

Respondent No: 11

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Member Username: [REDACTED]

Member Postcode: 3021

Member Email: [REDACTED]

1. What is your interest in the Great Ocean Road Region?

Regular visitor

2. Are you completing this survey on behalf of an organisation?

[REDACTED]

3. How many times did you travel along the Great Ocean Road (any section between Torquay and Allansford) in the last 6 months?

5 - 10 times

4. What do you love most about the Great Ocean Road and its landscapes?

Cumberland River and the coast from Lorne to Cape Otway are my spiritual home.

5. What aspect of the Great Ocean Road and its landscapes would you most like to see protected?

Shore platforms below the road need to have their accessibility maintained at the level that preceded construction of the road. Waterways descending from the Otway Range should not be compromised by any developments. Critical wildlife habitat elements must be protected.

6. What aspect of the Great Ocean Road and its landscapes would you most like to see changed?

Development and maintenance of a trail network that ultimately links Surf Coast Walk to Great Ocean Walk with particular emphasis on connecting popular locations to nearby landmarks without the need to drive to obscure locations to enter the trail network. Need to come up with a regime for managing overgrowth of vegetation that is making some area impenetrable, guided by the images in Gammage's Biggest Estate. Enhance V/Line stopping schedule and frequency.

7. Do you work for, own or operate a business, or are you a member of a community organisation, that benefits from visitors to the Great Ocean Road Region?

No.

8. Is there any critical issue or opportunity that we have missed (in chapter 3 of the Issues Paper)?

"While respecting that this is a matter for aboriginal people to determine and that the Eastern Maar are the appropriate custodians going forward, it might fill a gap for allies if there was also recognition of the Gadubanud people who were the traditional owners between Painkalac Creek and Gellibrand River and inland as far as Forest, the true Otways, who were massacred in pursuance of Governor La Trobe's commission to build a lighthouse at Cape Otway to reduce the rate of shipwrecks.

Given that there is no sign of net gains over deterioration of the coast hugging sections of the road itself since the late 2016 flooding and given the role of increasing heavy traffic in that deterioration, it is time to start planning reconstruction of those sections, presumably elevated on pylons to resolve the conundrum between maintaining views and protecting vegetation, so that can be funded and completed in orderly phases."

9. Do you have any suggested changes to the overarching policy, goals and principles (pages 40 - 41) in the Issues Paper?

Need to recognise that seasonal holiday makers who do not own property have interests that are comparable to those of renters in dormitory suburbs. Admit "visionary leadership" has become an oxymoron and replace it with a commitment to collaborative processes. Is it time to admit the thinking behind the 1990s municipal restructuring has failed the region and look at creating a single municipality to cover the coast and hinterland with corresponding reorganisation of coastal management committees, catchment management, etc.? Might even be useful to fine tune the demarkation line between national parks and coastal reserves with consideration to actual usage patterns.

10. What elements would you like to see covered in a Strategic Framework Plan for the Great Ocean Road Region?

There should be systems for fine grained recording of historic circumstances which have had unintended consequences left unresolved so that these can be taken into account when planning major improvement or repair works. We also need to admit that even the current NOAA recommended precautionary planning level for sea level rise of 2.7 metres this century only indicates a rate of rise which will likely still be accelerating so that all estuaries and coastal plains will be indefensible, and ensure infrastructure intended to have 100 year plus life is planned accordingly.

11. What are your thoughts about establishing a new organisation to oversee the development, and coordinate implementation, of a Strategic Framework Plan for the Great Ocean Road Region?

When GORCC used an in-house team to create their Coastal Management Plan it became a benchmark. Heed the lesson. If there is to be a new organisation rather than an open-ended collaboration between interested parties, then developing a Strategic Framework Plan should be a foundational task of the new organisation.

12. What current constraints need to be addressed in the future governance arrangements?

The hope that the Political Economy will collapse before Ecological Collapse becomes unrecoverable. In other words it needs to minimise dependence on the assumption of business as usual at other levels. Aim to go off grid as quickly as possible. Become a

prized global destination for environmental volunteers and citizen scientists. Prioritise strategic partnership with Deakin University. Recognise Geelong as being as relevant to the region as Melbourne.

13. Are there any other management models /options we should consider?

Melbourne Water's ongoing Healthy Waterways Renewal Catchment Collaborations are the best model yet to use as a starting point, not perfect but incomparably more productive than the standard offerings of the same old consultants.

14. What key criteria should the Taskforce use to evaluate the management model options?

Is it brave enough to achieve anything?

What is your age range?



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Yes