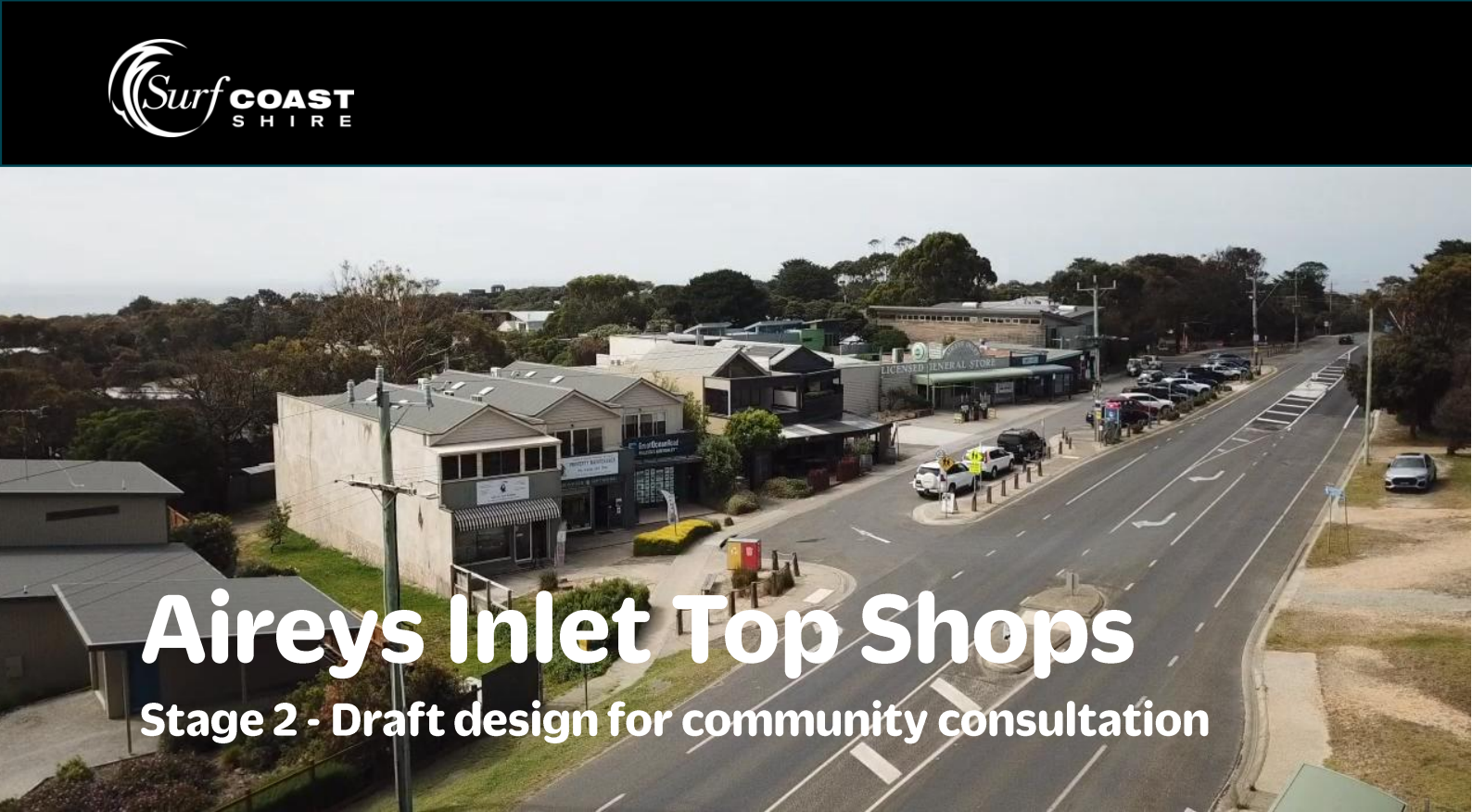


An aerial photograph of the Aireys Inlet Top Shops area. It shows a row of buildings along a road, including a "LICENSED GENERAL STORE". Several cars are parked along the side of the road. The text "Aireys Inlet Top Shops" and "Stage 2 - Draft design for community consultation" is overlaid on the image.

Aireys Inlet Top Shops

Stage 2 - Draft design for community consultation

The Aireys Inlet Top Shops are an important part of daily life —where locals come for their daily needs, where visitors stop on their way through, people pause for a chat, a coffee or pass through on their way to the beach or bush. It's a small strip, but it carries a lot of weight for how the town feels and functions and is a much-loved part of the community.

Over time, the precinct has become busy, constrained and difficult to move around safely, especially during peak periods. Over the past 12 months, we've talked to community members, business owners and worked with landscape design specialists, engineers and access experts to understand what's working, what isn't, and what should guide the future layout of this important place for the next 15 to 20 years.

The Stage 1 community consultation (summarised on the [project webpage](#)) showed a strong shared message:

People want the precinct to feel safer, easier to move through, greener, and preserve the coastal village feel in keeping with the relaxed Aireys character.

This next stage of consultation is about checking in with you on a design that aims to deliver exactly that.

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What We Heard in Stage 1

Community feedback on the Aireys Inlet Top Shops precinct shows a strong desire to improve safety, amenity, and landscaping while preserving the relaxed coastal character that residents value.

While people differ on the degree of change they want, clear themes emerged across the 250+ responses.

Pedestrian safety and accessibility to come first (70.5%)

Improving pedestrian safety and accessibility is the highest priority.

The community noted inadequate separation between cars and people, limited safe crossing opportunities (particularly for older people and children) and narrow or poorly defined pedestrian paths especially at specific 'pinch-points' such as the corner of Le Comptoir, the petrol bowsers, the corner of Mr T & Me and the informal gallery car park.

Traffic calming measures to slow cars down in a shared space were important.

Feedback snapshot:

"There is currently insufficient separation between vehicles and pedestrians on the service road. In some places it is not clear where pedestrians are supposed to walk."

"Vehicle speeds entering could be slower and the priority for pedestrians more clearly expressed."

"We definitely need a speed hump. Drivers speed in and I can see an accident waiting to happen. Slow the drivers down!"

Parking and traffic flow that works safely and logically (69.1%)

The community expressed significant concern about parking layout and traffic flow. While some participants want to retain or increase parking capacity, others support reducing car presence to prioritise pedestrians and improve the village feel.

There were calls to consider timed parking at peak periods, redesign loading zone or alternative parking (e.g., Community Centre for staff parking). Improved vision turning right from Albert Avenue onto the Great Ocean Road was a common request.

We heard the parking arrangement is confusing and unsafe in places, and that people want parking to stay, but also want it to work better for everyone.

Feedback snapshot:

"Wouldn't want a loss of car parking, depends on the trade-off."

"I think there is enormous potential to create a much more functional, attractive, safe and welcoming village centre where pedestrians are prioritised over cars (while maintaining functional access for vehicles which is vital for locals, visitors and deliveries accessing the precinct). Design should prioritise pedestrian safety and amenity and create a distinctly relaxed coastal village feel."

"Some car parks would (and should imo) be lost in this process... People need places to sit, eat, park their bikes etc. They need shade too."

A greener, more comfortable place to meet (43.6%)

There was broad support for seating, plants, shaded areas, and supporting infrastructure like bike racks, drinking fountain and a community noticeboard. These elements were seen as essential for enabling the precinct to function as a genuine social hub rather than solely a car-dominated service area.

When asked what people's seating preference was, a mix of bench seats and (42%) or a mix of tables, chairs and benches (34%) were the most popular choice for community.

Feedback snapshot:

"Seating sounds nice but where is the space for this? Bench seats if anything."

"The Top Shops is a vital central village hub... its cafes/restaurants are important places where locals come to connect."

"We love the Top Shops! Let's make them a place for people, and not just cars."

A design that feels like "Aireys" (34.9%)

A strong theme centred on community identity and character, with widespread concern about "urbanising" the area. Residents value the informal, human-scale nature of Aireys Inlet and expressed a desire for use of natural materials, understated, coastal and local that enhance this character rather than impose a more structured or suburban aesthetic.

A precinct that feels welcoming rather than just functional.

Feedback snapshot:

"Aireys is a really special and unique little village... every precaution should be made to not 'urbanise' the space."

"We love the way it is — the place people stop and chat, things don't always have to change."

"Please don't overdevelop!"

Sustainable design (23.5%)

Community members consistently emphasised the need for more vegetation and shade, with a preference for indigenous species and natural materials. Many described the area as visually harsh, hot in summer, and uninviting, calling for trees, colour, and cohesive landscaping to soften the environment.

Feedback snapshot:

"The more trees the better."

"Environmental considerations: reducing the heat map around the shops... by planting appropriate indigenous trees and shrubs."

"It's a dust wasteland up there and desperately needs more trees, shrubs and grasses."

What We Learned from the Technical Studies

Specialist reports helped confirm what locals already know.

Access and safety audits

An Occupational Therapist and Access Consultancy were engaged by Pete Wilson Landscape Architecture (PWLA) to provide specialist advice from an access and inclusion perspective with a central goal of creating access for all and equitable spaces.

Overall in its current state, the precinct layout is uninviting, difficult to navigate, presents a high risk of injury due to pedestrian-vehicle conflict, inadequate pathways, severely limited access, and numerous non-compliant elements. Immediate action is necessary to address these critical concerns.

The precinct will require significant modifications to address these issues. While minor changes may enhance certain elements, creating a truly inclusive and safe environment will necessitate a complete reassessment of the area.

Below is a summary of findings.

Problem	Response	Benefit
1. Safety, Access and Movement Through the Precinct		
• Pedestrians must regularly mix with vehicles, creating a high risk of injury. • Footpaths are too narrow (often under 900mm), uneven, deteriorated, obstructed by café furniture, vegetation, bins and parked cars. • In some cases, people are forced to walk on the road because footpaths are unsafe or disappear entirely. • Pedestrian crossings are poorly aligned, confusing, and often do not connect to usable paths on either side.	• A Continuous Accessible Path of Travel (CAPT) is proposed along the full length of the precinct. • Widen footpaths to a consistent, compliant width (2m+), with firm, level, slip-resistant surfaces. • Pedestrian routes are clearly separated from vehicles using raised crossings (e.g. wombat crossings), trench grates and defined movement zones. • Crossings are realigned to connect logically to paths, shops, parking and the bus stop.	• A much safer precinct with reduced risk of trips, falls and vehicle conflict. • People of all ages and abilities can move through the area independently and confidently. • Walking becomes easier, clearer and more comfortable, encouraging people to stay longer and visit more shops. • The precinct becomes genuinely usable for everyone, not just able-bodied pedestrians.
2. Access to Shops and Services		
• Access into shops can be hazardous or unclear, with steps, uneven surfaces and vehicles blocking entrances. • Café seating and store activity frequently encroach onto pedestrian space, reducing already limited access. • There is no consistent, obvious route connecting all shops.	• A formalised, continuous pedestrian route is established directly in front of shops. • Shopfront access points are better aligned with the CAPT. • Encroachment into pedestrian space is managed through clearer spatial definition. • The design allows for future improvements to step-free access into individual shops.	• Easier, safer access to local businesses for everyone. • Greater visibility and legibility of shop entrances. • Improved trading conditions by creating a more comfortable and welcoming shopping experience. • Supports older residents, people with disability and visitors to access shops independently.
3. Parking and Arrival Experience		
• Only one accessible parking space exists and it is	• Relocate the accessible parking bay to a central, level location near	• People can park and move safely and easily into the precinct without barriers.

non-compliant, poorly located and disconnected from shops. • There is no clear or safe path from parking areas to retail or community spaces. • Parents with prams and older people have limited suitable parking options.	the pharmacy, post office and general store. • It would then directly connect to the CAPT with no kerbs or obstacles. • Additional nearby bays support pram users and older people. • Southern parking areas are upgraded to connect safely into the pedestrian network.	• Reduces stress and confusion for visitors and locals. • Encourages use of the precinct by people who previously avoided it due to access difficulties.
4. Public Transport Access		
• The existing bus stop is isolated, unsafe and poorly connected, with no shelter, seating or clear path. • People getting off the bus are forced into traffic or onto uneven ground. • Bus access is particularly challenging for people with mobility aids.	• Relocate the bus stop to align directly with the stop on the opposite side of the road. • A direct, step-free connection would link the bus stop to the CAPT. • Space is allowed for future shelter, seating and compliance with state bus stop standards.	• Safer, clearer and more dignified access to public transport. • Better support for people who rely on buses, including older residents, visitors, children and people without cars. • Encourages sustainable transport use and reduces car dependency.
5. Community Spaces and Social Connection		
• There is currently no meaningful communal space to sit, meet, rest or gather. • Limited seating, shelter, water and no toilets reduce how long people can comfortably stay. • The precinct feels like a traffic area, not a community place.	• Create a large, central gathering space at the northern end of the precinct. • Step-free access connects directly to shops, cafés and the CAPT. • Seating is provided with varied heights, backs and armrests, including inclusive long-table seating. • Space is designed to accommodate events, informal gatherings and everyday use.	• Creates a nice community space at the Top Shops. • Encourages people to linger, meet, rest and socialise. • Supports community events and everyday social interaction. • Builds a stronger sense of place and belonging.
6. Wayfinding, Information and Identity		
• There is little to no wayfinding, making it hard to find shops, services, toilets or bus stops. • No clear location for community notices or local information.	• Introduce accessible wayfinding signage at key points. • Include a community noticeboard and potential information hub. • Design signage is designed to be readable, logically placed and accessible to all users.	• Visitors and locals can orient themselves easily. • Improves awareness of local services, events and facilities. • Strengthens local identity and community communication.

The key points:

- The Top Shops precinct is currently unsafe, inaccessible and does not meet community needs.
- A redesign could introduce continuous accessible paths, safer crossings, improved parking and bus access, inclusive community spaces, better wayfinding and support for walking, cycling and social connection.
- The proposed design demonstrates a strong shift toward creating an inclusive, community-focused precinct with clearer gathering spaces, improved pedestrian movement, a more coherent layout and contributes to a safer and more intuitive environment.

Traffic and civil engineering review

Worsley Consulting Engineers were engaged by Pete Wilson Landscape Architecture (PWLA) to provide professional civil engineering consulting services for the proposed Aireys Inlet Top Shops Streetscape project.

Below is a summary of findings.

Problem	Response	Benefit
1. Water pooling and drainage issues		
- Water regularly pools on the road and footpaths, especially near the northern end of the Top Shops. - During heavy rain, water can overflow and run down Blackwood Lane, rather than draining safely away. - Existing drainage relies on very limited infrastructure, making it vulnerable to blockages and future climate impacts.	- Add new drainage points at key locations to better capture stormwater. - Install trench and slot drains in widened pedestrian areas to prevent puddles. - Introduce rain gardens, permeable paving and passive irrigation so water can soak into the ground where possible. - Improve litter and sediment capture using gross pollutant traps in drainage pits.	- Less ponding and flooding after rain. - Safer, drier footpaths for pedestrians. - Cleaner stormwater entering the environment and healthier landscaping. - A design better suited to future heavier rainfall events.
2. Deteriorating road surface		
- Large sections of the service road show cracking and patching, indicating ongoing wear and underlying ground movement. - Poor drainage is contributing to pavement damage and will continue to worsen without intervention.	- Targeted asphalt resurfacing where needed. - Full pavement reconstruction only in areas that are clearly failing, to avoid unnecessary cost and disruption. - Improved drainage to help extend the life of the road surface.	- Smoother, safer road surface for drivers, cyclists and service vehicles. - Reduced need for ongoing patching and maintenance. - Better value for money by fixing the causes of damage, not just the symptoms.
3. Pedestrian safety and comfort		
- Narrow footpaths and vehicle movements create conflict between cars and pedestrians. - This is particularly noticeable near the General Store petrol bowsers, where vehicles and refuelling trucks interact with people walking past. - Some areas feel unsafe or uncomfortable, especially during busy periods.	- Wider footpaths and clearer pedestrian zones - Separation using planter beds and low-profile kerbs - Low-height kerb near petrol station to guide vehicles and warn pedestrians - Improved pedestrian priority at crossings	- Safer and more comfortable walking environment for locals and visitors. - Reduced risk of vehicle–pedestrian conflict. - A streetscape that encourages people to linger, shop and socialise.
4. Accessibility challenges		

- Existing levels, steep crossfalls and limited space make it difficult to meet accessibility standards. - Major reconstruction would be disruptive and costly.	- Retain existing levels where possible, while improving accessibility through: - Smoother surfaces - Better drainage - Carefully designed transitions and ramps - Apply accessibility principles consistently across the site.	- Improved accessibility for people of all ages and abilities. - More comfortable and usable public spaces. - Upgrades delivered with minimal disruption.
5. Underground services and construction impacts		
- The area contains many underground services (water, power, telecommunications), limiting what can be changed below ground. - Full reconstruction would risk service disruptions and high costs.	- Design avoids major service relocations - Focus on surface-level and targeted improvements	- Lower construction risk and cost - Reduced likelihood of service disruptions - Greater confidence the project can be delivered within budget
6. Environmental responsibility		
- Traditional road designs send most rainwater straight into pipes, carrying pollutants with it. - Climate change is expected to bring more intense rainfall events over time.	- Use water-sensitive and regenerative design, including permeable paving and landscaped areas that absorb runoff. - Reduce the amount of water entering underground pipes where practical.	- Cleaner waterways and improved local environment. - Reduced pressure on Council's drainage network. - A greener streetscape that reflects Aireys Inlet's coastal character.

The key points:

The proposed streetscape improvements focus on:

- Fixing long-standing drainage and safety issues.
- Making walking safer and more enjoyable.
- Protecting the coastal environment.
- Delivering practical upgrades without over-engineering or excessive disruption.

Parking & Traffic Design – The Key Trade-Off

Parking at the Aireys Inlet Top Shops is one of the most important and sensitive issues in the project. Community feedback consistently highlighted the need to balance convenient access to shops with improved safety, accessibility, greenery and village character. This summary outlines what was heard, what was tested, the key constraints, and the proposed outcome.

What we heard

Parking generated more feedback than any other aspect of the project. Feedback from consultation was clear and, at times, conflicting:

- Parking close to shops is highly valued, particularly for short visits.
- Pedestrian safety, especially for children, older residents and visitors, is critical.
- Accessibility for people with mobility needs must be improved.
- Trees, shade and greenery are strongly supported.
- The Top Shops should retain an informal, coastal village character and not feel over-designed.

Many people acknowledged that these priorities compete for limited space and that not all objectives can be achieved at once

Design testing and investigations

Pete Wilson Landscape Architect in conjunction with One Mile Grid Traffic Engineering tested all feasible options to retain the existing number of car spaces while delivering improved safety and public space outcomes.

Because of the importance of parking to the community, the project timeline was paused between June and October 2025 to allow thorough investigation.

Options to retain parking and improve the precinct design included:

- Widening the service road into the Great Ocean Road corridor.
- Reducing the width or priority for a 1.5m bicycle lane past the Top Shops.
- Introducing direct parking access from the Great Ocean Road (similar to Mountjoy Parade, Lorne).
- Adding parallel parking on the opposite side of the road, as proposed in the Aireys Top & Bottom Shops Urban Design Framework 2015.

Key constraint

While Council manages the service road, the Great Ocean Road is managed by the Department of Transport and Planning (DTP). Any changes that alter the Great Ocean Road corridor require DTP approval in principle.

DTP does not support widening the service road into the Great Ocean Road corridor. This decision removed the only option that would have allowed all existing parking spaces to be retained or increased.

As a result:

- All options that retained the full number of existing spaces required major compromises to footpaths, safety, accessibility or public space.
- Improved pedestrian safety, continuous footpaths and better public spaces can only be achieved by modifying or reducing car parking within the existing corridor.
- Widening the service road into the Great Ocean Road corridor was removed from the scope of the project.

The unavoidable trade-off

The project reached a clear conclusion:

To deliver all the benefits of an improved design include continuous footpaths, safer crossings, greener spaces and improved village character, some reduction or modification of car parking is required.

The proposal does not seek to reduce parking unnecessarily, but to improve how the precinct functions for everyone who uses it.

Proposed parking outcome

The proposed design reduces the number of car parking spaces in the retail strip area and in front of Eagles Nest Fine Art Gallery by five from 29 to 24 spaces.

The reduction allows for wider footpaths, safer pedestrian movement, and improved public space and planting.

Parking is more clearly marked and easier to understand, reducing confusion and conflict.

To offset the reduction in numbers, the design focuses on:

- Better short-stay parking close to shops.
- Improved turnover to support local businesses.
- Formalised parking layouts that are safer and more efficient.

Key changes at a glance

- **45-degree parking replaced with 30-degree parking** to reduce reversing conflicts, improve traffic flow and create space for a wider footpath.
- **Informal 90-degree parking formalised** into clearly marked spaces at the gallery end, improving safety and accessibility.
- **Parallel parking reduced**, including the relocation of the Disability Discrimination Act (DDA) compliant space to a safer and more accessible configuration.
- **Net change:** five fewer spaces, with significant gains in safety, clarity and amenity.
- **Time limits:** as suggested by community may assist to manage demand during peak periods.

Timed parking approach considered

Timed parking was suggested during community consultation and it could help to ensure available spaces are used efficiently:

- **Short-stay parking:** (30 minutes to 1 hour) closest to shop frontages.
- **Medium-stay parking:** (up to 2 hours) for cafes and appointments.
- **Longer-stay parking:** (e.g. 4 hours) directed to side streets or peripheral areas for business owners, staff or contractors.
- **Loading zones:** Short duration, time-specific (e.g. 6am to 10 am weekdays).
- **Accessible (DDA) spaces:** Same as adjacent parking or unrestricted.

Time limits may be adjusted seasonally, with stricter limits during peak tourism periods and more flexibility during quieter times.

Clear signage and consistent enforcement to support compliance.

Why this approach is proposed

The proposed changes prioritise safety, accessibility and a high-quality public realm while still recognising the importance of convenient parking. The outcome reflects extensive community input, technical testing and real-world constraints.

The proposal represents a balanced response to competing priorities and seeks feedback on whether this balance feels right for Aireys Inlet

All Technical Studies reached the same conclusion:

A minor tidy-up won't solve the underlying problems—safer, connected, accessible movement is only possible through a full redesign of how space is allocated.

How does the Proposed Design Respond?

The design now presented for community feedback is shaped directly by what the community said matters most. It focuses on delivering the core improvements consistently raised through Stage 1.

Key Design Elements

- New large community public space at the northern end for community use, social connection and small scale events.
- Relocated bus stop to the northern end and existing entry moved south
- Angled parking changed from 45 to 30 degrees to create footpath space
- A 2m+ wide footpath provides a safe and Continuous Accessible Path of Travel along the shops
- Safer pedestrian crossing at Albert Ave and improved intersection design
- Relocated accessible parking for safer access to key services
- Defined zones for vehicles and pedestrians to reduce conflict points
- Coastal village character maintained through material palette and landscaping
- Shade trees, seating, bike parking, and community noticeboard
- Environmental features: permeable paving, stormwater filtration, and increased green amenity.



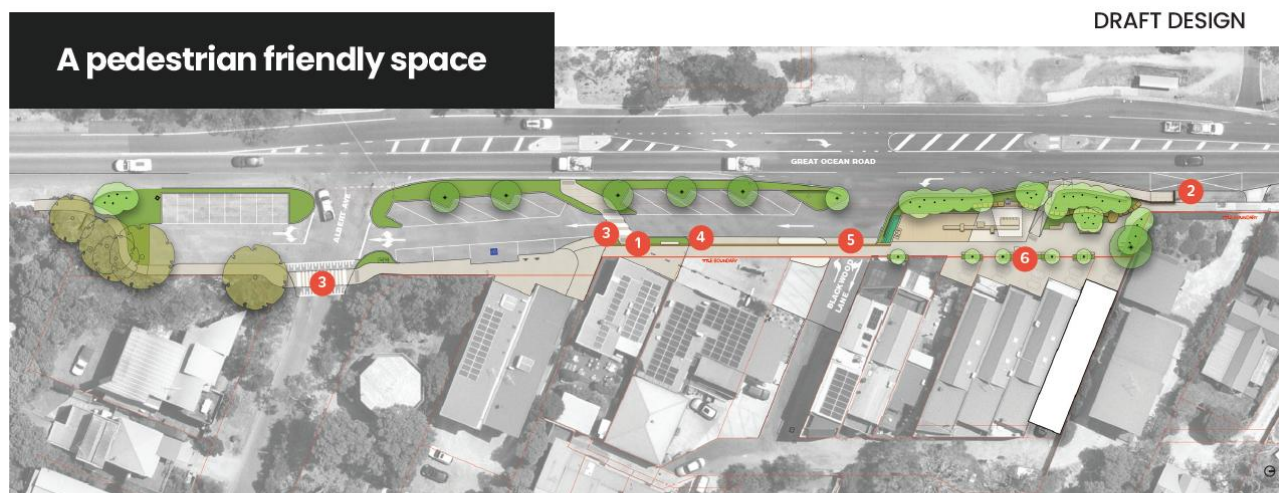
- | | | |
|---|---|---|
| 1. New large community public space at the northern end for community use for social connection with shade trees, bike parking and community noticeboard. | 5. Clear separation between walking, parking, and driving spaces to make the precinct calmer and easier to navigate. | 8. Pedestrian crossing at Albert Ave and improved intersection design to give drivers better visibility when turning. |
| 2. Bus stop relocated to northern end and existing entry lane moved south. | 6. Environmental features: permeable paving, stormwater filtration, and increased green amenity to address drainage and dust. | 9. Accessible parking relocated for safer access to key services. |
| 3. Angled parking changed from 45 to 30 degrees to create wider footpath space. | 7. Coastal village character maintained through material palette and landscaping. | 10. Parking area formalised to create additional car space and improve safety when reversing. |
| 4. A wider 2m+ wide footpath provides a safe and Continuous Accessible Path of Travel. | | |

Refer to the Aireys Top Shops Visual Guide to the Draft Design document

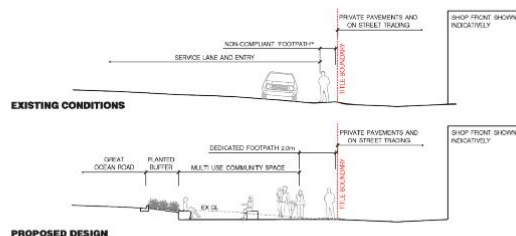
Here's more detail on how we're responding to the top themes we heard in stage one:

A Pedestrian Friendly Space

- A wider (two-metres-plus) consistent footpath will make it easier and safer for everyone.
- The bus stop will be moved to a safer spot with a gentle new ramp that connects directly into the new large community space and the shops. The new location provides better access to the other bus stop.
- Two new pedestrian crossings will make it much safer to cross Albert Avenue and move between the medical centre and the chemist.
- The uneven roadside drain will be replaced with a smooth grate to reduce trip hazards and create a clearer walking line.
- Clear separation between walking, parking, and driving spaces will make the precinct calmer and easier to navigate.
- Potential to remove stepped access to shop entries as part of an overall footpath replacement. (subject to detailed design)

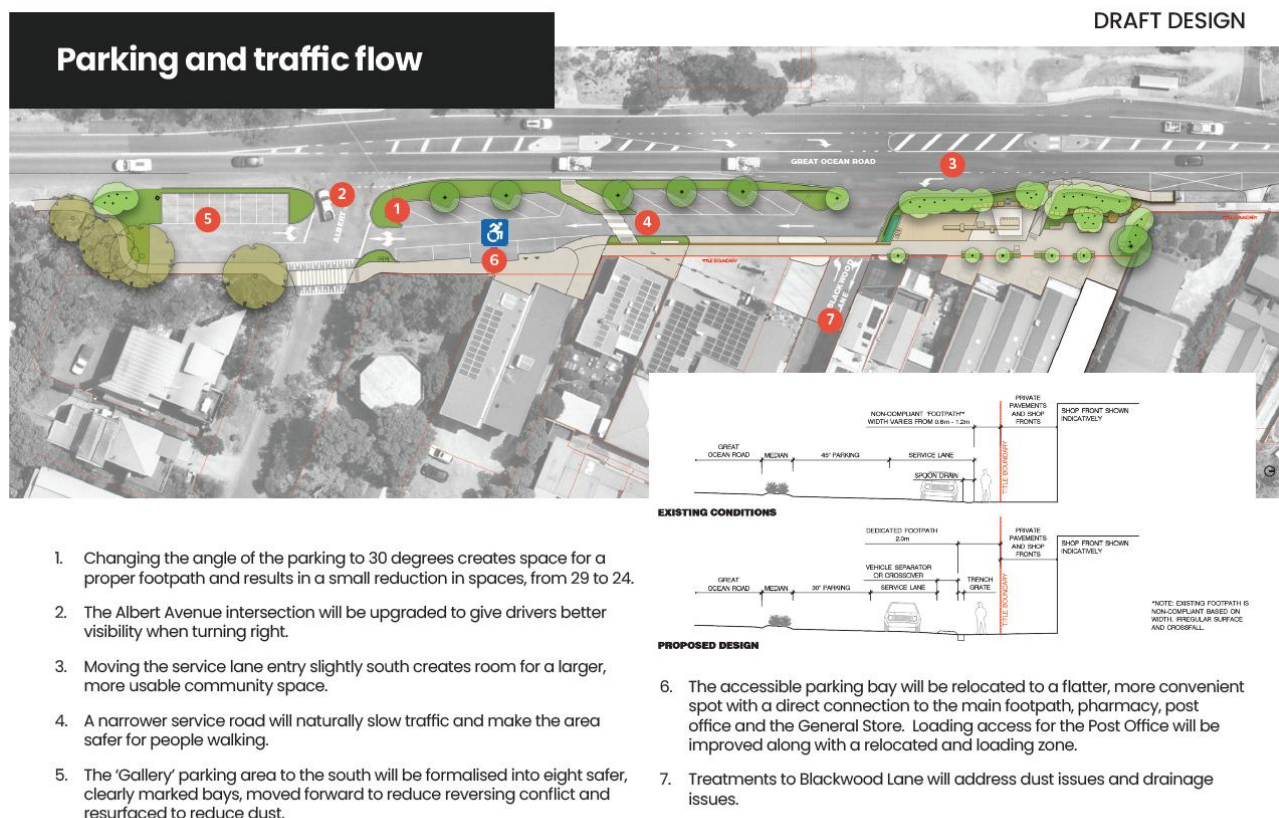


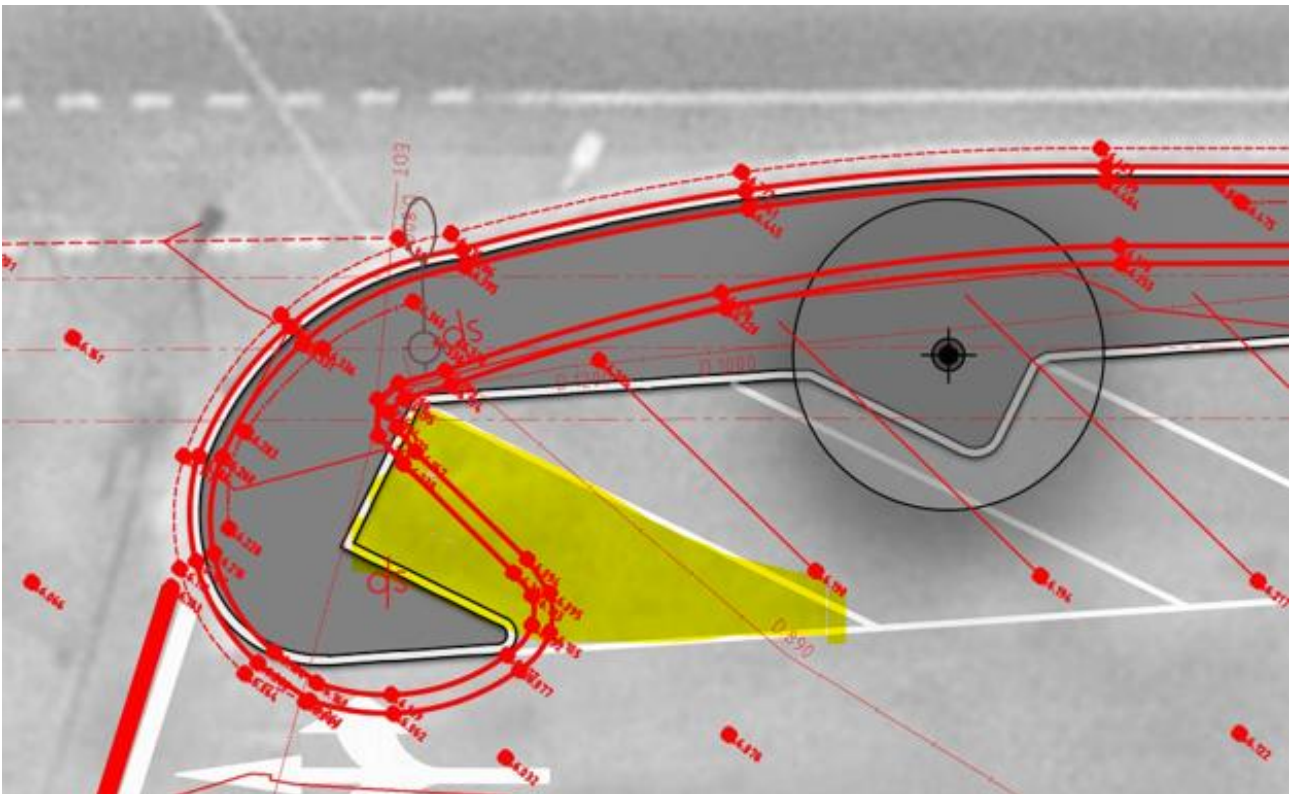
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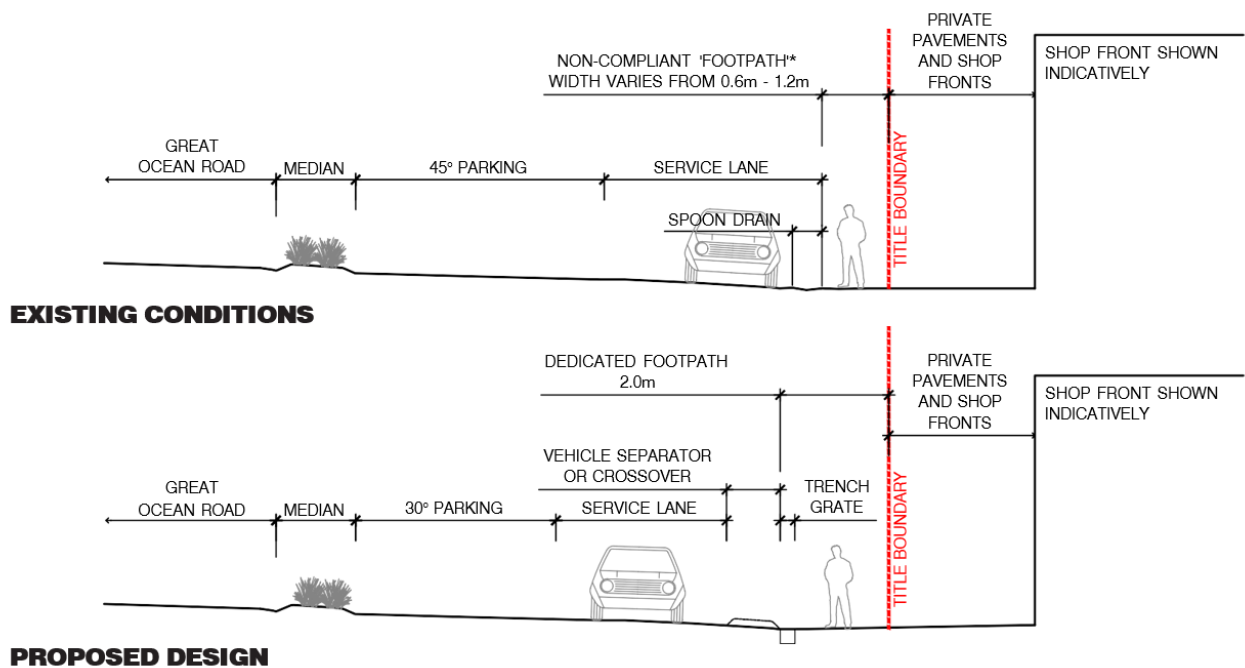
Parking and Traffic Flow

- Changing the angle of the parking to 30 degrees creates space for a proper footpath and results in a small reduction in spaces, from 29 to 24.
- The Albert Avenue intersection will be upgraded to give drivers better visibility when turning right.
- The left-hand turn into the service road will be made wider and more direct, helping to slow vehicles and improve safety near the General Store.
- Moving the service-lane entry slightly south creates room for a larger, more usable community space.
- A narrower service road will naturally slow traffic and make the area safer for people walking.
- The 'Gallery' parking area to the south will be formalised into eight safer, clearly marked bays, moved forward to reduce reversing conflict and resurfaced to reduce dust.
- The accessible parking bay will be relocated to a flatter, more convenient spot with a direct connection to the main footpath, pharmacy, post office and the General Store.
- Loading access for the Post Office will be improved along with a relocated and loading zone.
- Treatments to Blackwood Lane will address dust issues and drainage issues, via:
 - The upper part of the gravel laneway will be sealed to withstand traffic from the petrol station.
 - The lower part of the laneway will receive a spray seal to create a firmer surface while keeping its informal look.





A closer look: car parking angle change



Public spaces and facilities

- A new community space at the northern end will provide a welcoming place for people to meet, relax and enjoy the area.
- The design allows potential for cafés and retail trading (subject to design).
- Timber decking will create a flexible, comfortable space that drains well and can be used for small community events.
- A long table will offer flexible seating and a warm, relaxed place for people to gather.
- A simple pergola with soft, low-voltage lighting will make the space feel cosy and inviting in the evenings.
- There is potential for a community-managed pizza oven, subject to further discussion with local groups.
- Seating and planting will use natural stone and coastal vegetation to create a bush-garden feel and offer spots to sit and play.
- Retailers may have the option to use raised, movable planters to add greenery, character and additional informal seating.
- The space will include room for shade trees, extra seating, bike parking and a community noticeboard. Town information signage can be provided in a location that is easy for visitors to find.
- A dog tie-up, bike parking and water point for dogs and people will make it easier for people to stop and spend time in the area.
- There is potential for a community-led artwork that could help mark the southern gateway into the precinct.



1. A new community space at the northern end will provide a welcoming place for people to meet, relax and enjoy the area.
2. Timber decking will create a flexible, comfortable space that drains well and can be used for small community events.
3. The long table will offer flexible seating and a warm, relaxed place for people to gather.
4. A simple pergola with soft, low voltage lighting will make the space feel cosy and inviting in the evenings.
5. There is potential for a community managed pizza oven, subject to further discussion with local groups.
6. Natural rough cut stone blocks give a bush garden feel and provide seating and informal play.
7. Retailers may have the option to use raised, movable planters to add greenery, character and additional informal seating.
8. Potential location for Community Notice Board.
9. The space will include room for shade trees, extra seating, bike parking and town information signage can be provided in a location that is easy for visitors to find. A dog tie up, bike parking and water point for dogs and people will make it easier for people to stop and spend time in the area.
10. There is potential for a community led artwork that could help mark the southern gateway into the precinct.

Sustainability and Environmental Design

- More garden beds, trees and native planting will create a greener precinct with better shade and biodiversity,
- Permeable paving will help rain soak into the ground, reduce dust and improve overall drainage.
- Stormwater will be filtered through planting and soil before it enters the drainage system, helping manage heavy rain and protect local waterways.
- A small raingarden will capture and slow water on site, supporting healthy plants and reducing runoff.
- Indigenous plants will be used to create hardy, low-maintenance landscaping that suits the local coastal bush environment.
- Council will explore whether overhead powerlines can be bundled to make space for larger shade trees in the future.
- The old phone box will be removed and bins relocated to create a clearer and more attractive space.
- A sunken stormwater treatment area with decking over the top will filter runoff naturally using sand and native plants.
- Small native trees will provide a green backdrop to the community space and help soften views from the Great Ocean Road.
- The design considers future climate impacts, including heavier short storms, so the precinct can cope better with changing weather over the next few decades.
- Permeable surfaces and passive irrigation will help reduce nutrient runoff and manage peak stormwater flows, improving water quality and drainage issues.
- Road levels and kerbs will be kept similar to the existing layout to reduce construction impacts while still improving safety and drainage.



1. More garden beds, trees and native planting will create a greener precinct with better shade, less heat and biodiversity.
2. Rainwater will be slowed, filtered and absorbed through a small raingarden and a sunken stormwater treatment area with decking over the top stormwater will be filtered through planting, sand and soil before it enters the drainage system, helping manage heavy rain and protect local waterways.
3. Indigenous plants will be used to create hardy, low maintenance landscaping that suits the local coastal bush environment.
4. Council will explore whether overhead powerlines can be bundled to make space for larger shade trees in the future.
5. The old phone box will be removed and bins relocated to create a clearer and more attractive space.
6. Small native trees will provide a green backdrop to the community space and help soften views from the Great Ocean Road.
7. Permeable paving, a long trench drain and passive irrigation will help manage heavy rain, improve water quality and address the drainage problems the precinct currently experiences.
8. Road levels and kerbs will be kept similar to the existing layout to reduce construction impacts while still improving safety and drainage.
9. Permeable paving or similar over tree root zones (subject to detailed design).

Climate Change and Design

Our design takes future climate impacts into account. Based on Victorian climate projections and engineering standards:

- Rainfall patterns are changing – heavy short storms are expected to become more intense, while overall cool-season rainfall will likely decline.
- By 2050, short-duration extreme rainfall could increase by around 29%, so this is factored into our stormwater design.
- Climate predictions vary, so we've used the best available median data to guide decisions.

This approach ensures the project is resilient for the next 20 to 40 years.

Regenerative Civil Design

Where possible, we've used Regenerative Civil Design principles to make the project more sustainable. This means:

- Using less energy and natural resources to build, operate and maintain, generate less pollution and preserve the natural environment to the greatest extent possible.
- This can be achieved by managing stormwater at its source to slow, stop and allow it to soak into the ground, improving soil, vegetation, and local ecosystems.
- This approach typically reduced embodied carbon by eliminating carbon intensive materials.

This approach helps create long-term environmental benefits for Aireys Inlet.

Stormwater Management

We've included measures to manage stormwater sustainably. This involves:

- Using **permeable surfaces** where possible.
- Diverting runoff for **passive irrigation** of landscaping.

This has two benefits of reducing nutrient loads and peak stormwater flows leaving the site via the underground drainage network.

Combined with the plans for drainage, this will reduce existing problems onsite.

These steps help meet General Environmental Duty and improve water quality.

Kerbs and Pavements

To manage costs and site constraints, we've kept changes to a minimum:

- Existing road levels are largely retained due to steep crossfalls and shallow services.
- No raised barrier kerbs – the design keeps an at-grade cross section similar to current conditions.
- Pavement works are limited to asphalt resurfacing, except where there is visible pavement failure.

This approach balances functionality, safety, and budget.

What We Are Asking You Now

This round of consultation isn't a broad "What do you think?".

Instead, we're checking in with you on whether the proposed design fulfills the shared message we heard during the first round of consultation:

People want the precinct to feel safer, easier to move through, greener, and preserve the coastal village feel in keeping with the relaxed Aireys character.

The final draft design is just that, a draft. While it is based on community input, none of the elements are locked in.

Your feedback – which can be provided through the [project's Your Say page](#) – will help refine the design before it is costed and presented to Council.

What Happens Next

After the consultation closes, we will:

- Review and summarise all feedback.
- Make design adjustments where needed.
- Cost the final design.
- Present a recommended plan to Council for consideration.

If adopted, we will need to confirm a budget allocation for detailed design and implementation.