of native vegetation and the return of wildlife to Lot 2 on the Painkalac Valley floor. The most recent arrivals are a pair of native Shelducks that seem to have settled in. These beautiful birds are not often seen around the area and it's exciting that the regeneration works are creating this new habitat. Lot 2 is privately owned with the regeneration works supported by AIDA and ANGAIR.

Support for the project has also been provided by a CCMA administered Landcare grant to ANGAIR. So far over 3500 seedlings have been planted and plans are to have over 4500 in by the end of September as well as sowing 1 hectare with indigenous grasses. The Landcare grant requires an equal value contribution of labour which has been achieved with volunteers helping with the planting.

*Charlotte Allen*

### Margot Smith won't stand in next council elections

Margot has been an Anglesea Ward Councillor for eight years (two terms) and has announced she will not stand for re-election in October.

Margot has represented our area extremely well and with great diligence and we are sorry that she will leave the council but we understand her desire for a change. Over the years AIDA has had many meetings and discussions with Margot where we have appreciated her professionalism, humour, assistance, interest, and the transparent way she has responded to our various issues.

Margot will be greatly missed but AIDA is hopeful that there will be at least one candidate from AIDA's area of interest standing at the October local government elections.

*Charlotte Allen*



### 'The Shelducks'



First there were two

Then one flew off



And then there was one

*Christopher Ryan*

## Cycle Aireys safely from 8 to 80+

*'Nothing compares to the simple pleasure of a bike ride.'*

– John F. Kennedy

### How pleasant is it to ride around Aireys Inlet?

Aireys Inlet is a great place for locals and visitors to walk and cycle, offering healthy activity for everyone while reducing pollution, traffic and parking congestion, and adding to Aireys' appeal as a sustainable tourist destination with eco-tourism and adventure activities. Investing in better walking and cycling paths would result in a healthier community and support tourism after Covid 19.



Different types of cyclists, often within the same family, need different paths – from mountain-bike recreation riders, to experienced road riders who are confident riding in fast heavy traffic, to kids riding to school or friends' places, and new cyclists needing slower traffic or greater separation from traffic to feel confident to ride.

All riders want safe separation from traffic, routes that connect where people want to go for work, school, shops, beach, forest, recreation, fitness and socialising. Aireys Inlet can provide for this diversity of cycling needs for locals and tourists, together with the all-important café experience when the ride is finished.

Wide paths with low pedestrian numbers can sometimes work as shared paths with cyclists (e.g. Currawong Falls) but often this creates conflict and stress for walkers and riders (e.g. Surf Coast Walk). Gravel roads with low-speed traffic like many Aireys streets can work well as shared spaces for walking, cycling and limited traffic.

Cycling is growing in popularity in Australia and as a tourism offering. Bikes are outselling cars five to one in Australia. Bikes are a healthy independent form of transport that can meet many diverse community needs and can help lower our growing greenhouse gas emission from transport.

Across regional Victoria, towns like Forrest, Bright, Castlemaine, Bendigo, Mt Buller and Warburton have increased off-peak visitation by providing rail trails, mountain-bike and road-cycling options.



### The existing Aireys cycling network

Aireys and the surrounding region have some cycling infrastructure, including:

- Major mountain-bike destinations at Forrest, You Yangs, and Anglesea. The shared Currawong Falls track at the Distillery Creek picnic ground and the back roads and management tracks throughout the Otways are all suited to skilled mountain-bike riders.
- Bellarine Rail Trail – popular with locals and visitors and suitable for beginner, young or more experienced riders like other rail trails across Victoria.
- Bike Parks – Surf Coast has six bike parks, BMX and pump tracks for fun.
- Cliff path – Painkalac Creek – Fairhaven Surf Club – allows riding but is too steep for Nippers families with slippery gravel as well.
- Great Ocean Road – suitable only for experienced riders confident in traffic but safer since road shoulders were sealed and speed limits reduced but not appealing to everyone.



The Great Ocean Road rides booklet 2017 features a range of road rides for confident road riders or 34–130+ km rides around Geelong, Bellarine Peninsula and the Great Ocean Road.

### Cycling events

The region hosts several major road-cycling events and public rides each year including The Torquay to Lorne, a challenging ride and The Great Ocean Road Tour, a medium ride, as well as more infrequent longer rides like the Great Victorian Bike Ride, which in 2004 had a record 8100 riders stopping overnight at Aireys Inlet.

### Plans for new cycling connections

Department of Environment, Land, Water and Planning (DEWLP)

#### *Fairhaven to Apollo Bay path(s)*

DEWLP is assessing the value, benefits and options for a coastal walking and/or cycling trail between Fairhaven and Skenes Creek (60 km).

#### *DEWLP's Anglesea Futures Plan*

This includes mountain-bike trails on existing tracks and roads in Anglesea.

#### Surf Coast Pathways Strategy Connecting Communities 2012

Pathways have been identified as a major item of infrastructure required by the residents and visitors



to the Surf Coast Shire. The many natural attractions within the Shire make it an ideal and desirable location for walking and cycling but the major road crossings and old pathway infrastructure means that the community is requesting more and improved pathways.

The plan includes eighty-six sections of paths in Aireys and fifty-eight in Anglesea to be built over ten years from 2012 including:

- Great Ocean Road bike lane regional bike route – on road – sealed shoulder Lorne to Painkalac Creek to western edge of Anglesea– (note this only suits confident road riders accepting of fast traffic and heavy vehicles)
- Surf Coast Walk path extensions to Urquart’s Bluff and Moggs Creek
- Series of town paths, shared paths and signed bike routes, e.g. Airey’s St (Bambra Rd – Sandy Gully), Eagle Rock Pde, Bambra Rd, River Rd, Hartley St, Hopkins St, Alice St, Boundary Rd
- Refuges across Great Ocean Road for pedestrians and cyclists, e.g. at Bottom Shops in Aireys Inlet

### Aireys Inlet – Eastern View Structure Plan 2015

The plan follows earlier plans and proposes paths along the Painkalac Creek and Bambra Road to link the coast



and national park; and the Great Ocean Road service road opposite Airey’s Pub to link the Top and Bottom Shops. Surf Coast Shire’s budget for 2020–21 includes funding for the design of a path along the Aireys side of Painkalac Creek after AIDA’s urging – hopefully from the Bottom Shops to Old Coach Road.

Surf Coast Shire’s 2019 Climate Emergency Response short term action plan, the Great Ocean Road Tourism GORTT Tourism Plan 2015-25, and GORCC’s draft 2018 Coastal and Marine Management Plan all include plans for more cycling tracks and pathways.

### Gaps in Airey’s district bicycle network

There are some key gaps in the districts bicycle network:

- Bike Spot mapped community-identified gaps and

unsafe spots (March–May 2020) for the Amy Gillett Foundation, Crowdsport and twelve government agencies. Local unsafe locations identified include the Great Ocean Road (Lorne, Big Hill, Aireys Inlet, Anglesea), Fairhaven streets, and the coast path to Fairhaven Surf Club.

- Aireys Inlet District lacks paths like rail trails with family-friendly cycle routes that meet community needs and attract visitors to stay longer off-peak, including safer alternatives to the Great Ocean Road to Lorne and Anglesea to shops, services, beaches and overnight accommodation. Anglesea and Lorne are approx. 20 km from Aireys or a little under an hour’s comfortable riding away. Currently it’s a choice between the traffic on the Great Ocean Road or indirect and often unlabelled gravel roads suitable only for mountain-bikes.
- There are no connections between nearby popular mountain-bike parks. Remediation could



provide regional recreation, a tourism asset and encourage riding and staying overnight rather than driving for daytrips to each mountain-bike location.

- Aireys Inlet school – access from Aireys Inlet, Eastern View, Moggs, Fairhaven.
- The section of path over the Painkalac Creek connects Fairhaven to the Bottom Shops but doesn’t connect well to the coast path, Top Shops or the school.

### Bike parking

There are very few bike parking racks anywhere in Aireys or Fairhaven.

### Bike planning

Geelong was the first council in Australia in 1977 to prepare a cycling plan. Many councils now have bike plans as part of integrated transport plans for healthier more livable communities. These cater to a wide variety of transport needs and reduce car-



dependence, parking problems and traffic congestion, pollution and greenhouse gas emissions. Surf Coast Shire has a Road Management Plan for road repair and maintenance but no integrated transport plan or bike plan, just the pathways plan, which has gaps, and has funding for design but not construction.

### Covid 19 and climate opportunities



Now is a great time to build the walking and cycling paths and safe routes that could benefit Aireys Inlet District and the wider region as we rebuild after COVID 19, and as we seek healthier communities, more sustainable off-peak eco-tourism, accessibility for more independent kids and families and prioritise low-emissions transport.

*'One of the most important days of my life, was when I learned to ride a bicycle.'* – Michael Palin

Catherine McNaughton

### Eastern View Erosion



### Climate change?



The coal seam has been exposed at the Lorne end of Eastern View and the sand dunes eroded by the advancing winter tides this year. The boat ramp has again been washed away near the entrance to Spout Creek. The beach is becoming increasingly rocky as sand is not being replaced during the summer months.

Catherine McNaughton

### Old news is good news

We were amazed and delighted to learn recently that an Orange-Bellied Parrot had been spotted in Mellors Swamp in April 2012 by members of Birdlife Australia. It would be wonderful to imagine that our environment could provide some habitat to help these endangered birds survive. We would love to hear of any more sightings.



The sighting is recorded in the state government's Naturekit website: <http://maps.biodiversity.vic.gov.au/viewer/?viewer=NatureKit>

Look at the layers on the left-hand side and turn off the Nature print layer and turn on the VBA layer (Victorian Biodiversity Atlas). Zoom into our region and

Mellors Swamp and then you can click on the symbols to find out what flora and fauna have been recorded in different locations. The Orange-bellied Parrot is listed under a 2013 circular symbol.

Charlotte Allen

### Covid-19 and social media

One of the unfortunate results of the current pandemic is that there have been some unfortunately divisive 'them' and 'us' comments on social media, many of them directed at home owners whose principal place of residence is outside the area. Of course, as we know, people have been asked to stay in their principal place of residence at present.

AIDA's membership is diverse, and permanent residents, caravan-park residents and holiday-home owners are welcome as members.

It would be regrettable if this pandemic leaves our community divided.

Charlotte Allen