

Respondent No: 63

Submitted Date: 2018-04-30 10:26:48

Member Username: [REDACTED]

Member Postcode: 3230

Member Email: [REDACTED]

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

Primary residence
Volunteer (emergency or community services)
Recreation
Attend/participate in an event

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

No

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

Most days

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

Unspoiled natural scenery - along GoR but also in GoR hinterland
Natural environments, plants and animals
Seascapes and views of the coast and sea from the road
Rural landscapes of Painkalac Creek Valley, Apollo Bay District + others
Otways Sandstone (including rock cuttings, stone walls, natural outcrops)
Varied natural ecosystems/veg communities
Creeks and rivers/estuaries in natural/intact state
The shape and engineering of the road itself - the road's fit in its landscape
Unspoiled small towns along the road and in GoR hinterland

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

Smallness and individual character of small GoR towns
Natural landscapes
Natural environments, habitat, systems
The relatively small scale of the road itself (without widening etc)
Nature based recreation and small scale tourism without large scale tourism developments
Keep small towns small, avoid suburbanisation & development outside town boundaries
Scenic values protected from high-visual-impact built infrastructure (poles and wires, signs, buildings etc)

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

A more restrained approach to tourism - the area is on track to be exploited and loved to death.
Far fewer signs of all kinds
Power poles and wires underground or at least bundled/dark coloured to reduce visual impact
Vic Roads to stop lining the road with safety features (barriers, signs, chevrons, paint)
Infrastructure & visitor facilities carefully designed using materials of suitable character (less treated pine, plain concrete & galvanised steel).
Stricter controls on housing scale & design to reduce visual impact & ensure natural landscapes dominate.
A more careful, long term, coordinated approach to planning, land management, road management.

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?

Yes, in nature-based recreation field.
Recreational access to natural areas is too tightly controlled by Parks Victoria - seemingly because they are obsessed with being in control of visitors' activities but lack the resourcing to achieve control in reality. They have a 'no-can-do' attitude. Their standards of maintenance of visitor facilities are very poor.
Overall nature-based recreation, interpretation facilities are not designed & built to a standard that does justice to their setting.

Trails (walking, running, mountain biking) are inconsistent in standards, poorly signposted, undermaintained.

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

Vic Roads' never-ending increases in safety infrastructure: lines, barriers, signs etc, have drastically changed the road in the last 30 years. There needs to be a greater tolerance of risk along the road in recognition of the detrimental impacts of safety infrastructure.

The cumulative impacts of more and more tourism development are not well identified - the area is being over exploited and 'loved to death'. It needs protection, not ever-increasing exploitation.

The potential for attention to detail to greatly reduce the visual impact of signs, poles and wires, safety barriers, old fencing etc etc. This could make a big difference to scenic values at negligible cost.

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

Governance models etc are less important than an overall vision: a 'conservative' vision (i.e. conservation is paramount) is required.

If the current mania for more and more tourism development continues, the GoR will be a lost cause & no governance model will save it.

Crown land CoM's are not just problematic along the GoR: they are a silly way to manage public land (high risk, uncertain benefits). No other Australian State manages public land this way.

Agree with the idea of an overarching authority - but a very small entity could do it: less than 5 people to play a coordinating role in partnership with other agencies.

A 'future plan' with long term vision is required.

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

Planning protections for small towns - particularly town boundaries/preventing growth.

Planning for future impacts of climate change.

Strategies for sustainable tourism, particularly nature-based tourism & including upkeep (resourcing).

Design & character standards for visitor infrastructure.

Visual Resource Management guidelines & strategies for mitigating visual impacts on natural land/seascapes.

Expertise within management agencies - to include specialist planning/design/rec & tourism expertise.

How to avoid the GoR region being loved to death/exploited to death.

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?

I support that concept but it could be a small, lean organisation. It needs to have real authority to make other agencies toe the line (e.g. Vic Roads, PV, DELWP, CoM's, Councils).

It's overarching mission should be conservative (about conservation of natural and cultural heritage & landscapes) rather than economic or exploitative.

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

Tenure needs to be sorted out - e.g. responsibility of Vic Roads for roadside parking areas & visitor infrastructure as well as the road itself.

Agencies need to be honest about their limitations - their inertia, skills gaps, resourcing etc.

How to achieve overarching governance without disenfranchising & disempowering local communities & small players.

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

Get rid of CoM's and PV and have a single land manager - ditch the 'purchaser-provider' (DELWP-PV) model.

Increase in-house specialist expertise (landscape architecture, interpretation, visitor facilities and service provision & maintenance).

Give local communities greater control over land use planning in & around their towns.

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

What is your age range?

██████

Please provide your country of residence if you are not an Australian resident

I agree to the privacy statement

yes