# Aireys Inlet

## Top Shops and Bottom Shops Urban Design Framework

**Final, October 2015**

**Prepared by AXOS Urban, for Surf Coast Shire**

# Introduction

**As part of the Aireys Inlet to Eastern View Structure Plan Review, AXOS Urban was instructed to carry out a brief review and update of the 2004 Aireys Inlet Commercial Areas Urban Design Framework.**

## Scope

This update of the Urban Design Framework (UDF) focuses on the two shopping areas in Aireys Inlet, known as the Top Shops and Bottom Shops, and aims to identify and deliver short-term public realm and urban design improvements and upgrades to benefit residents, visitors and traders as well as longer-term actions that will provide improved facilities and experiences and improve the overall look and feel of the centres. This UDF makes recommendations for improvements to pedestrian movement and amenity, landscaping, car parking and vehicle access, and links with surrounding areas as well as the connections between the two commercial centres. It supports the aims and vision of the previous framework and the new Structure Plan for Aireys Inlet to Eastern View and seeks to ensure that future development and works in the centres occurs in a manner that reflects the values and principles of the local community.

## Background to the UDF and Previous Studies

The previous UDF was prepared in 2004 by Planning by Design, Site Office and MGS Architects and included an extensive program of analysis and consultation. Many points and priorities in the previous framework remain relevant, and have been carried over into this framework. The assessment of character of the area and the cultural and physical context is not greatly different. Generally the character differentiation between the two centers has been retained, while several new developments have occurred in each since the previous UDF was produced.

The scale and design of buildings within the two commercial centres will continue to be guided by the Aireys Inlet Commercial Areas Design Guidelines (2011). These guidelines were prepared to ensure new commercial development is sensitive to the existing and future character of Aireys Inlet.

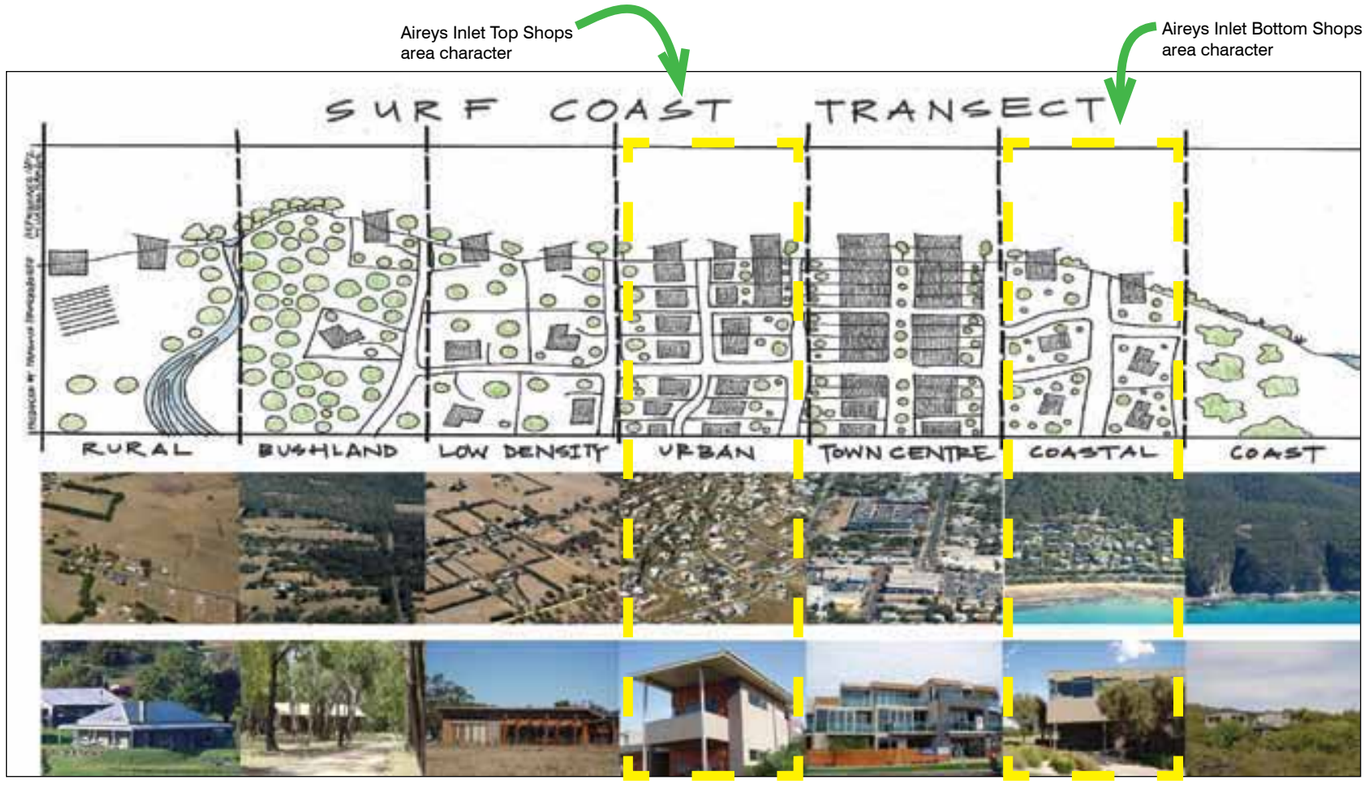
A parking study for the Top and Bottom Shops was undertaken in 2013 and in 2014 Council prepared and partially implemented parking management plans to improve parking conditions at both centres. Further improvements are being considered and have been incorporated in this UDF where relevant.

A commercial assessment undertaken in 2014 by Tim Nott Economic Analysis + Strategy analysed and projected commercial demand and land supply. The assessment estimated that, based on modest population and visitor growth, there will be a demand for an additional 570m2 or retail floorspace to 2031, of which the majority is likely to be tourism-related, and an additional 300m2 of non-retail commercial floorspace such as offices and health services. The existing commercially zoned land at the Top and Bottom Shops is likely to be able to cater for the forecast demand scenario.

Investigations have been undertaken by Council in 2014 into the feasibility of and need for a public toilet at the Top Shops following a community petition initiated by Top Shop traders. Due to a lack of consensus on an acceptable location Council resolved not to pursue the construction of a toilet at the Top Shops.

The Surf Coast Shire Pathways Strategy (2012) outlines a comprehensive ten-year strategy to improve existing and provide potential new pathway linkages including footpaths, shared pathways, on-road bike lanes and walking tracks across the entire Surf Coast Shire. Potential new paths of direct relevance to the UDF include a continuous path along the Great Ocean Road between the Top and Bottom Shops and a pathway along the Painkalac Creek. The Strategy also identifies existing road crossing points over the Great Ocean Road. Consultation undertaken as part of the UDF process identified that many people would like to see safer crossings at key locations on the Great Ocean Road, particularly between the Bottom Shops and Inlet Crescent.

The Aireys Inlet to Eastern View Neighbourhood Character Study and Vegetation Assessment (2004) defines the valued characteristics and preferred future character of Aireys Inlet. While much of the study focuses on the residential character, it is informative about the overall character of the township.




From Surf Coast Sustainable Design Book Oct 2010

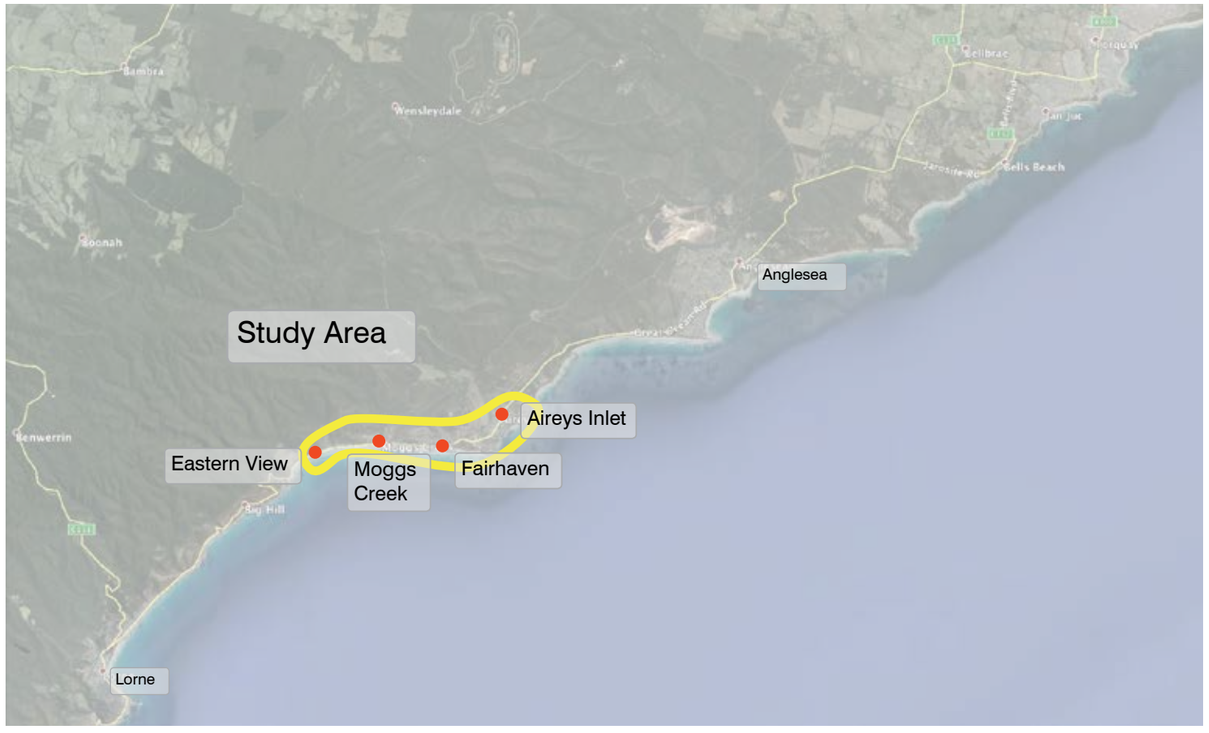
# Study Area

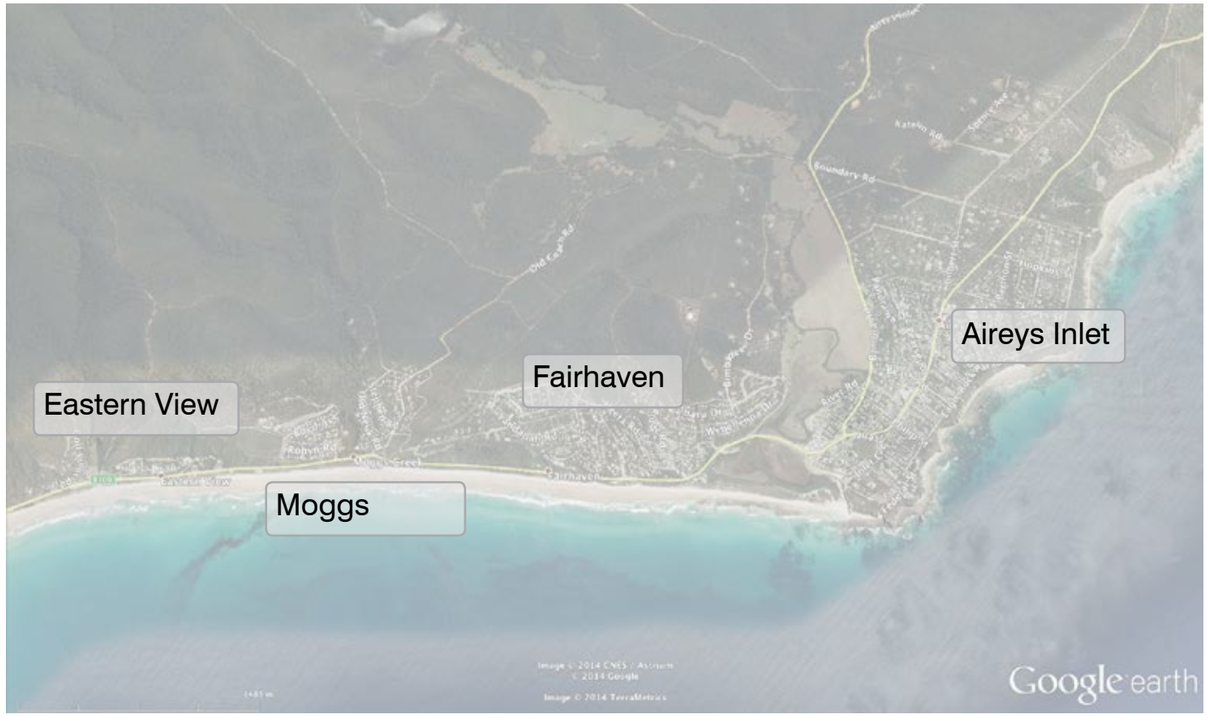
Aireys Inlet is a scenic coastal township located on the Great Ocean Road between Anglesea and Lorne. It is loved by both residents and visitors alike for its unspoilt natural beauty and informal coastal village atmosphere, offering a relaxed casual lifestyle and retreat from more urbanised areas. The low scale built form nestled in a bushland environment contributes to the highly valued small town coastal village character of Aireys Inlet. While the permanent population of the Aireys Inlet district is relatively small (1,071 people), the area swells to over 8,000 people during the peak summer period in December-January. This places significant pressure on traffic and car parking and the residential amenity of local residents. Aireys Inlet is also one of Victoria's highest bushfire risk localities

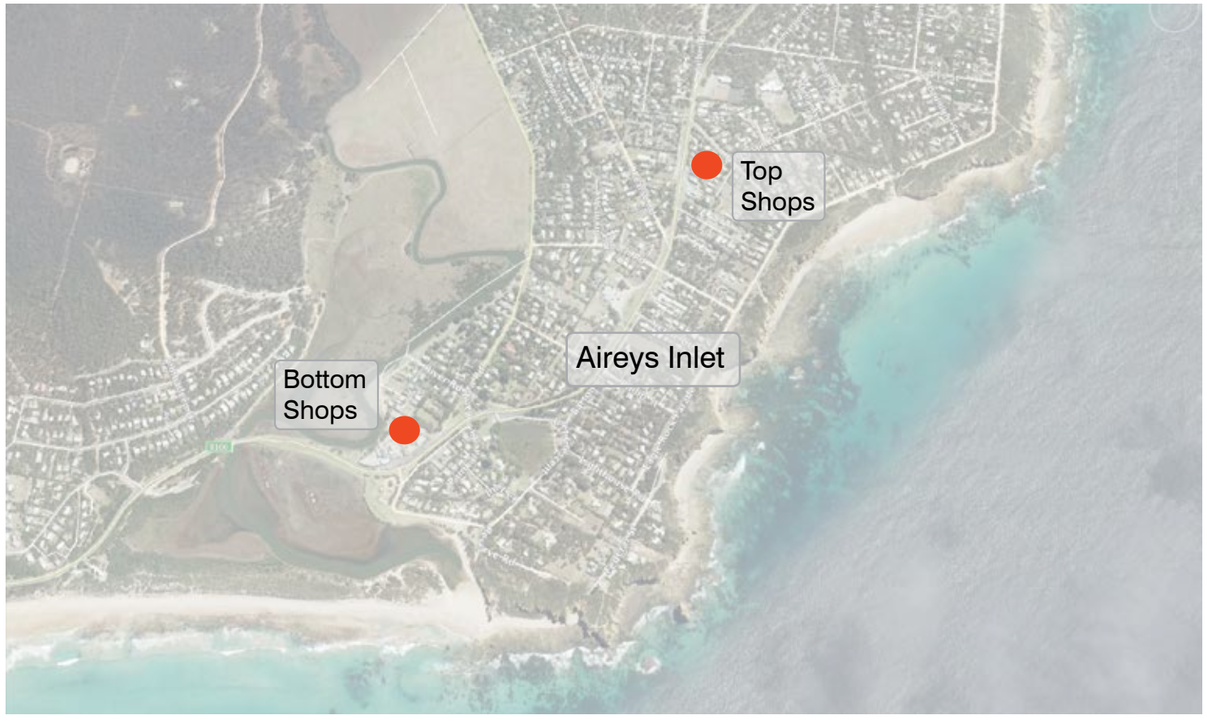
The Top and Bottom Shops are situated prominently along the Great Ocean Road tourist route. They are identified as having different characters and playing different roles in the town. The more urban situation of the Top Shops places it conveniently to service the local residents. The Top Shops perform the role of a community hub with services such as the general store, post office, pharmacy and nearby medical centre, further supplemented by a number of cafes/ restaurants and small offices. The Bottom Shops exhibit a more coastal and creek side environment, which connects with tourists and visitors. The services provided in the centre reflect this: tourist shops, cafes/restaurants and visitor-associated services including short-term accommodation. The difference in emphasis between the two centres will continue to be encouraged and the centres should continue to build on and develop their individual character.

A third activity node is formed by the Aireys Pub, motel and restaurant which are situated on residential zoned land along the Great Ocean Road between the Top and Bottom Shops. There are also several other commercial and tourist-oriented activities in the township, including a small café in the Lighthouse Precinct, holiday resort, caravan park and art gallery.

The Top Shops and Bottom Shops are zoned Commercial 1 under the Surf Coast Planning Scheme. A Design and Development Overlay Schedule 15 (DDO15) applies to both centres. The purpose of this overlay is to ensure that development respects the preferred coastal character of Aireys Inlet, with emphasis on low rise buildings (maximum 2-storeys), active frontages to the creek and Great Ocean Road and well defined pedestrian areas and connections. Part of the Bottom Shops is also affected by the Land Subject to Inundation Overlay (LSIO) and Salinity Management Overlay (SMO).



# Vision and Community Views

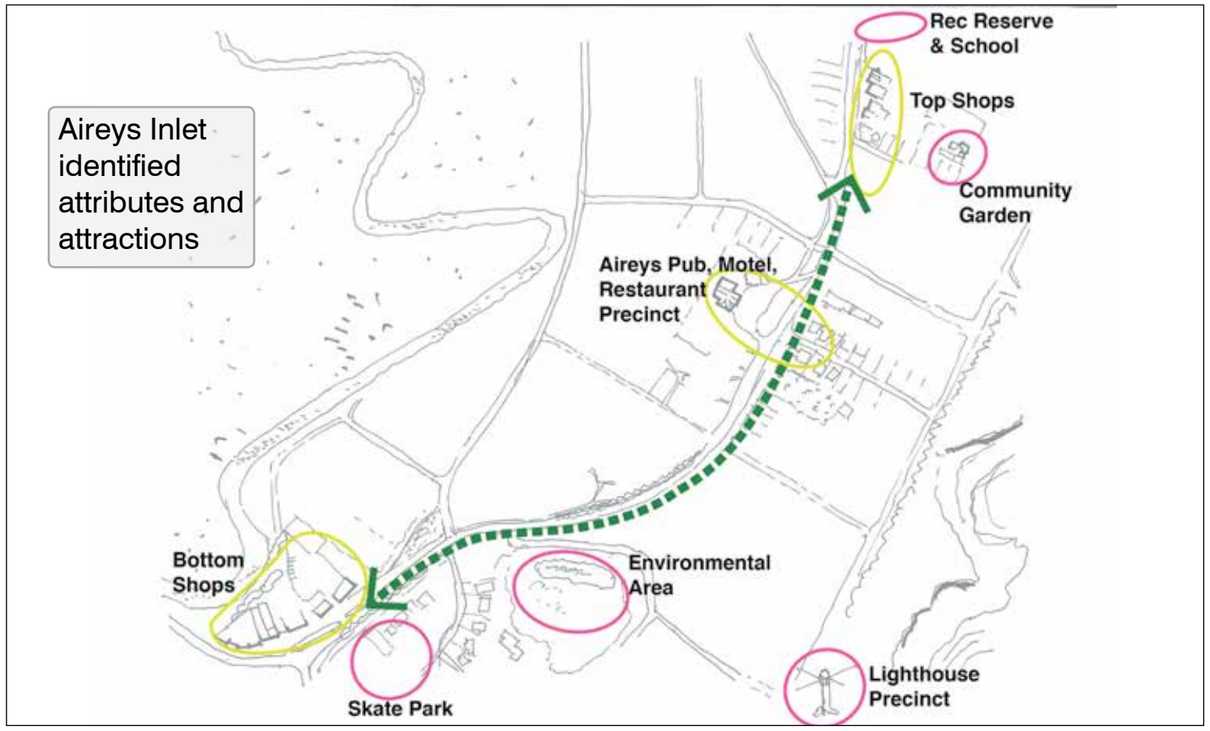
The UDF was prepared following an extensive process of community engagement and stakeholder consultation. There is a strongly held desire within the community to maintain the informal coastal village character, unspoilt natural environment and local experience of Aireys Inlet. Future development and any improvements or changes within the commercial centres needs to enshrine these local values to maintain and enhance the essential character, look and feel of the town and the distinctive lifestyle opportunities it provides for residents and visitors, rather than developing Aireys Inlet into just another place along the Great Ocean Road, with a style of development and offer of activities that could be equally relevant anywhere.

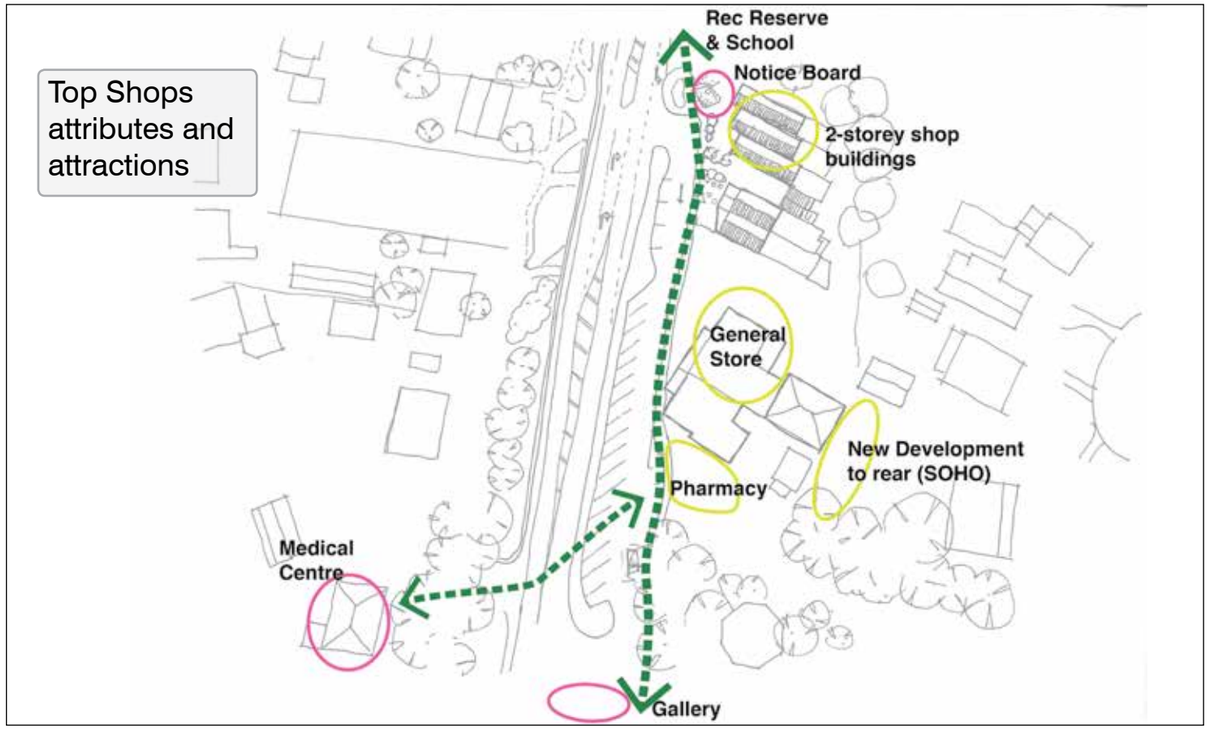
Based on the views and aspirations of the community and relevant stakeholders, the following vision and supporting principles were drafted for the commercial centres:

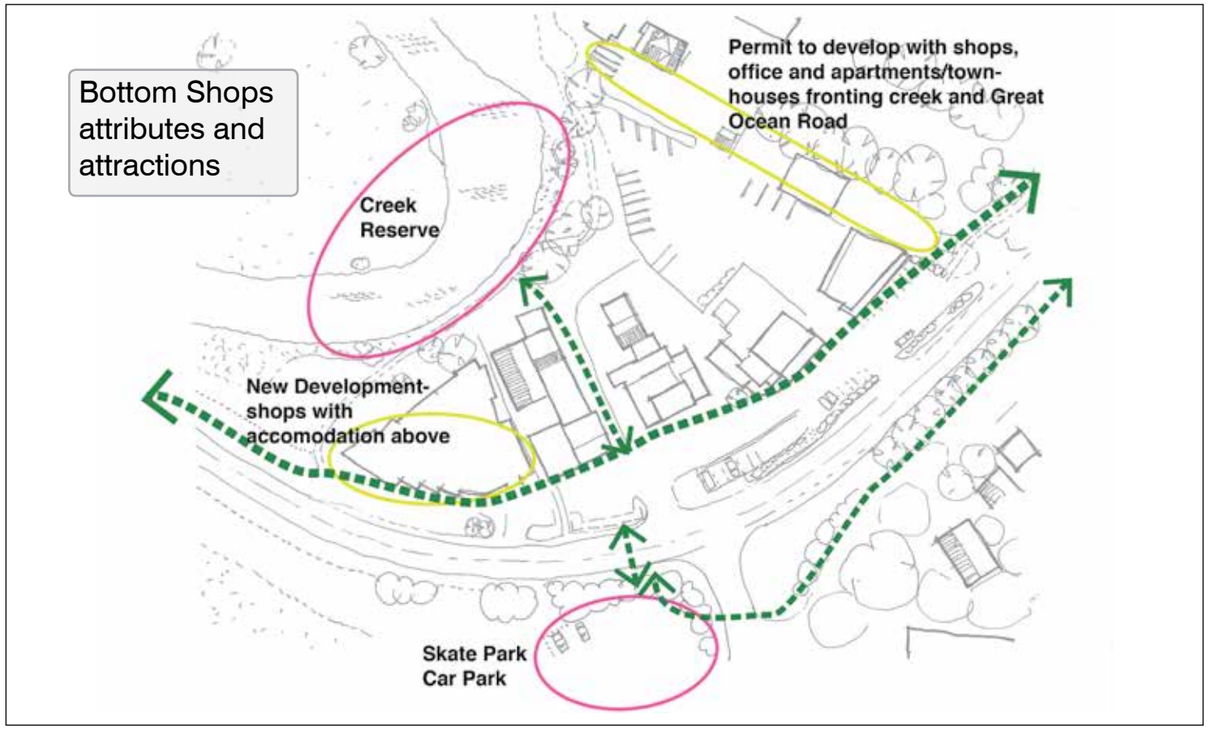
The shopping precincts have maintained their small scale and contained nature, each with an individual character and identity that reflect an Aireys Inlet character and strong sense of place, capitalising on their location on the Great Ocean Road. These “village hubs” offer contemporary and versatile retail opportunities for residents and visitors alike and provide a unique identity for Aireys Inlet.

## Principles

- Consolidate commercial activity and development within the Top and Bottom Shops, while supporting existing non-conforming commercial land uses such as the hotel, motel and restaurant.
- Ensure new development in the commercial centres, including streetscape and beautification works, respects and complements the coastal character of the town and individual characters of the shopping centres.
- Ensure the efficient provision and management of car parking within and adjacent to the shopping centres.
- Facilitate economic development opportunities that make the most of the natural assets of the area and support the character of the towns (e.g. small scale tourist offerings, eco-tourism, nature-based recreational activities).
- Connect the shopping areas together and to the natural surroundings; enhance the connections between the shopping areas and the network of walking paths and trails.
- Improve the safety and comfort of crossing the Great Ocean Road from shopping areas to associated community services and facilities.



# Top Shops

## Existing Character

The Top Shops are located on the eastern side of the Great Ocean Road in the centre of the urban area of Aireys Inlet.

The General Store sets the basic image for the area, however new two-storey developments at either end of the centre are forming a new, more structured though still informal image for the centre. The varied setbacks and use of the frontage for displays, seating and planting keep the informal feeling.

Cafes that trade out or have seating in their front areas create a lively atmosphere, this is to be encouraged.

New development of townhouses with offices behind the general store may be setting a new precedent for more intense development in this centre, which is not in line with the community's preferred low-key informal character.

Landscaping is coastal and informal; materials are generally timber, rope, natural rocks and boulders with sand-coloured paving or granitic sand. Planting is generally sparse - hardier plants are required in this high-traffic area.

Signage is a mix of directional and commercial, which could benefit from consolidation.

The centre is highly constrained in terms of available space for parking and allocation of land for landscaping, seating spaces and basic circulation. A mixture of angle and parallel parking is available within the service road in front of the commercial premises. Although car parking can be problematic in peak holiday periods and busy weekends, it is generally agreed that the capacity is appropriate for most other times and does not need to be increased. The preference is to manage parking pressure and not expand the supply of car parking within the centre.

A concrete footpath runs through the centre along the shop frontages. This footpath is generally in good condition however is very narrow and some parts become difficult to navigate (i.e. at the petrol bowsers in front of the general store). A minor re-design could rectify this.

There is a small 'plaza' with oversized galvanized steel rubbish bins, bicycle rail, timber bench seat and a community notice board at the northern end. The public realm of the centre is generally of poor aesthetic quality, mainly due to the large expanses of concrete, gravel and granitic sand surfaces and lack of vegetation; the utilitarian appearance of concrete footpaths and kerbing; the cluttering effect of signage, street furniture, bollards, overhead powerlines and the old Telstra phone booth; and the lack of a recognizable, cohesive and consistent theme. The centre contains very limited seating or other amenities, and there is a notable lack of shaded areas. See "Community Plaza" section (p. 6) for a discussion of possible interventions.

The Tops Shops are supported by a number of other uses and activities:

- The medical centre and church on the opposite side of the Great Ocean Road
- The recreation reserve, community hall and school to the north
- The Community Garden and coastal walks to the east
- The art gallery to the south

**Existing conditions – Top Shops**

**Landscaping**

Lack of consistent landscaping, concrete kerbing and paving, barren granitic sand

**Pedestrian amenity and access**

Narrow footpath

Conflict point for pedestrians and vehicles at petrol bowsers and car park

Uneven concrete surfaces

Poor visual and physical connection to Art Gallery

Poor all abilities access to bus stop

Existing pedestrian refuge

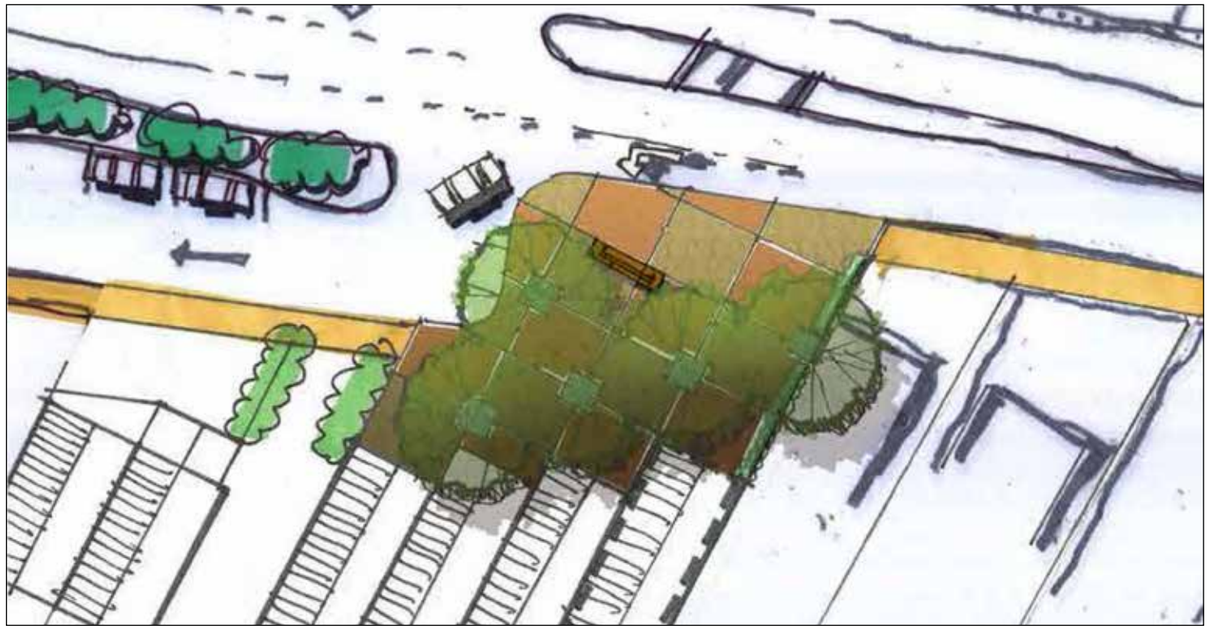
Informal parking on west side of Great Ocean Road

**Street furniture and amenities**

Poor amenity, lack of shade, visual clutter, lack of vegetation

Lack of public toilets

**Active frontages**



## Potential Development Pattern

While over-development is not to be encouraged, two-storey development in this location is appropriate, given proper design guidance and setbacks to minimize the impacts to the streetscape. Consideration could be given to provision of community amenities as part of a development agreement such as smaller residential units over commercial buildings.

This could include a further mix of uses such as offices and workshops.

Setbacks and varied building heights and forms are encouraged to preserve and enhance the informal pattern of development that gives the centre its relaxed character. Businesses are also encouraged to continue and further take advantage of opportunities to trade out into the street frontage.

The art gallery is not currently in the commercial zone. There is an opportunity to link the art gallery to the shopping area better with paving or surfacing that goes across Albert Avenue. Other improved pedestrian links to the nearby activities should be a priority with a particular emphasis on achieving a safe connection between the medical centre and the pharmacy.

## Community Plaza

There is an opportunity to provide a community plaza at the northern end of the centre. A place for informal community contact and interaction between acquaintances, strengthening community bonds and supporting strong social capital, which supports the surrounding social and retail uses. It would also provide an area for people waiting for the bus. Other social uses could be for the CFA, school and other community and environmental groups to raise awareness, publicise events, set up a stall or sausage sizzle (for example).

This should be a pleasant environment, to encourage casual activities and local uses. Shade trees, planting and public seating, maximizing the useable space by placing trees in tree grates within hard surfacing; making the plaza sustainable by having permeable sections and water collection within the tree grates. A space especially for the locals to use; modest enough in size that large tourist groups are not tempted to monopolise the plaza; this is supported by the narrow entry to the Top Shops, which permits small vehicles but not large buses. The plaza should be designed to compliment outdoor trading by the adjacent shops.

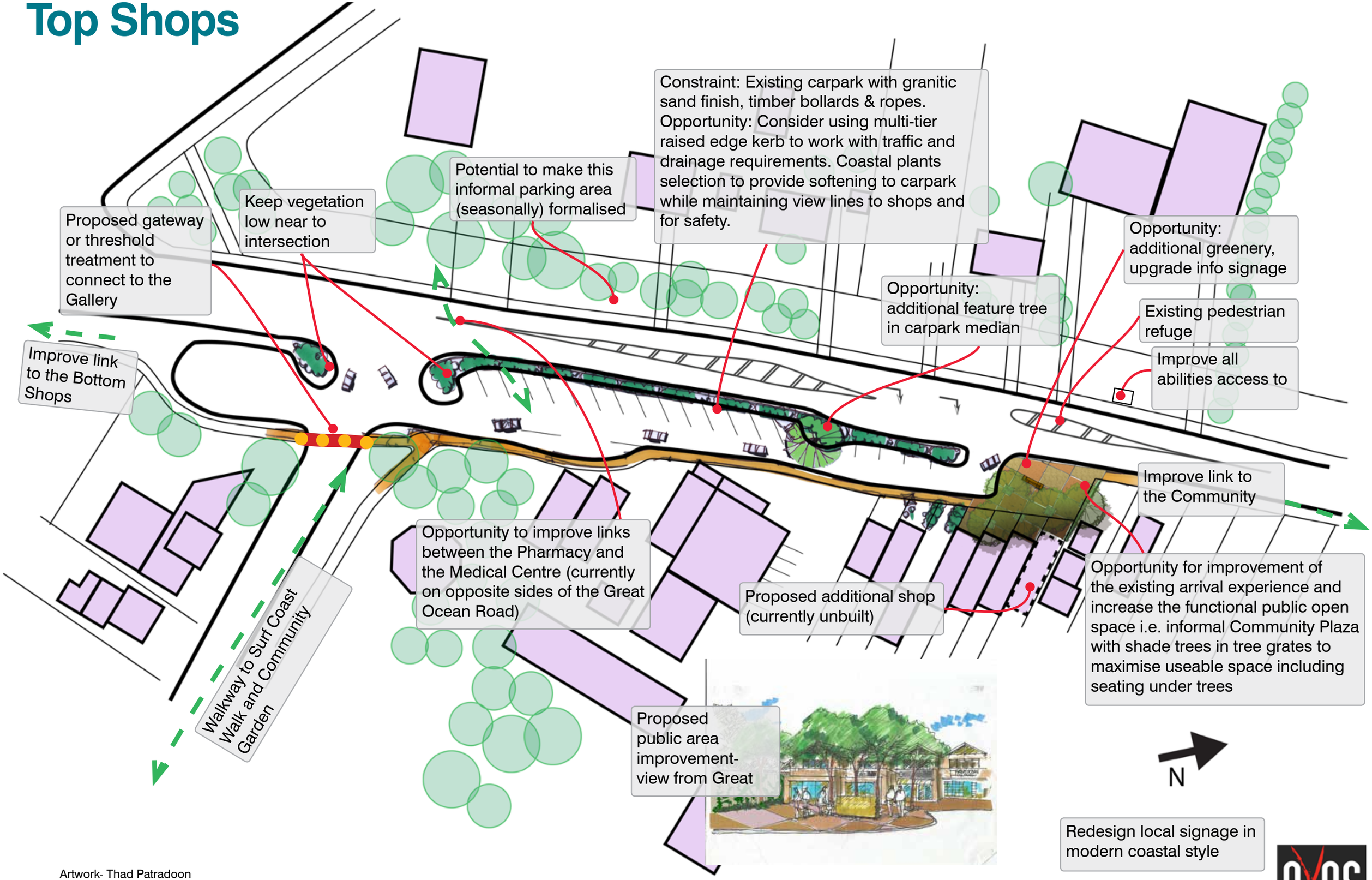
## Pedestrian Links

Improve pedestrian connections both within the centre and to surrounding activities – medical centre, art gallery, surf coast walk and community garden (via Albert Avenue), community hall.

## Public Toilets

There are presently no public toilets at the Top Shops; although there is strong community and visitor support for public toilets in this location, previous attempts to find a suitable location have not been successful. The nearest public toilets are 1.1km away.

# Top Shops




Artwork- Thad Patradoon

# Bottom Shops

## Existing Character

The Bottom Shops are located at the southern gateway to Aireys Inlet and display a distinctly haphazard, casual feel; a diverse mixture of low-scale built form with a variety of setbacks, heights, materials, colours and building styles. The lack of formality contributes to an understated and relaxed coastal village character.

The development on the Creek corner defines the urban edge and frames the approach from the West along the Great Ocean Road, however it suffers from a lack of activation due to its alignment and struggling businesses- a vibrant business on the corner would raise the image considerably. A more clearly marked pedestrian pathway across the driveway/ parking access could help to link the retail areas. This could be achieved with the same coloured surfacing proposed for the laneway at the Bottom Shops (p.9), and the connection between the shopping centres (p.12).

Landscaping is coastal and informal; materials are generally timber, rope, natural rocks and boulders with sand-coloured paving or granitic sand. Planting is generally sparse - hardier plants are required in this high-traffic area.

Signage is a mix of directional and commercial, which could benefit from consolidation; commercial signage has a quirky quality, which reflects the informal, organic feel of the centre. There is no formal public seating or other amenities within the centre.

Car parking is provided within the Great Ocean Road service road in front of the commercial premises. There are currently three separate vehicle entry/exit points. Parking for long vehicles is available further north along the Great Ocean Road next to the V-Line bus stops.

A concrete footpath along the shop frontages provides a continuous pedestrian link through the centre, which connects with pathways to the west to Fairhaven and to the north to the corner of Bambra Road. There is no pedestrian crossing between the Bottom Shops and the recreation reserve on Inlet Crescent, which features a playground, skate park, public toilets and access routes to the beach and lighthouse. A pedestrian refuge in this location would enhance safety for pedestrians and be within desire lines.

The centre contains large areas of undeveloped or under-utilised land to the rear of the existing commercial premises. The Bottom Shops back onto the natural environment of the Painkalac Creek corridor. The boundary between public and private land is poorly defined and the interface provides an unattractive appearance and inactive frontage to what is a special natural and recreational resource. The activation of this interface through future development facing onto it could improve the usage of this area and the township's connection to the creek. The public laneway adjacent the Diner could be made more obvious to draw pedestrians towards the creek.

## Parking Area

Following the 2004 UDF, a parking strategy was developed, including: formalization of parking and entrances and exits at the Bottom Shops, re-arrangement of priorities and entrance/exit signage, retaining the informal beach-side feel with rope, wooden sleepers/ logs to mark the parking area boundaries. The implementation is ongoing.

Traders and landowners at the Bottom Shops have identified parking in the area as an ongoing issue, and they suggested a group forum with landowners, business owners, council, Vic Roads and any other interested parties to identify current and future opportunities, and collaborate on an effective, safe parking solution.

## Planting/ Landscaping

Some of the planting carried out in response to the 2004 UDF has not survived, particularly that between the parking areas and the Great Ocean Road. A revised landscape scheme should be prepared that provides a mix of robust planting, including shade trees where possible, and landscape features such as coastal timbers and rocks, and particularly some artworks.

Any additional planting needs to be mindful of the status of the Bottom Shops car park as a designated Neighbourhood Safer Place – Place of Last Resort, and ensure appropriate sight lines are maintained for traffic and pedestrians. Species selection and planting arrangement will be subject to further discussions with the Country Fire Authority and VicRoads.

### Existing conditions – Bottom Shops

**Landscaping**

Variation of landscaping treatments – coastal style of landscaping not consistently applied throughout centre

**Pedestrian amenity and access**

Concrete laneway, shared with private parking

Poorly defined pedestrian access to creek

Lack of safe pedestrian crossing to Inlet Crescent

Unclear visual connection between developments

**Street furniture and amenities**

Lack of vegetation, visual clutter

Poor amenity resting place

Haphazardly placed bicycle rack

Private parking interrupts active frontages

**Built form**

Low scale built form (1 and 2 storeys), eclectic mix of styles and eras

**Creek interface**

Inactive creek frontages, low amenity, unclear delineation between public-private land

# Bottom Shops

## Potential Development Pattern

The large under-utilised sites in the centre lend themselves for future redevelopment, providing opportunities for mixed-use development (e.g. a combination of shops, offices, accommodation), active frontages to both the Great Ocean Road and the creek, shared parking and pedestrian links through to the creek reserve. It is essential that development is sensitively designed to respect the environmental values of the Painkalac Creek and is consistent with the low-scale, informal coastal village character of Aireys Inlet.

## Laneway – Bottom Shops

The laneway that connects from the Bottom Shops to the Painkalac Creek runs along the side of the Freestones Trading Post and Diner; these businesses are under the same ownership, and as such the impression is of one frontage. The laneway has recently been resurfaced at the business owners' expense to provide access and parking for their specialist clientele who have classic cars and need safe parking. The Diner is the only business at the Bottom Shops that takes advantage of the beautiful aspect out along the creek valley with a rear balcony for dining. Access to the Diner is along the laneway, so increased foot traffic and visibility of the access-way will benefit the business as well as the community and visitors. An added benefit will be the increased visibility and accessibility of the footpath along the creek.

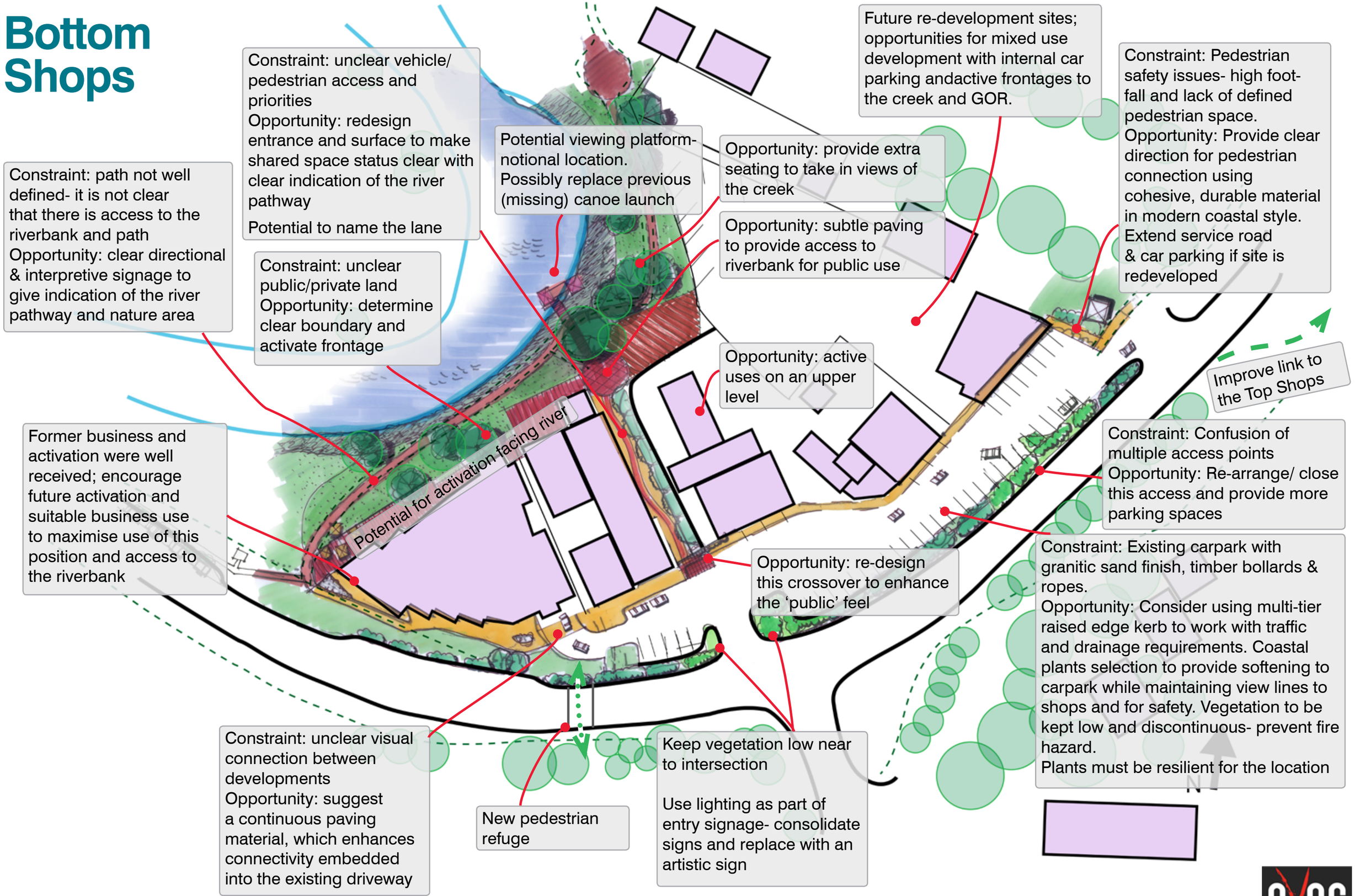
A simple wavy band of coloured surfacing is proposed (sufficiently durable for the coastal environment, and for high foot traffic) similar to that used in Federal Street for the roadway leading to the lighthouse to show it is a shared space. (This surface treatment is also suggested for the path on Barton Court, connecting the shopping areas along the side of GOR)

The aim is to make it clear that this is a public right of way, with connections to the creek reserve and its attractive natural environmental assets, and to improve way-finding, enhance neighbouring businesses, and encourage a casually unified appearance for the town. To support this we propose that some of the undergrowth at the creek edge opposite the right of way be cleared in order to provide a clear view of the water from the Great Ocean Road frontage. There is also an opportunity to provide additional seating and a platform on the edge of the creek to draw attention to and increase informal use of the creek reserve.

***Laneway example detail***

Concept sketches- to be refined through design development

# Bottom Shops



# The Connections

The series of paths between the Aireys Inlet Community Centre to the new pedestrian bridge over the Painkalac Creek is the main pedestrian spine through town; it is currently a disconnected series of paths of varying styles, sometimes with no separate footpath at all. It would benefit from a unifying treatment and general upgrading. Local connections could be made simply with consistent unified paving or surface treatments to link the Top Shops clearly with the Art Gallery, connect to the pub precinct, show the way to Allen Noble Sanctuary, and signal the proximity of the Bottom Shops and the Painkalac Creek.

It should provide access or route options for all abilities including step-free access for wheelchair users. Surfaces should be sealed as far as possible along this connection because of the higher foot traffic, and to make the way as easy as possible for those of all ages. Particular care should be taken with transitions between surfaces, to avoid tripping or slip hazards.

There is a footpath for sections of the connection, which then disappears, including down the hill between Barton Court and Kerrie Court - this presently has the appearance of a fast car environment. Little is done to show that this is effectively a shared space. Walking along the verge of the fast and dangerous Great Ocean Road is not an option here. Where the footpath merges onto the road and there are no footpaths, it would be advantageous to improve the amenity and attractiveness of the area by slowing the traffic, preventing the uninterrupted straight alignment, which encourages cars to speed along the sealed road.

A simple wavy band of coloured surfacing is proposed (sufficiently durable for the coastal environment, and for high foot traffic) similar to that used in Federal Street (the roadway leading to lighthouse) to show it is a shared space. (This surface treatment is also suggested for the laneway that connects the Bottom Shops parking area to the walks along the Creek valley)

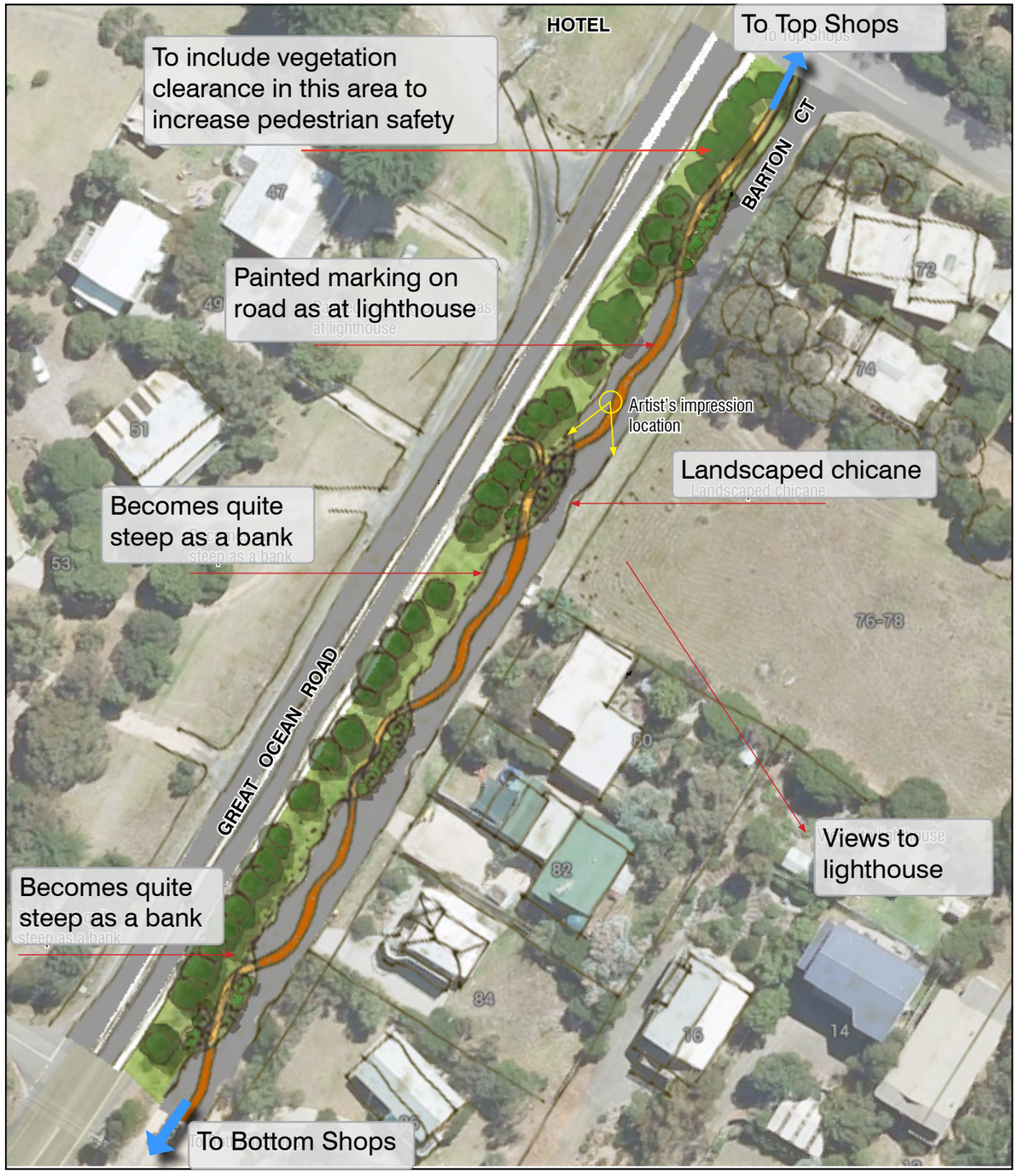
The aim is to create a shared space for pedestrians as well as motor vehicles, with connections to the lighthouse and attractive natural environment assets, and to improve way-finding, enhance connections between the Top Shops and Bottom Shops, and encourage a casually unified appearance for the town. This treatment would be combined with the use of ‘chicanes’ and landscape improvements, predominantly on the Great Ocean Road side, to provide a more attractive pedestrian environment and a place to admire the views to the lighthouse.

The Re-design of Barton Court may include:

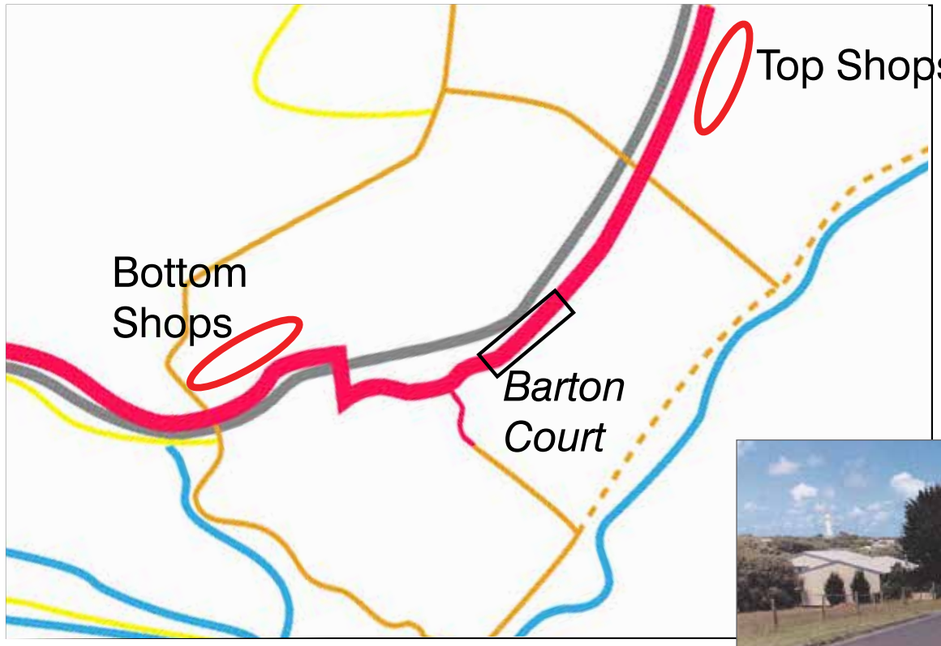
- Chicanes: including planting, seating and footpaths to provide comfortable spaces and refuges for pedestrians.
- Planting: to permit viewlines, and provide shade; to include tidy-up and removal of dead foliage and timber.
- Rest-spots: seats and benches; these could be designed as part of an overall artistic way-finding approach.
- Artistic elements: to include practical elements such as seats, signage, handrails, paving, etc, and function as way-finding and place-identity.
- Way-finding: any future way-finding should replace or consolidate existing signage, not add more to an already disparate and inconsistent set of signs.

# The Connections

**Barton Court- concept plan and visualisation**




Artwork- Thad Patradoon



**Barton Court- example detail**
**Concept sketch- to be refined through design development**

# Landscape

The landscape presentation and public space in both commercial centres at present does not reflect or relate well to the landscape and vegetated character of the rest of Aireys Inlet. The natural landscape in and around Aireys Inlet, as defined by the surrounding native vegetation, the coastal landscape and layers of vegetation along the Painkalac Creek, can provide the inspiration for landscape design concepts and selection of plant species in order to reinforce the natural coastal/bush landscape setting of Aireys Inlet.

Artwork such as mosaics, sculptures and screens made from non-flammable materials are also ideal landscaping features that can contribute to the character of the commercial areas.

*See Materials examples- page 14*

# Plant List

Vegetation is to be kept low and discontinuous to prevent fire hazard and allow sight lines, especially around intersections.

Selected species should be locally indigenous, soften hard surfaces, provide shade and not increase bushfire risk. All proposed landscaping should adhere to the principles contained in the Landscaping your Surf Coast Garden for Bushfire booklet (Surf Coast Shire, 2015).

suggested plant list
(example only)

- Acacia pycnantha
  Golden Wattle
- Allocasuarina misera
  Dwarf Sheoak
- Allocasuarina verticillata
  Drooping Sheoak
- Banksia marginata
  Silver Banksia
- Correa alba
  White Correa
- Correa reflexa
  Common Correa
- Disphyma crassifolium
  Rounded Noon-Fower
- Eucalyptus tricarpa
  Red Ironbark
- Goodenia ovata
  Hop Goodenia
- Leucopogon parviflorus
  Coast Beard Heath
- Persoonia juniperina
  Prickly Geebung
- Pomaderris paniculosa ssp. paralia
  Inland Pomaderris

fig 12 sugested plant list (source: www.surfcoast.vic.gov.au/plant_list_botanical.php)

From Urban Design Guidelines for Aireys Inlet Commercial Areas 2011

# Materials

The natural coastal and bushland setting of Aireys Inlet provides design cues for appropriate materials to be used in landscaping and streetscape works. A palette of materials, colours and finishes that reflects the coastal bush environment should be developed – natural and earthy, e.g. natural and weathered timber, natural stone/rocks, corten steel, concrete aggregate, sandy textures, granitic sand/ gravel.

Examples only

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# Implementation

| Short Term Actions (1-2 years) |
|---|
| Community Engagement to investigate, develop and refine any proposals |
| Pedestrian refuge on the Great Ocean Road between the Bottom Shops and the recreation reserve on Inlet Crescent |
| A more clearly marked pedestrian pathway across the driveway/ parking access at the Western end of the Bottom Shops |
| Bottom Shops carparking improvements |
| Planting and landscaping- a revised landscape scheme for the Bottom Shops |
| Continue to develop opportunities for business to trade out into the street frontage |
| Improved pedestrian links to supporting activities |
| **Medium-term Actions (2-5 years)** |
| Laneway- Bottom Shops; a simple wavy band of coloured surfacing |
| Top Shops: link the art gallery to the shopping area better with paving or surfacing that goes across Albert Avenue |
| Community Plaza - detailed design |
| Improved pedestrian links to neighboring activities e.g. Medical centre, art gallery, surf coast walk and community garden (via Albert Avenue), recreation reserve |
| A further mix of uses to be included in future development e.g. offices and workshops, possible public parking |
| Characterful sculptural elements to support the town image |
| Improvements to the link between the shopping areas that includes Barton Court; create a shared space and pedestrian friendly environment including consistent surfacing, upgrade of the attractiveness of the area, seating, artistic signage |
| **Longer Term Actions (5+ years)** |
| The activation of the interface between the Bottom Shops properties and the Painkalac Creek e.g. development fronting the creek, space for community uses, better access and signage |
| Provision of community amenities as part of future development agreements. E.g. smaller residential units over commercial buildings, public toilets, other community amenities |
| Moderate amount of two-storey development in appropriate locations, with adherence to design guidelines |

## Community Engagement

An essential part of the implementation of this Urban Design Framework, and any future work in Aireys Inlet is to engage the community. To do this meaningfully, it should take the form of a conversation, with information exchange and discussion of priorities, and a clear focus on the aim of the project.

The residents (both seasonal and permanent) and visitors to Aireys Inlet have a personal connection to the area; they take issues and ideas around these towns personally and care deeply about them. Any development should support the needs of the locals and provide amenity for residents as a priority, with tourism needs a second priority. A town that is attractive and enjoyable to live in is also desirable as a place to visit.

# Documents

Aireys Inlet to Eastern View Planning for the Future Vision and Principles 2015 – Surf Coast Shire

Aireys Inlet Commercial Assessment 2015 – Tim Nott

Top Shops Revised Parking Plan 2014 – Surf Coast Shire

Car Parking Management Plans – Top Shops, Bottom Shops 2014 – Traffix Group

Aireys Inlet Parking Study 2013 – Traffix Group

Design Guidelines- Aireys Inlet Commercial Areas 2011- Surf Coast with Hansen Partnership

Surf Coast Sustainable Design Book 2010- Surf Coast Shire

Painkalac Estuary Management Plan 2005 – Surf Coast Shire

Urban Design Framework- Aireys Inlet Commercial Areas 2004 – Planning By Design, Site Office, MGS Architects

Surf Coast Shire Pathways Strategy 2012 – Surf Coast Shire

Landscaping your Surf Coast Garden for Bushfire 2012 – Surf Coast Shire