



AIDA

NEWLETTER JULY 2010

Securing our natural future:

a white paper for land and biodiversity at a time of climate change

AIDA'S letter of concern

As reported in our last AIDA newsletter (March 2010), AIDA and many other coastal stakeholders have expressed grave concern about the content and the way this white paper may be implemented in this sweeping attempt at a complete overhaul of the way land use and biodiversity are managed in Victoria.

We have written of our concerns to Minister Jennings with copies to Premier Brumby, Michael Crutchfield MP, the Secretary of Department of Sustainability and Environment (DSE) and Councillors Coker and Mears.

In particular, we noted that there was no mention of the coast in the title of the new body, in spite of the fact that the coast has special and different issues in its management and use from the rest of Victoria. *The Coastal Management Act* and the Victorian Coastal Strategy and its overseeing body, the Victorian Coastal Council, will be 'absorbed' into the new strategy. This is in spite of the Victorian coastal system being hailed as a possible template for all Australian coastal areas in the federal

government inquiry led by Jenny George MP as being a 'a benchmark for coastal management'.

The Victorian Environmental Assessment Council (VEAC), which is a scientific investigating body advising the government on the value of areas suitable for national parks and reserves will be abolished. AIDA believes that the removal of such a well-credentialed body whose deliberations have led to the establishment of most of Victoria's national parks and reserves is outrageous.

Another of our concerns is that 'the future of land use and settlement planning' is to be fitted into an overall template for the state. We wonder how our local planning overlays and zones will fit into this 'one size fits all' approach. Most of the local planning rules have been put in place with local community input and apply most particularly to a specific area.

A copy of the full letter can be emailed or posted to you. Contact Tania Teague Secretary 52 896 526 or Barbara Leavesley 52 897 152.

Barbara Leavesley

Email addresses

Recently we have used email notices to alert members to current issues such as the draft Split Point Lighthouse traffic-management plan and the supermarket proposal. We asked AIDA members to read the reports and provide the consultant and council with appropriate feedback. And it worked a treat, with many well-considered and passionate submissions.

Contact via email is rapid, cheap and easy. The down side is that approximately a third of members either do not have email addresses or have not shared them with us. If you fall into this category and wish to receive emails from AIDA about big issues needing a rapid response, please provide Lecki with your details. They can be emailed to Lecki Ord at lecki1@mac.com.

Planning issues

Supermarket application: 83 Great Ocean Road Aireys Inlet

More than one hundred public submissions were made to this application, the vast majority objecting to the proposal. (AIDA's objections were outlined in the August newsletter. Copies can be obtained from Tania Teague.)

Council subsequently requested further information from the applicants, one of which was a Coastal Hazard Vulnerability Assessment (the first to be applied in Victoria) and this has been provided. It is understood that the applicants do not accept the need for strategies on the site to mitigate possible future inundation, arguing that the life expectancy of the development is considered to be less than ninety years. The report suggested that for action to be required, the planning horizon was 2100.

A VCAT hearing has been lodged by the applicant on the grounds that council have not granted a permit for the works within the statutory period. All objectors would have been served with copies of this notice. AIDA will attend the

hearing and present a submission. We urge all those members who lodged an objection to complete the Statement of Grounds provided in the documentation. As many members as possible should appear at the hearing.

Alongside the VCAT proceedings, Surf Coast Shire is to hold a 'Hearing of Submissions' on 4 August 2010 before making a decision on the matter at their council meeting of 25 August 2010. Please watch out for council advertisements.

The Hearing of Submissions meeting allows members who have submitted documents to council on this matter to reinforce these issues by presenting to councillors. If you do not wish to speak to your submission we urge you still to attend the meeting to show the depth of community concern.

It is vital that the community view is presented at both these forums.

Barbara Fletcher and Gary Johnson
AIDA Planning

Community garden 3231

Twenty or more gardeners braved the cold recently to start on some no-dig gardens. We provided straw and horse manure and the results were most encouraging. We hope to start on community plots at the next working bee and planting will follow soon. Our next important task is getting up the shed and some levelling works for paths, etc.

There was a great sense of community, cooperation, learning and discussion as we all worked together on common tasks.

Anyone interested in visiting the garden can do so at 2 Fraser Drive Aireys Inlet to see how things are progressing. Contact Terrence if you are interested in joining the garden at: thof4@bigpond.com.

Tania Teague



C55 amendment – commercial areas

Although it may sound as dull as dishwater, this amendment may have profound consequences for the top and bottom shops commercial areas and consequently our lives.

In 2008 council contracted Hansen Partnership P/L to consult with the community and then prepare design guidelines for the commercial areas. The draft guidelines were displayed for public comment and modified before council adopted the final version in June 2009. This report can be viewed on the shire's website at http://www.surfcoast.vic.gov.au/Planning/Documents/AIFinal_DesignGuidelines.pdf

Subsequently, from the adopted version, planners drew up the formal amendment (C55) to the Surf Coast Planning Scheme and invited submissions. Eight were received, including one from AIDA.

The Department of Sustainability and Environment recommended that a 20 metre vegetated buffer from the 'streamside zone' be set aside to protect the Painkalac River and environment. Most of this buffer is likely to be on public land. Council is considering replacing the 7 metre building setback from the site boundary adjacent to the Painkalac River with the 20 metre setback from the 'streamside zone'. The setback would be increased where the development provided outdoor activities that might encroach on the 20 metre buffer. The 7 metre setback was also opposed by P. Brook, 89 Great Ocean Road. AIDA supported the inclusion of the streamside buffer *as well as* the 7 metre setback.

Sincock Planning (presumably on behalf of the owners of 83 Great Ocean Road, the old hardware site) objected to a number of aspects including the limited potential for some sites to provide car

parking within each site. The shire suggested that the amendment be changed to recognise the need for shared internal car spaces on-site wherever possible, and investigate the preparation of a parking precinct plan. The shire intends to prepare this plan in the next financial year. The shire deleted the requirement for a developer to contribute to public land set aside for car parking due to there presently being no existing formalised system.

Because the shire could not satisfy all recommendations submitted by the Department of Sustainability and Environment (DSE), P. Brook and AIDA, it will be necessary to refer the matter to a panel hearing to sort out a number of guidelines before the minister considers the amendment. AIDA will present a submission at the panel hearing in support of the guidelines in our original report. It is our understanding that only those who made objections at an earlier stage will be able to comment at the panel hearing.

For further details on the initial submissions and the shire's responses, refer to pages 110–23 of http://www.surfcoast.vic.gov.au/Council/Documents/Minutes/2010/23_June_2010.pdf

These guidelines are of immediate significance for the development of a number of commercial sites in addition to 83 Great Ocean Road. It was disclosed in the 83 Great Ocean Road application that an application was imminent for 73 Great Ocean Road. Also the block to the east of the General Store at the top shops is currently being advertised for sale. It is critical that the guidelines with strong community support be adopted or we could end up with a community we wouldn't enjoy living in.

Gary Johnson

Draft lighthouse precinct traffic-management plan 2010

The draft traffic-management plan is a disappointing document and has very few positives from AIDA's viewpoint. It focuses too narrowly on preconceived and often obsolete notions of the traffic management issues of the lighthouse precinct. Also, the plan disregards traffic management principles underlying the master plan itself.

Because of these omissions, the draft traffic-management plan fails to address the main reasons for its commissioning, while at the same time taking the traffic proposals for the precinct back once more to revisit previously rejected traffic objectives and proposals.

In the past, AIDA has limited its activities to

commenting on planning documents, but in the case of the lighthouse precinct we think there is a clear case over the past ten years of failure to see the wood for the trees. During that time community values and wishes haven't changed.

For these reasons AIDA is taking the unusual step, in addition to our comments on the draft itself, of directly proposing (consistently with the master plan) the outcome we believe both the community, and council itself, are now seeking. We believe the broad community supports AIDA's preferred approach, which is based on extensive feedback over the years and also on the submissions received by GORCC on the master plan in 2008.

AIDA's preferred approach to lighthouse precinct traffic management

- provide and retain convenient and appropriate pedestrian and vehicular access for all visitors to *all of the varied attractions* of the precinct while at the same time protecting the amenity of residents
- support the Lighthouse Heritage Trail – providing as it does, step-free all-weather access from the bottom shops and skate park to the lighthouse – as the backbone of a richer visitor experience of the precinct
- redevelop, possibly in stages, the skate park car park and adjacent areas and, while not reducing the extent or amenities of the Aireys Inlet recreation area, provide substantially increased car parking and also new long-vehicle and coach parking in this area, to a high landscaping standard similar to the beach parking area at Four Kings in Anglesea; rename this enhanced parking area the 'Lighthouse Car and Bus Park'
- remove all existing lighthouse vehicular directional signage from the Noble Sanctuary entrance to Inlet Crescent North and also from the Lighthouse Road intersection and, except for disabled and pedestrian signage, from elsewhere within the precinct
- provide new Great Ocean Road signage at and before the Noble Sanctuary entrance to Inlet Crescent North prohibiting buses from entering the precinct and directing all traffic to the new 'Lighthouse Car and Bus Park' at Inlet Crescent South
- provide new signage at the entrance to Inlet Crescent South opposite the bottom shops, directing all traffic to the 'Lighthouse Car and Bus Park'
- further along Inlet Crescent South provide signage prohibiting long vehicles from entering

- formalise and increase to approximately fifteen spaces, the 90 degree parking for beach and estuary visitors as proposed in Inlet Crescent South with a better defined but unsealed surface; do not provide any additional parallel parking for long vehicles in this area
- effectively discourage cross traffic within the precinct from hunting for an access road to the foot of the lighthouse by re-configuring Inlet Crescent into two separate cul-de-sacs – Inlet Crescent North and Inlet Crescent South – with the traffic barrier between the two streets located immediately west of the intersection of Inlet Crescent South and Inlet Crescent North
- retain the low-key beach character of the precinct through encouraging the shared use of its streets by pedestrians and family groups (as is already common throughout Aireys Inlet) by keeping the existing informal road alignments and surfaces and, apart from the Lighthouse Heritage Trail, informal pedestrian pathways
- re-establish the safety and amenity of Lighthouse Road by introducing a mid-point chicane, and also establishing roadside tree and understorey planting to discourage traffic speed
- permanently limit the Step Beach car park to a maximum of twenty-five car spaces, on an unsealed surface, with no provision for long-vehicle parking or of overflow parking in Eaglerock Parade. Suggest a separate entrance and exit from Lighthouse Road with the entrance closer to Eaglerock Parade than the exit.
- increase disabled persons' car and disabled persons' minibus parking at the foot of the lighthouse
- prevent vehicles from parking on the verges in Federal Street while at the same time permitting informal pedestrian access along the verges, by installing, in lieu of bollards

or fencing, Bambra limestone rocks closely spaced and following the curve of each kerb line – together with some low planting – retaining the visually open character of the pedestrian approach to the lighthouse

- monitor the success of these traffic arrangements with a view to reducing the volumes and more effectively managing the traffic using Lighthouse Road, the Step Beach car park and Federal Street, and if successful remove unnecessary traffic signage in these areas
- encourage council and GORCC to amend tourist literature, maps and online materials to reflect the new arrangements and to advise visitors and tour organisers of the changes

Conclusion

This is a crucial moment for the future of the Split Point lighthouse precinct. The decisions made at this time will determine the future of this highly valued area of Aireys Inlet. It can either become a model for sustainable tourism at its best or deteriorate into an area which is over-used, over-extended and a nightmare for the local residents, other ratepayers and visitors.

AIDA has urged council to consider very seriously AIDA's suggestions, which are based on years of consultation with residents and visitors as well as council and GORCC. They are also based on the proposals in the 2008 master plan accepted by council in February 2009.

Work has begun on the heritage trail and is about to start on Federal Street modifications. Both projects are mainly designed to attract visitors, but we still have no traffic-management plan. As far as residents are concerned, the traffic-management plan is paramount, and it is disappointing that council have not put a greater effort into finalising it or communicating their response to the draft plan. Once again the interests of visitors are put before the concerns of residents.

Frieda Wachsmann

Where did we come from?

What is the origin of the name Aireys Inlet? When was the Split Point lighthouse built? Where were the Great Ocean Road Golf Links? Who was Sir Samuel Mogg? Why is a Fairhaven road named Wybellenna?

We are fortunate that there is one booklet and one book currently available from the Anglesea and District Historical Society that will answer these and many more questions.

Braden's (2010) *Early Aireys Inlet* is a fifteen-page booklet, well-illustrated with seventy-six images, that deals with the houses, structures, venues and transport of Aireys Inlet since the late 1800s. Most A4 pages contain three paragraphs dealing with three topics, each often accompanied by a small illustration. The illustration may be a subdivision map, photo of a long-lost building, advertisement for the Mountain House Guest House, or drawing of the Grand Hotel. Needless to say the coverage of each topic is brief, but good value at only \$8 (GST included, packaging and handling an additional \$1.60). An index is included.

If your appetite was whetted and you want more, then the second book is for you – Cecil and Carr's (1987) *Aireys Inlet – A history from Eagle Rock to Cranberry Hill*. This is a much more substantial booklet of 121 A4 pages including fifty-nine illustrations. The third- to half-page illustrations are much larger than in Braden's booklet, as is the useful index of people and places. Cecil and Carr considered their book '... an incomplete history of Aireys Inlet' and felt that there was '... a lot of chaff left to be sifted before the whole story is told ...' However, they have mined sources as diverse as Geelong Historical Records Centre, Winchelsea Shire records,

personal letters, and reminiscences of pioneer descendants for information.

They have given us a rich partial history to savour. We read about William Buckley who walked the shoreline in 1803, the first land survey (by William Urquhart in 1846), the life of the pastoralists including those of Angahook homestead, and stories from visitors (including guest-house visitors) to the area. We learn something about the people who gave names to our streets including, Hopkins, Hartley, Berthon, Pearse, Cowan and Boyd. As well, historical and fanciful information is provided about Fairhaven, Moggs Creek (including seventeen pages about Sir Samuel Mogg) and Eastern View. By the way, the Cranberry Hill in the title refers to a knoll at the western end of Eastern View. It should be noted that this is a European history without much reference to the indigenous people. The Cecil and Carr book costs \$30 (GST included, packaging and handling an additional \$4.10). If both books are purchased, packaging and handling is \$4.10 for both.

Note that these books are not new, but many members may not be aware of them or that they are still available. A third book, *Aireys Inlet – From Anglesea to Cinema Point* (McLaren, 1987) is no longer in print.

The books are available from the Anglesea and District Historical Society, PO Box 98, Anglesea, Vic 3230. Please pay with a cheque made out to the Anglesea and District Historical Society. Any questions should be directed to Bruce Bodman at bodman@netspace.net.au or at PO Box 98, Anglesea 3230.

Gary Johnson

AIDA committee 2010

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ANGLESEA WILDFLOWER SHOW

SATURDAY 18 & SUNDAY 19 SEPTEMBER

10 am to 4 pm

Admission

\$5.00 adults

\$2.00 pensioners and students



Anglesea Community Hall, 3 McMillan Street, Anglesea 3230

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If not claimed return to PO Box 359 Aireys Inlet 3231

