



AIDA

NEWSLETTER APRIL 2011

President's report 2010

Delivered AGM 14 February 2011

I want to start this President's Report where it usually finishes – with acknowledgement and thanks to all AIDA committee members for their unstinting efforts during the past twelve months. As individuals, each has brought to the committee specific expertise and insight, the expertise often learnt on the job, the insight part of the reason each joined the committee. As a group there is abounding good humour, collective support and relevance within the community which makes it all worthwhile. I am bringing this to the forefront tonight to ensure it is not lost on the back page, or missed when glazed eyes trawl through my report, because I am again appealing for anyone who may have the time and interest to nominate for the AIDA committee. Although our member numbers remain solid, the committee itself is getting smaller. If we are to remain 'worth bottling' as described in the last report, and as relevant, then we really need new blood, which is perhaps a rather unfortunate phrase in the circumstances of that quotation. We meet monthly, that is, only once a month, are very amiable and always aware of people's 'life issues' affecting their ability to attend every meeting. Please give this some thought and contact me (0419 656 655) if you are able to assist us. Thank you.

Last year, 2010, again threw up some new challenges, some old ones continued and some returned in a different guise. Places have changed hands, new ideas were floated and we face the very real prospect of a different focus to Aireys in the proposal for a supermarket in the Bottom Shops area. I will now give a summary of some of the major issues in which AIDA has been active during this past year.

Split Point Lighthouse Precinct

This precinct has suffered traffic congestion and tourist influx for ten years or more with each commissioned traffic management plan proposed by various

consultants ignoring the scale of the problem and the obvious limitation to visitor parking in the Step Beach car park. This has meant overflowing traffic, large buses, caravans and pedestrians all forced to compete for road and parking space outside designated parking areas. AIDA and local residents participated in the GORCC and council consultative processes, but were rightly alarmed when the final and revised report contained factual and technical errors. So, in April 2010, AIDA took the decision to not just comment on the proposed traffic management plan, but to put forward our own plan for traffic control both within and outside of the Lighthouse Precinct which we saw as reflecting and addressing the issues raised by residents.

AIDA is pleased to report that a modified form of this proposal was adopted by council in August 2010 and established in the minutes of the council meeting as a ten-point resolution. Our thanks must go to councillors for their interest and willingness to listen and to find a compromise solution to this problem. We will keep you as members updated on future progress on this extremely long, drawn-out issue.

As a side issue to this, the upgrading of Federal Street has been a well planned and sensitive development which has enhanced both tourist experience and local resident amenity. AIDA has congratulated council on the process and implementation of this upgrading.

I would like to move to another vexed issue and outline our difficulties with the AIDA Questionnaire.

AIDA questionnaire

As you are aware, AIDA has in the past sent a questionnaire to all ratepayers in the Aireys Inlet district in which community values and local environment and planning issues have been canvassed through a series of multiple-choice questions, and the responses collated.

The return from the latest of these questionnaires, which was sent out in 1999, was an excellent 39 per cent from members and non-members in almost equal proportion, which indicated a wide interest in the intent of the survey. The results from these have been used by AIDA to put forward local community perspectives on issues to both local and state governments, and also as evidentiary support to council – for example, statistics from the survey were used in underpinning the shire’s submission to the State Government Panel review of the draft Neighbourhood Character amendments to the Planning Scheme. AIDA recently revised the contents of the survey with the intention of circulating it again to all ratepayers and so enabling us to operate from a more modern data base. Unfortunately, we have come to grief on the provisions of the Privacy Act. The Surf Coast Shire feels it is no longer able to distribute our survey under the provisions of the Act in case of complaints from ratepayers. So in 2011 we will be forced to send out these surveys to members only, with limited post office distribution to local ratepayers. This will affect our ability to cite true comparisons to our other studies, but will at least give a quantitative basis in bringing forward local perspectives on local issues. So, could I urge you all please, in the interests of gaining this much-needed sequential data for future use, to complete and return these forms when you receive them, and to encourage any non-member Aireys ratepayers to do the same.

The recent change of government at state level means that some issues which were canvassed with the previous government may now need revisiting. One of those was the proposal contained in a White Paper released in November 2009 entitled Land and Biodiversity at a Time of Climate Change – Securing our Future. In July 2010, AIDA wrote to the then Minister Gavin Jennings expressing our concerns at proposals contained in the White Paper in which the Victorian Coastal Strategy was to be absorbed into a new Natural Resource and Catchment Management Act and reference to ‘coastal’ deleted from the title. It also recommended abolition of the Victorian Environmental Assessment Council (VEAC), a scientific advisory committee whose role was to assess the need or otherwise to establish or incorporate areas into a national park – this was despite the Federal Government nominating the Victorian model as a benchmark.

The coalition’s stated pre-election policy was to continue the function of VEAC, and not to proceed with the amalgamation of the coastal councils, all to our delight. However, the rest of their environmental policies are not clear, and a quick look at their website shows a

lack of any environment policy, despite policies in every other conceivable area. So we shall have to wait for clarity on the other recommendations contained in the White Paper and follow up as necessary.

Amend C55 and DDO15

One of the major issues AIDA was involved with during 2010 was the proposal to amend C55 and DDO15. Before I am accused of promulgating three-letter abbreviations, the C55 and DDO15 are planning objectives and controls related specifically to the commercial areas of Aireys Inlet. AIDA, along with the community as a whole, were invited to participate in, and subsequently did participate in, an excellent consultative process put in place by Surf Coast Shire during 2008 and reported on in the 2009 president’s report. In essence, the design guidelines which arose from this extensive consultation contained specific controls including height and setback limits, active frontages to the Painkalac Creek, and allowed for shared driveways and walkways through to the creek which aimed to give open space between buildings and to encourage pedestrian access to the creek frontage. The night light aspect of the Bottom Shops was to be respected by limiting the illumination and size of signage. My report looked forward to these being adopted by the Minister and implemented within 2010.

Unfortunately, council received objections to the guidelines, mainly from business interests behind the application for the supermarket in the Bottom Shops precinct, and so the guidelines were referred to a state government panel in September. This panel consisted of a single member who would hear all sides then recommend an outcome. AIDA had participated in panel hearings in the past and anticipated a reasonable hearing, but in this case felt we were not afforded the same right of hearing, nor the opportunity to rebut some of the more extravagant claims put forward by the barrister representing Bottom Shops commercial interests. We also believe that some of these claims have been wrongly used in the conclusions drawn in the report by the member.

Council has now to consider the report. It can adopt the amendment with or without changes, or it can abandon the amendment altogether. If adopted, it must be again sent to the Minister for planning for approval. AIDA has written to urge council to adopt the guidelines without change, which we consider properly reflect the community view of future development in the commercial areas, not the view of vested interests.

Planning issues

Planning issues have been covered in the newsletters, and perhaps one of the most contentious issues in the past year has been the proposal for a supermarket at 83 Great Ocean Road, in the Bottom Shops area. The rights and wrongs and commercial impacts of bringing a supermarket into Aireys Inlet will be constantly debated but AIDA submitted an objection to council based on non-compliance with the planning scheme and the proposed C55. There were over 120 objections to the proposal plus petitions, and the application was rejected by the Surf Coast planning officers and council. This matter has been referred to VCAT in April 2011, and if the C55 panel hearing is anything to go by, will be vigorously opposed by its proponents. Again we urge all who submitted an objection to attend the VCAT hearings to ensure their collective voice is heard.

Happily an application for 73 Great Ocean Road (Kalbaru) adhered mostly to the planning scheme, and even acknowledged the C55 amendment. There have been some changes proposed, and we await these before totally withdrawing our objections.

And even more happily, the planning department of the shire through their manager has implemented a review of the neighbourhood character overlay and its application or non-application in the Aireys area. AIDA was asked to submit developments which we considered were allowed to proceed in breach of the overlay, and were pleased to do so. We also expressed concern at what we considered to be the lack of consistency between planning officers in the application of the planning process. We will be very interested in the final report.

Surf Life Saving Club

And finally, our Surf Life Saving Club is due for a revamp. Negotiations regarding the building height and size have been held, and some modifications undertaken. AIDA has objected only to the proposed positioning and entry to the toilets on the basis of safety and accessibility as the proposal is to demolish the



current toilet block and incorporate toilets instead into the bottom of the building with unisex entry.

As usual, planning issues have taken up a lot of the committee's time, and will continue to do so I am sure in future years. We are lucky to have planning controls which aim to retain the unspoilt beauty of this area – now all we have to do is to ensure that they are maintained. We have been encouraged by the number of individuals who have contacted us with various concerns. The knowledge that AIDA has been able to follow up these issues and provide a focus for information and action gives true meaning to being a community association.

There have been changes to AIDA personnel over the past twelve months. In April we farewelled Dot Leslie who has designed and laid out our newsletter for many years and the distinctive illustrations within the articles will be well known to everyone. This is a voluntary position, and we thank Dot for her many years of excellent work – and her patience, as she was constantly made to wait for us tardy contributors. We have been fortunate to have gained as her replacement Nan McNab, who we welcome back and sincerely thank for taking up the role of editor and designer once again.

And I am deeply sorry to have to farewell two of our committee members – Graeme and Tania Teague. Both have been committee members for approximately seven years, and for the past six years Tania has acted as secretary and Graeme as minute secretary, an unenviable task at some of our meetings. On behalf of the committee I would thank them for all those years of service, for their input and assistance and to Tania for her unstinting, well-organised and outstanding time as secretary.

I would also thank Lecki Ord who has stepped in as membership officer, and has kept us in touch with membership statistics and also been responsible for instigating email contact with members. Your efforts are sincerely appreciated by the committee.

And to you as members, an appreciative thanks. Any organisation is only as strong as its membership and we, because of you, continue as a strong organisation. AIDA has been in existence for over forty years and has acted on behalf of the Aireys Inlet community in many, many matters over this time. And we will keep going as long as we are able – which brings me very neatly back full circle to the start of my report. I would like to again take the opportunity to ask your assistance and consideration in ensuring that AIDA is to continue to be as effective by nominating for committee positions. We will be calling for nominations later.

Barbara Fletcher, President

Planning report

Recent letters and articles in our local press have stridently complained that it is ‘the Shire’s responsibility to place tighter restraints and, perhaps, actual figures on specifics such as height rather than have “guidelines”’. On the face of it, this sounds simple. However, every significant change to the Surf Coast Shire Planning Scheme ultimately needs the consent of the Planning Minister and generally that consent will not be given unless the change is formulated as a guideline rather than as a regulation. And Practice Note 59, released in the final months of the Brumby Government, if retained and promulgated by the Baillieu Government, will force the planning scheme to be rewritten in an even less predictable, performance-based format and is likely to result in more VCAT appearances for the community. (See article.)

Surf Life Saving Club 370 Great Ocean Road

The SLSC applied to redevelop the clubhouse to better service its members. The new building, occupying a similar footprint to the current building, will provide improved storage space, patrol rooms and nipper facilities. Because of the significance of the SLSC to the community, AIDA was reluctant to object to any aspect of the redevelopment, but ultimately did object.

AIDA expressed reservations about a number of features of the application but only objected to one – the elimination of the current public toilet/shower block and its replacement with an alternative in the clubhouse. The proposed clubhouse public toilet had a single entrance to both the male and female toilets. At a mediation meeting held on 18 February we were able to jointly design an alternative that is acceptable to AIDA and the SLSC. Once we have notification that the shire has received the revision, AIDA will withdraw its objection.

If the three objectors withdraw, consent must be obtained from DSE and planning approval from the shire. Both approaches are advanced and we trust that five years of planning and negotiations will soon end with a new clubhouse.

We are still unhappy about the loss of a toilet block that is readily seen by all including those passing by and using the bus shelter, that is open all hours (though only lit at night by an outside light) and whose access can be monitored easily by carers. This loss was required by Department of Sustainability and Environment and the hours that the public toilets in the SLSC will be available will be decided by DSE.

85 Great Ocean Road

AIDA responded to an application to convert the former surf shop into a shop, commercial display area (motor vehicles and associated memorabilia) and licensed tavern. A favourable aspect of the proposal – one that is consistent with the urban design guidelines for the Bottom Shops commercial area – is that the business has a frontage to both the Great Ocean Road (shop) and the Painkalac Creek (tavern), albeit the latter from a raised deck. Issues we asked council to deal with are potential noise from activity on the deck and departing patrons and light pollution. There is also an application to waive 32 car parking spaces. If council allows the development as proposed, parking is likely to be an issue as the applications for the supermarket and shops at 79 Great Ocean Road have also applied for a waiver to parking spaces. The Bottom Shops are badly in need of a precinct parking plan.

83 Great Ocean Road

The application in November 2009 for a planning permit for a full-sized supermarket at the Bottom Shops, which has sent waves of opposition through the community, was unanimously refused by the shire council at its August 2010 meeting. Prior to making its decision, the developer was required to undertake a Coastal Hazard Vulnerability Assessment for the proposal – the first ever required in Victoria under new state government climate change provisions – due to its location directly adjacent to the Painkalac Creek. As expected, the developer then applied to VCAT for a review of council’s decision. In response, AIDA and a number of local residents have also applied to oppose the supermarket at the VCAT hearing.

At the end of March, objectors were notified that the plans for the supermarket had been significantly altered. The amended proposal that the developer has now submitted for the supermarket comprises a completely new design. AIDA’s preliminary examination of the new plans indicates that the amended proposal lacks any substantive concessions or changes and fails many of the commercial zone guidelines recently adopted by council and supported by the community.

The VCAT hearing dealing with the supermarket planning application had been listed for 28 and 29 April 2011. However, council has now requested a delay on the grounds of the extensive changes in the revised application. When it occurs, the hearing will be held in Melbourne at 55 King Street, which is a short walk from Southern Cross Station. The VCAT number of the

application (if seeking information) is P1769/2010. The telephone number for planning information is 9628 9789. We will place all information on this matter on our AIDA board, or please contact committee members.

We strongly urge members who objected to the application – and even those who did not make a formal objection – to attend this hearing. Once the date is set, we will alert all AIDA members for whom we have email addresses. AIDA will be appearing at the hearing, but our case will be made stronger by a show of community support, which provides an important psychological impact at VCAT.



Small blocks/large houses

AIDA is seeing too many planning issues resulting from applications where subdivision of land into small blocks (the allowable minimum is 550 square metres in a defined zone) is accompanied by plans to build houses that do not meet the Neighbourhood Character Overlay. Invariably the houses are appropriate for large blocks. However, their sheer size and visual bulk mean they do not conform to the NCO standards that apply to these small blocks. The result, if these dwellings were allowed to be built, would be high-density housing, inadequate screening of one dwelling from another, insufficient space for vegetation and infiltration of rainwater, and excessive bulk – completely at odds with the Aireys Inlet non-urban character. This problem is most apparent in some recent applications from Pearse Road.

Barbara Fletcher, Gary Johnson

Free assessment

A CFA program (until the end of June) offers expert assessment of homes for defensibility against bushfire. There is no cost for the inspection and no obligation to institute the recommendations. You will receive a report covering such topics as vegetation management, building issues, good housekeeping and water supply – topics discussed in relation to your property. The report will include a calculation of your bushfire attack level and a recommendation at what fire danger ratings you should consider your home undefendable. To access the service contact Phillip Wall on 0418 315 324.

Gary Johnson

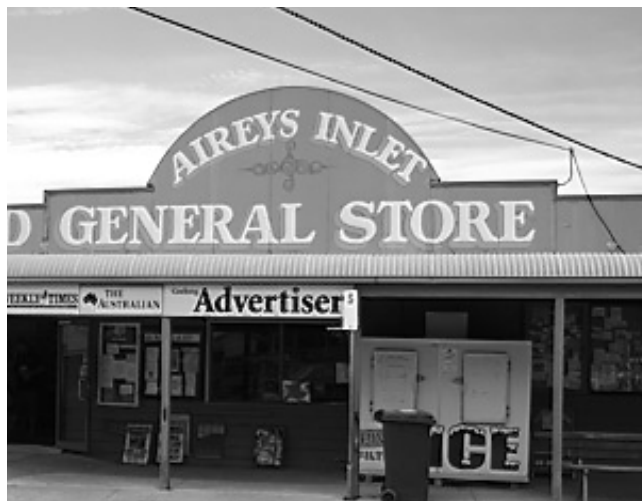
Top and bottom shops

Planning controls

AIDA has been involved in a series of consultations with council over recent years regarding the future planning and design of Aireys Inlet's two shopping centres. The last three elected councils, through a number of consultancy studies, have recognised the need and prepared the way to clarify the guidelines and controls for the commercial zones as these areas are progressively developed. These studies – involving wide community consultation – culminated in Amendment C55 to the Surf Coast Planning Scheme in 2010, which was reviewed by a government panel last September. Disappointingly, the panel recommended significant watering down of the proposed amendment, in accordance with the government policy to provide greater flexibility for developers.

AIDA has strongly opposed this policy direction as we think that it will lead to the suburbanisation of Aireys Inlet. We believe that greater, rather than less, planning certainty is required – for both developers and the community – if the character of Aireys Inlet is to be retained and enhanced in these highly visible areas. The neighbourhood character overlay is a good example of this approach working in our residential areas. The current proposal to build a monolithic suburban-style supermarket at the Bottom Shops is one example, we believe, of why such controls are also needed in the commercial areas.

At its March meeting, council responded to the panel's report in a way that attempts to retain as much clarity and control as possible within the government's ground rules. AIDA has provided input throughout this process, in an effective partnership, and council has included AIDA's suggestions in the final wording of Amendment C55.



Split Point Lighthouse Precinct update

For over 11 years residents and council have tried to deal with traffic management in the lighthouse precinct. During this time residents in different parts of the precinct have had to endure disruption to their amenity in the form of excessive traffic, speeding and anti-social behaviour. February 2009 marked a turning point in the management of the precinct. The Split Point Lighthouse Precinct Masterplan was endorsed by council subject to the outcomes of a traffic management plan and a number of other provisos including the lack of support by council for the inclusion of a long vehicle space at Step Beach car park.

In April 2010 a draft of the traffic management plan was released for public comment. Many precinct residents sent in written objections and a public meeting in the Aireys Inlet Community Hall was attended by more than 60 concerned members of the community, the majority of whom were very vocal in their opposition to aspects of the draft plan. AIDA subsequently wrote a detailed response and took the unusual step of suggesting an alternative traffic management plan, as the plan prepared by the traffic consultants had not in AIDA's opinion grasped the problems with traffic management in the precinct, nor had it addressed the opportunities and potential that are present in the precinct.

In August 2010 the consultants' revised traffic management plan, which offered minor concessions but failed to respond to the major concerns of the community, was noted but not endorsed by council, which instead passed a resolution requesting officers to modify plans to adopt the implementation of 10 requirements, several of which were drafted as a result of the extensive inputs from the community including AIDA's alternative plan. There was a collective sigh of relief that community consultation had at last been effective. Councillors had made a huge effort to understand the issues faced by both residents and visitors in the precinct, and AIDA committee members felt that the hours spent writing submissions had finally paid off. Democracy at the local government level was alive and well.

However, in November 2010 a further resolution was passed by council to clarify other council officer recommendations not specifically addressed in the resolution of August 2010. Unfortunately, there was no community consultation leading up to this second

resolution and AIDA has found that there are multiple mismatches between the second set of council officer recommendations and the council's intentions documented in the previous resolution. AIDA committee members have prepared a list of these mismatches and are currently communicating them to council members and officers to assist them as they prepare specific designs for works in the lighthouse precinct that conform to the council's intentions as laid out in the resolution of August 2010.

The first physical works are due to start before the end of this financial year, with landscaping works in and around Inlet Crescent south. AIDA maintains that the works implemented in this first stage should be consistent with the traffic management plan for the whole precinct, and the resolutions of August 2010, which provide for the redevelopment of the Skate Park car park area to accommodate car and long vehicle parking to allow buses and vehicles towing caravans and trailers to be prohibited from entering the precinct at both the western leg of Inlet Crescent south and the Noble Sanctuary entrance to Inlet Crescent north.

We are now so close to the development of a lighthouse precinct that will work well for both residents and visitors. It will be a precinct that will provide a comprehensive experience for visitors, and at the same time provide improved amenity for residents. Council has endorsed a traffic management plan with recommendations that facilitate this, but somehow the reality is proving hard to achieve. AIDA's role will now be continued vigilance to ensure that these recommendations are carried out.

Frieda Wachsmann

Proposed pathway Bambra Road

AIDA has contacted the infrastructure department of the Surf Coast Shire Council seeking clarification on a number of important points pertaining to a proposed pathway along Bambra Road, stretching from River Road to Boundary Road, and possibly to the Distillery Creek picnic area. This pathway forms part of the council's 'Pathways Strategy'. However, residents may be under the illusion that a March 2007 letter from the council to them stating that the pathway would not proceed following residents' clear opposition is still relevant. Residents who attended a council committee meeting on 6 October 2010 were reassured that further consultation with residents would take place about the pathway. This has not occurred.

Should the pathway indeed be accepted and constructed, there is a lack of clarity about the surface to be used for it. Infrastructure officers have expressed a preference for concrete for ease of maintenance. This contradicts the Pathways Strategy, and certainly goes against AIDA's preference for gravel pathways wherever feasible, for reasons of visual appearance and local character. Should the pathway proceed, there is lack of clarity about sources of its funding, that is, whether residents of Bambra Road will be charged part of the costs through a special charges scheme. Finally, there is lack of clarity about whether the pathway would be only on the western side of the road.



Aireys Inlet Hotel: the future

The Aireys Inlet Hotel closed its doors on 20 March after the owners decided not to renew the hotel's lease, and it appears certain that the 12,000 square metres of land the hotel sits on at 45 Great Ocean Road is to be redeveloped. It will be a shame if Aireys Inlet finally loses its long-standing hotel, which has served the township well as one of its much-loved community hubs since the 1890s – even rising very successfully again after being destroyed on Ash Wednesday.

The site of the hotel has always been zoned for residential use, as is all the land between the Top and Bottom Shops, and in recent years increasing residential land values have made it attractive for owners to maximise their return from residential development. While the use of the site by the hotel gives the owner the right to continue that use also, this right will lapse after two years unless a hotel is re-established on the site.

While it is not within AIDA's powers to ensure that Aireys Inlet continues to have a hotel, we will maintain a close eye on any proposed redevelopment on the current site and keep members informed.

Ian Godfrey

Better than Torquay

Cr Ron Humphrey has complained that the much smaller community of Aireys Inlet, which is well represented by a great community body, puts Torquay to shame. The statement was made after the dissolution of the Torquay Ratepayers Association. Ron is quoted as saying, 'Ratepayers associations do force councils to tend towards better governance – and that is vital in any community.' Although AIDA is not a ratepayers association, we will happily accept Ron's endorsement.

Gary Johnson

Community breakfast Australian Coastal Councils Conference

The 2011 Australian Coastal Councils Conference, organised by the National Sea Change Taskforce and hosted by the Surf Coast Shire Council, was held in Torquay from 28 to 30 March. The major topics of the conference were:

- the Federal Government response to the House of Representatives Coastal Inquiry
- the implications of population growth for Australia's coastal regions
- coastal risk management, including legal and insurance risks
- quality of life in coastal communities, including the impact of growth and other demographic changes on community wellbeing.

AIDA representatives were invited to a community breakfast on 29 March hosted by the Victorian Coastal Council, the National Sea Change Taskforce and the Surf Coast Shire Council. Following the welcome to country by Bonnie Fagan of the Wadawurrung people, attendees were also welcomed to the Surf Coast by four grade 6 students from the Lorne–Aireys Inlet School, who gave a marvellous joint presentation about their roles as Sea Care ambassadors.

Barry Sammels, Chair of the National Sea Change Taskforce and Mayor of Rockingham (WA) then outlined the role of the taskforce, which has more than 68 member councils from around the Australian coast, more than 40 of which were represented at the conference. He listed their shared problems as including rapid population growth, major shortfalls in resources for infrastructure, impacts of tourism and visitor peaks, the sea-change phenomenon (particularly involving retiring baby boomers), being at the forefront of dealing with an ageing population,

lack of access to services, and finally, the difficulties and dilemmas of planning for climate change, which will uniquely challenge coastal communities with sea level rise and more severe extreme weather events, and put at risk the high biodiversity and scenic values of the coastal zone. Mayor Sammels reported that progress made since the taskforce was established in 2004 as an advocacy body has included placement of the impact of coastal growth on the national agenda, the release in 2007 of the ALP's Caring for Our Coasts Plan, implementation of the Regional and Local Community Infrastructure Program (announced by Prime Minister Rudd in 2008 as part of the Nation Building Economic Stimulus Plan), and most recently, the Labor Government's largely positive response to the parliamentary coastal inquiry.

Alan Stokes, executive director of the taskforce, then gave a presentation on 'The Challenge of Coastal Growth'. He presented a number of alarming statistics about the rate of current and predicted population growth in Australia, and particularly along our coastline. He highlighted the need for a national growth management policy that would prevent urban settlement in areas endangered by climate change and loss of productive rural land in the coastal hinterlands. He noted that the taskforce has prepared a 10-point plan as a policy framework for coastal Australia and is calling upon the Federal Government to adopt this plan in the national interest. AIDA has a few copies of a booklet outlining the plan if any members are interested in further details.

The breakfast concluded with a panel discussion entitled, 'If growth is the challenge, what is the answer?' involving AIDA committee member Ian Godfrey alongside Libby Mears (with dual roles as a local councillor and Chair of the Victorian Coastal Council), Darren Cheeseman (Federal MP for the local electorate of Corangamite), Laura O'Connor (Torquay Community House) and Alan Stokes. Some of the comments made are paraphrased as follows:

Alan Stokes – 'Many people are attracted to the coast in search of the character of the coastal community they grew up in. But they find that character is lost as the relentless growth continues.'

Darren Cheeseman – 'With rapid growth, a major challenge is provision of services, and the question must be asked whether some communities have reached a point where growth must stop.'

Ian Godfrey – 'A key element for the coastal hamlet of Aireys Inlet, which has finite boundaries defined by the sea and the national forest, is retention of character. A problem for us is that the planning scheme in Victoria assumes that our planning issues are the same as those in urban cities.'

Libby Mears – 'Our council has worked hard on neighbourhood studies and planning overlays, but the problem of "one size fits all" in the planning scheme is a continued challenge.'

Laura O'Connor – 'In Torquay our challenge is to work hard to build and nurture a sense of community as the population grows.'

Question to Ian Godfrey – 'Is it possible to increase density and still retain character?'

Ian Godfrey – 'A very good question! Why could we not be like a Greek village that retains its beauty despite high population density? But after ten years in Aireys Inlet I know that our neighbourhood character is highly dependent on the natural environment, which would be heavily impacted by high-density development.'

Question from audience – 'Following on from the AIDA representative's comments about the challenges of increased population density – isn't this problem made worse by the increased size and bulk of most new houses?'

Libby Mears – 'We need incentives in the planning scheme for variety in housing stock.'

Mary-Jane Gething

AIDA committee 2011

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NEWSLETTER APRIL 2011

If not claimed return to PO Box 359 Aireys Inlet 3231

