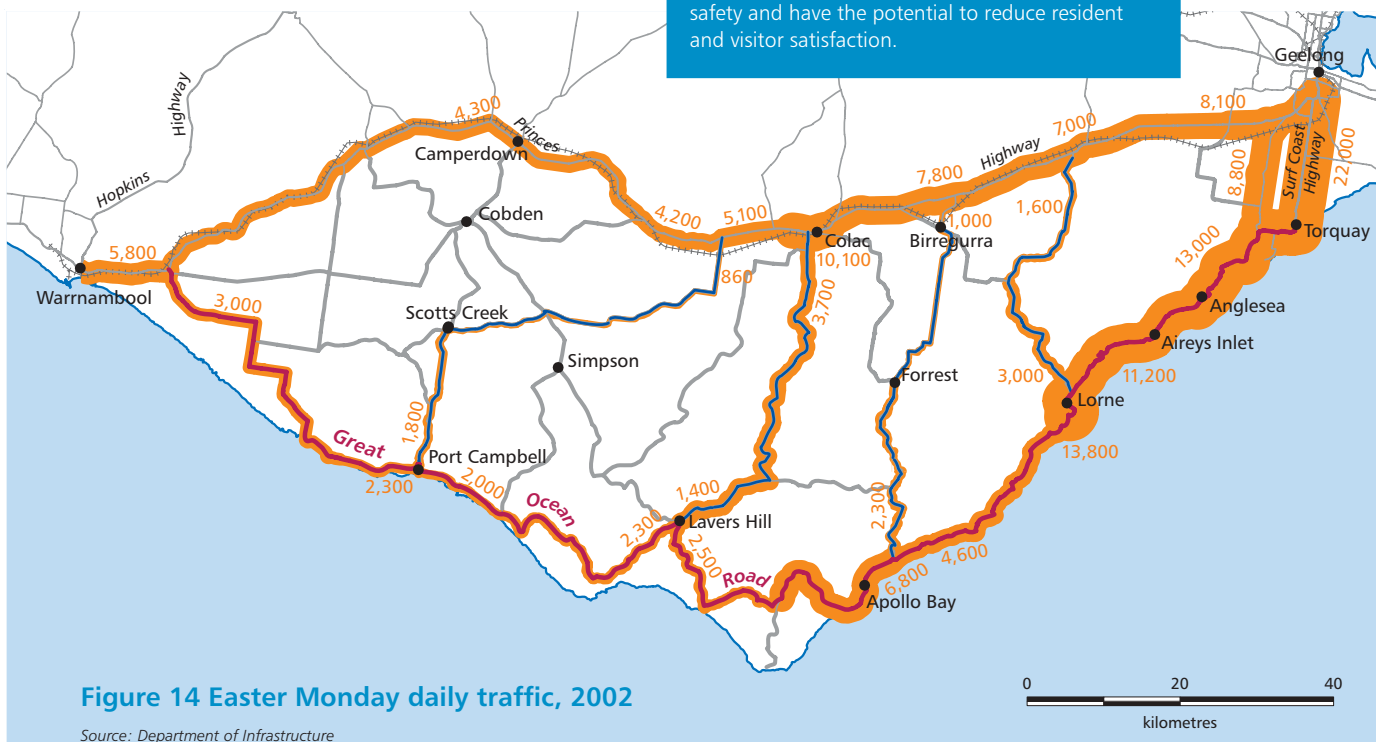


The implementation of strategies for upgrading the Princes Highway between Geelong and Colac and a western bypass of Geelong are likely to affect traffic circulation and choice of route to the eastern portion of the Great Ocean Road.

There is no problem with the capacity of inland routes, since the regional network is comprehensive and generally can accommodate increased traffic volumes. The aim will be to improve these roads, as and where necessary, with devices such as better signage, travel time information and promotion in visitor literature. This should encourage travellers to consider them as viable and interesting alternatives to the Great Ocean Road, especially at times of peak travel demand. The intersection of these hinterland routes with the Great Ocean Road requires specific consideration.



The current heavy traffic flow volumes along the Great Ocean Road during peak periods and the likely future increase of traffic resulting from increased visitation will have an impact on user safety and have the potential to reduce resident and visitor satisfaction.



— Great Ocean Road + + + + Rail — Preferred north-south routes 1,000 Seasonal average daily traffic

Route choice, particularly on return journeys, plays an important factor into congestion along the Great Ocean Road. A signage strategy is proposed to provide alternative route choices to motorists heading towards the Great Ocean Road Region or heading out of the region.

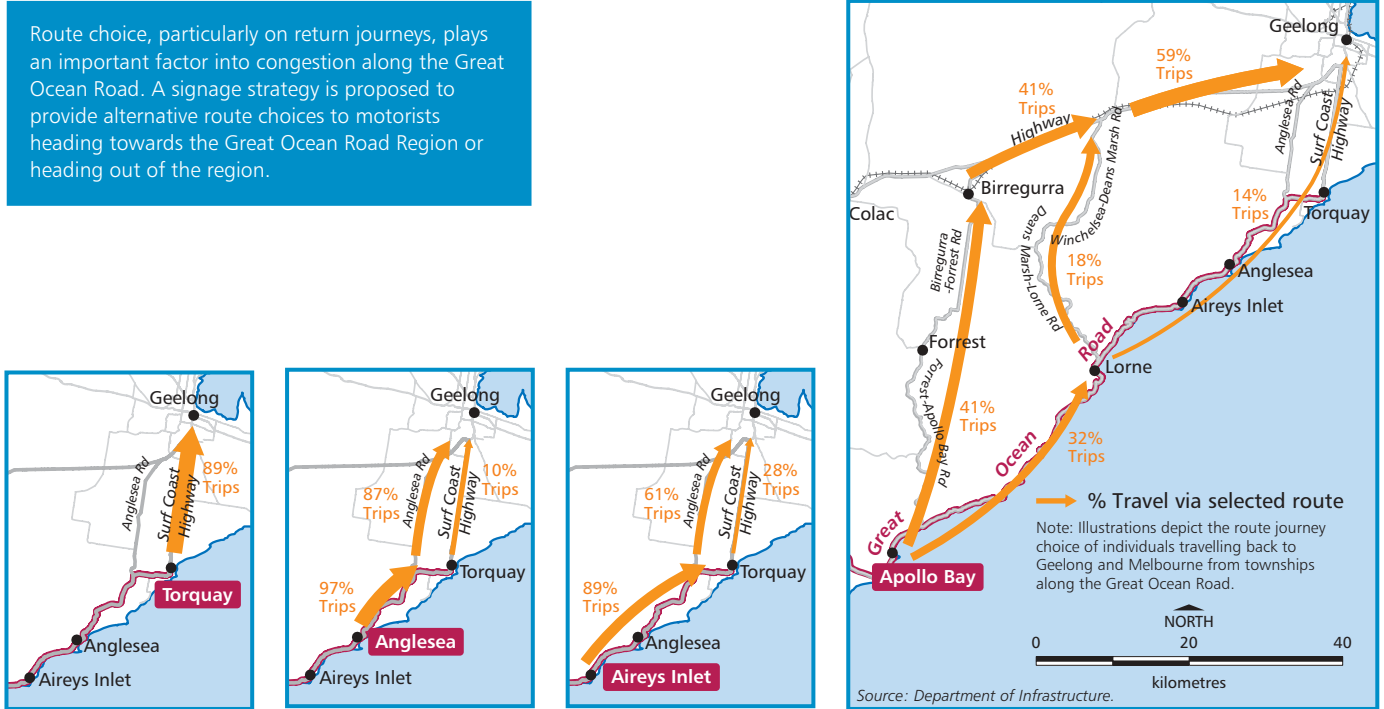


Figure 15 Route choice from Torquay/Anglesea/Aireys Inlet–Fairhaven/Apollo Bay to Melbourne/Geelong

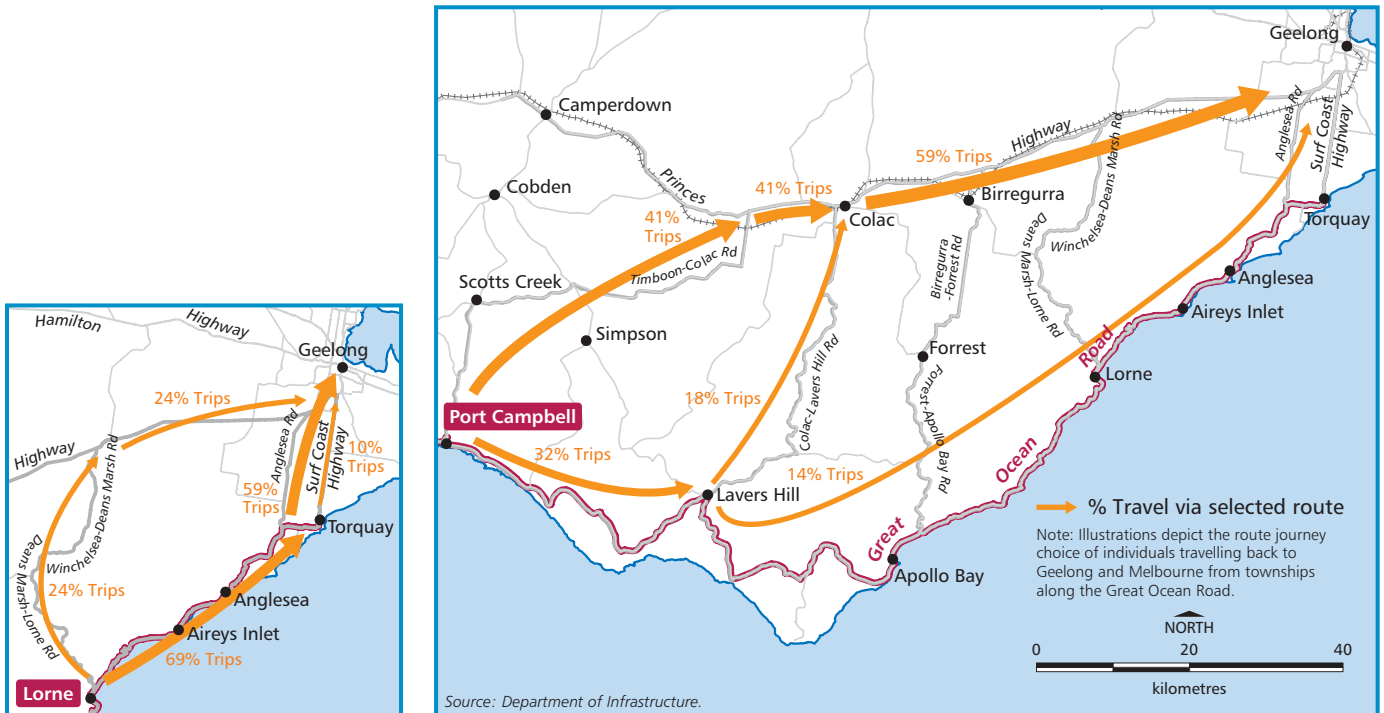


Figure 16 Route choice from Lorne/Port Campbell to Melbourne/Geelong

3.3 Improve road safety and emergency management planning

The safety of roads throughout the region must be evaluated, given the increasing volume of traffic and the challenging nature of sections of the Great Ocean Road and some hinterland roads through the Otways. There are few options for changing the alignment of the Great Ocean Road. Combined with congestion on the road, this can impede emergency management services, particularly in serious emergencies, although improvement of north–south access routes (see Initiative 3.2.1) will help this.

In terms of safety, accident statistics show that sections of the Princes Highway and of the Great Ocean Road reflect crash rates that exceed the state averages, as do some smaller hinterland routes. Between Anglesea and Apollo Bay, some 50 per cent of all accidents involve motorcycles. Measures will be implemented to reduce these accident rates.



Influencing travel demand

Travel demand management is a tool to influence people's decisions about how and when they travel, and how far, and thus to reduce or redistribute travel demand. It is applied through measures that directly involve the transport system, or through urban planning measures that alter the travel environment. Travel demand management strategies can lead to better use of existing transport infrastructure, reduced air emissions, and improved mobility.





Seasonal crowding can lead to problems with parking and beach access. Coastal towns have limited provision for cyclists and pedestrians. Bus stops could be improved.

Fire is a major seasonal threat to safety in the region. The government is currently revising the Otway Fire Protection Plan for the national parks and state forests within the region. The plan provides for an integrated program for public land fire management, and it is being revised in accordance with Victoria's Code of Practice for Fire Management on Public Land. The development of the plan has involved community consultation and the close involvement of relevant Shires and the local CFA. It is expected that the revised plan will be completed by September 2003.

The Essential Services Commissioner is currently conducting an Inquiry into the 2002/03 bushfire season. It is expected that the Inquiry will address issues including fire prevention on public land and private land subdivisions in fire prone areas. This report is due in September and the results will then be considered by the government. The office of the Essential Services Commissioner is developing a pilot process for councils to consult with local communities about fire refuge areas. Surf Coast Shire will be involved in the pilot process.

Initiatives

- 3.3.1** Seek to upgrade the Great Ocean Road to improve its safety performance by:
- reviewing the speed limit and enforcement measures
 - reducing traffic impacts in small coastal towns
 - progressively sealing road shoulders
 - replacing, widening and/or strengthening of bridges where necessary
 - specific measures at the western end where accident rates are high.
- 3.3.2** Ensure safety issues are addressed in future upgrades of hinterland routes.
- 3.3.3** Assess and plan for future freight needs, particularly at the western end of the region (see Policy 4.1).

3.4 Provide more travel choices to and within the region

Consideration needs to be given to providing innovative forms of public transport. For example, access to specific sites could be improved with shuttle bus services.

More targeted and better promoted rail and bus services could be provided, particularly during peak activity periods and for major events such as Lorne’s Pier-to-Pub swim and the Apollo Bay Music Festival. The King Karri bus service in Western Australia (see ‘Tourist coach, public bus or both?’ on page 48) provides an example of how this could be developed over time.

At its eastern end (from Torquay to Anglesea), the Great Ocean Road is an important regional access route for Geelong and Melbourne. The southward spread of Geelong, and growth at Torquay, will add to its access role. The development of Grovedale station will create more opportunities for public transport access to the region. At the western end, public transport in Warrnambool has recently been upgraded with the development of Warrnambool station as a regional public transport interchange while improvements to the Geelong–Warrnambool railway line will result in a more comfortable trip.

Better facilities and trails for cyclists and pedestrians need to be integrated with bus and rail services.





Tourist coach, public bus or both?

One of Australia's longest established road coach services links the Western Australia cities of Albany and Bunbury. It began operation in 1947. While intended as a regional transport link, the route had obvious tourism potential – which gives it something in common with the Great Ocean Road. The Western Australian coach service linked two regional centres popular with holidaymakers, and it traversed the famous karri forests. It was soon branded as the 'King Karri Route', with features including attendant service, options for refreshments en route, and onboard commentary.

In 1995, the State Government reviewed regional passenger services and recommended that, where possible, bus services should be integrated with the tourism industry. The King Karri Route received new luxury coaches, specially branded bus stops and ticket outlets, more frequent schedules that included Friday and Sunday evening express services for people wanting a weekend away, and links with the private sector in intermediate towns. The route continues to successfully fill both a public transport and tourism role.



Initiatives

- 3.4.1** Work with public transport providers to improve public transport services, particularly buses, including links between coastal towns and key tourism sites, and with existing rail services, initially during peak seasons and events.
- 3.4.2** Continue to provide quality interchanges, signage and bus stops in towns.
- 3.4.3** Improve marketing and information about public transport services.
- 3.4.4** Promote cycling by improving infrastructure and opportunities for cyclists, regionally and locally, including between Torquay and Apollo Bay, and between Peterborough and Allansford/Warrnambool.
- 3.4.5** Investigate allowing the carriage of bicycles and surfboards on buses.
- 3.4.6** Encourage walkers by improving regional opportunities for walking, including routes at the eastern end of the Great Ocean Road, hinterland walks, and long-distance walks such as the Great Ocean Walk.
- 3.4.7** Make towns more 'walker-friendly'; improve pedestrian access to foreshores.
- 3.4.8** Investigate airfield capacity in the vicinity of Apollo Bay.

Direction 4. Prosperity

Encourage sustainable tourism and resource use

4.1 Develop more sustainable tourism

Tourism is strongly linked to the region's natural assets. While sustainability is already seen as important, these assets are experiencing local pressures, particularly at peak times. Local economies are feeling the effects of the high number of new residential townhouse-type constructions in coastal towns, the large number of holiday homes, and the changing nature of businesses within towns.

More sustainable tourism can be facilitated by better use of the planning process. Tourism Victoria's Guidelines for Planning and Developing Tourism Projects in Victoria can assist developers, councils and communities to advance projects from concepts through to business planning and statutory planning stages.

Increasing visitor numbers to the region's national and state parks confirm their attraction, but it is vital not to overburden public land infrastructure, particularly car parking and access. Seasonal crowding puts pressure on foreshore areas, many of which are environmentally sensitive. Along foreshores, attention must be paid to the design and siting of car parks and visitor facilities.

More effort could be made to promote the region's historic past, such as the cultural significance of the Great Ocean Road, built as a war memorial but traversing some important prehistoric and Aboriginal sites, and the evocative dry-stone walls typical of Corangamite Shire (see 'Stone wall revival' on page 50).

Heritage and landscape studies conducted by local councils could be used not only as planning tools, but to expand the visitor experience. Tourism proposals should always take into account cultural heritage and local character (see Policy 1.4).

Geelong Otway Tourism's new sustainable tourism strategy seeks to ensure that sustainability issues will be worked through at community and government level. One result of this work is a project to develop local indicators in conjunction with the Cooperative Research Centre for Sustainable Tourism and Green Globe Asia Pacific. This could bring wide recognition of the region's environmental performance.

If tourism opportunities can be spread into the hinterland, and also promoted and enjoyed across the seasons, the industry itself will become more sustainable.

4



Initiatives

- 4.1.1 Facilitate improved processes for planning and developing tourism.
- 4.1.2 Promote Geelong Otway Tourism's sustainable (Green Globe) tourism benchmarking project.
- 4.1.3 Promote development of hinterland and cultural tourism, including consideration of Indigenous, heritage and cultural issues.
- 4.1.5 Use local council studies to develop a regional heritage guide and heritage trails for visitors.



‘The region wins an international award for marine and land-based ecotourism.’

(a vision for the future from the Anglesea community forum)

Stone wall revival

Dry-stone walls, made of local stone to define boundaries and protect stock, are an important part of the history of European settlement in the hinterland of the Great Ocean Road Region. The golden era for the construction of these walls, among the finest in Australia, was the mid-1800s during the ‘pastoralisation’ era. Being built from the stones that littered the volcanic landscape, they reflect geological history. Their construction involved considerable skills and craftsmanship. While many have disappeared or have fallen into disrepair through neglect, development or theft, there is new interest in the walls and in how they were made. The Dry Stone Wall Association of Australia has been formed and a touring exhibition is under way with federal funding. Dry-stone walls have tourism potential and are part of the new Corangamite tourism trail. Increasingly they are recognised as part of the landscape.



4.2 Promote the whole region as a premier recreation and visitor destination

The iconic status of the Great Ocean Road makes it the focus of most visitor attention. Tourism associations across the region are undertaking campaigns to encourage visitors to experience the whole region rather than confining themselves to the coast.

Geelong and Warrnambool, gateways to the region, are being promoted as destinations in their own right. Links outside the region are also sought, with towns such as Portland and Port Fairy, further along the 'shipwreck coast', leading to opportunities such as the Great Southern Touring Route.

Specific projects within the region include the development of rail trails, walking and bicycle trails (see 'The Great Ocean Walk' on page 53), linking of trails and building more infrastructure, even on private land. Rail trails in particular (see 'Reuse of rails' on page 53) would encourage more overnight stays. The tourism associations want to raise the quality of the visitor experience and derive the best possible economic return.

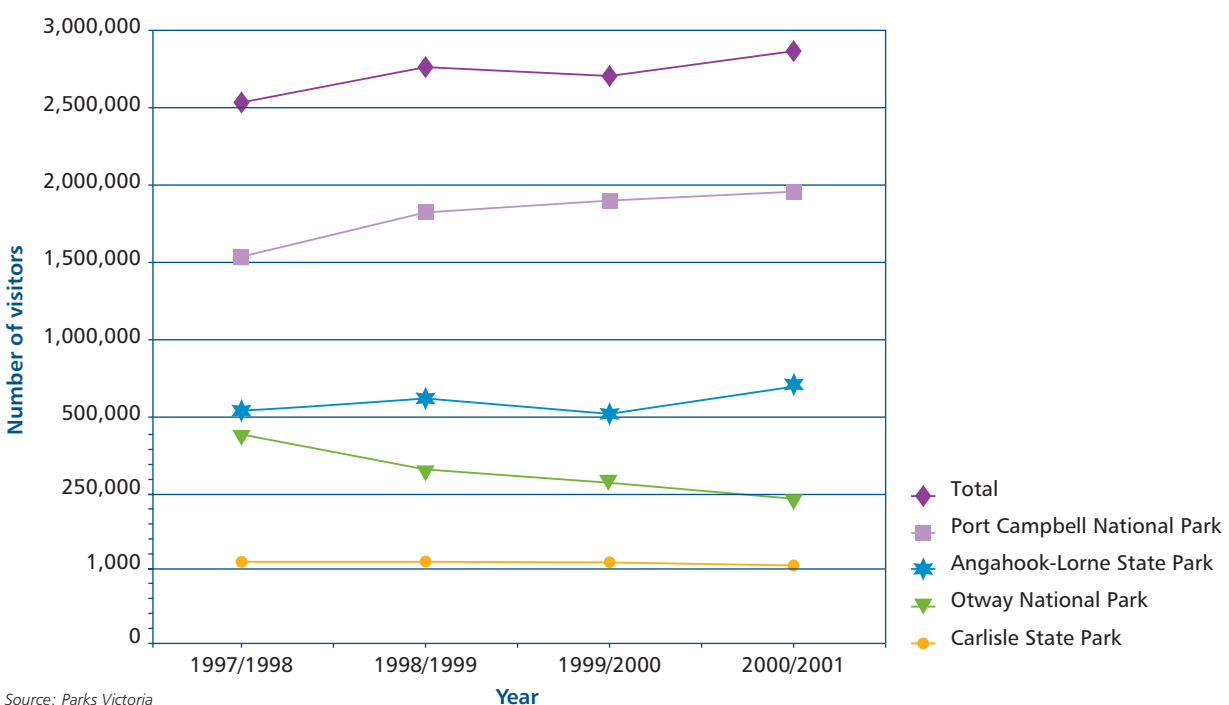
Pressure in the eastern part of the region will continue to push tourism development further west. This is encouraged but it should be done in a sustainable manner, taking into account issues such as local character, service provision and environmental impact. New experiences away from the coast should also be promoted, such as the inland towns and the Otways. Lake Colac is an opportunity for further development as a tourism/recreation resource.

Parks Victoria has developed innovative management plans to protect ecological values, guide development and manage visitor facilities in national and state parks. This emphasis needs to spread through the hinterland, but it will require supporting infrastructure such as minor upgrades to roads (see Policy 3.2), signs, amenities and accommodation, improved public transport (see Policy 3.4), and protection of the character of small towns and characteristic landscapes.

Better facilities and trails for cyclists and pedestrians need to be integrated with bus and rail services.



Figure 17 Parks Victoria estimated visitor statistics



Source: Parks Victoria

Initiatives

- 4.2.1** Promote the region as a package that includes the hinterland and the coast, or series of packages that market the primary motivators for travel, such as special interest themes and products.
- 4.2.2** Develop and market a touring route through the Otway hinterland that links the region's natural attractions, heritage and produce, and support hinterland tourism initiatives, including niche wine and food attractions.
- 4.2.3** Encourage high quality nature-based investment to enhance the visitor experience.
- 4.2.4** Develop the Triplet Falls to Lake Elizabeth area as a nationally recognised visitor attraction with appropriate facilities.
- 4.2.5** Develop strategic walking and cycling routes and associated infrastructure, such as the Great Ocean Walk, the Surf Coast Walk, the Old Beechy Rail Trail and the Timboon–Camperdown Rail Trail.
- 4.2.6** Support the Great Southern Touring Route.
- 4.2.7** Develop a model process for managing seasonal peaks and major events.



The Great Ocean Walk

Some of Australia's most spectacular coastline is displayed along this walk. It extends from Marengo at Apollo Bay to Glenample Homestead at Port Campbell – where, in 1878, the two survivors of the dramatic Loch Ard shipwreck scrambled up the towering cliffs to find shelter. The walk is being developed along 67 kilometres of existing track through the Otway and Port Campbell national parks, with 20 kilometres of new track almost complete. Its construction follows extensive environmental and cultural assessment to assure minimal impact on natural and cultural values, and the best possible visitor experience. Aims of this significant regional tourism project include increasing the length of time visitors stay in the region, and encouraging the tourism industry and the community to provide complementary services, such as accommodation and transport, outside the park network. It is an exciting partnership between Parks Victoria, state and local government, regional tourism organisations and the community.



Reuse of railway reserves

Changed transport needs have left a network of disused railway lines across Victoria. Their easy gradients, wide curves, steep cuttings and picturesque bridges mean these lines are ideally suited to walking, cycling and horse riding. The railway reserves are also ideal corridors for the conservation of native plants and wildlife. More than 250 kilometres of land is now available for public use from more than 700 kilometres provided through the government's Rail Trail project. Within the region, work is under way on the Camperdown to Timboon Rail Trail and the Old Beechy Rail Trail from Colac to Beech Forest.

The Great Ocean Road Region is more than just the road. The Great Southern Touring Route provides visitors with a driving experience that shows the inter-connectiveness of the region with the south-western district of Victoria.

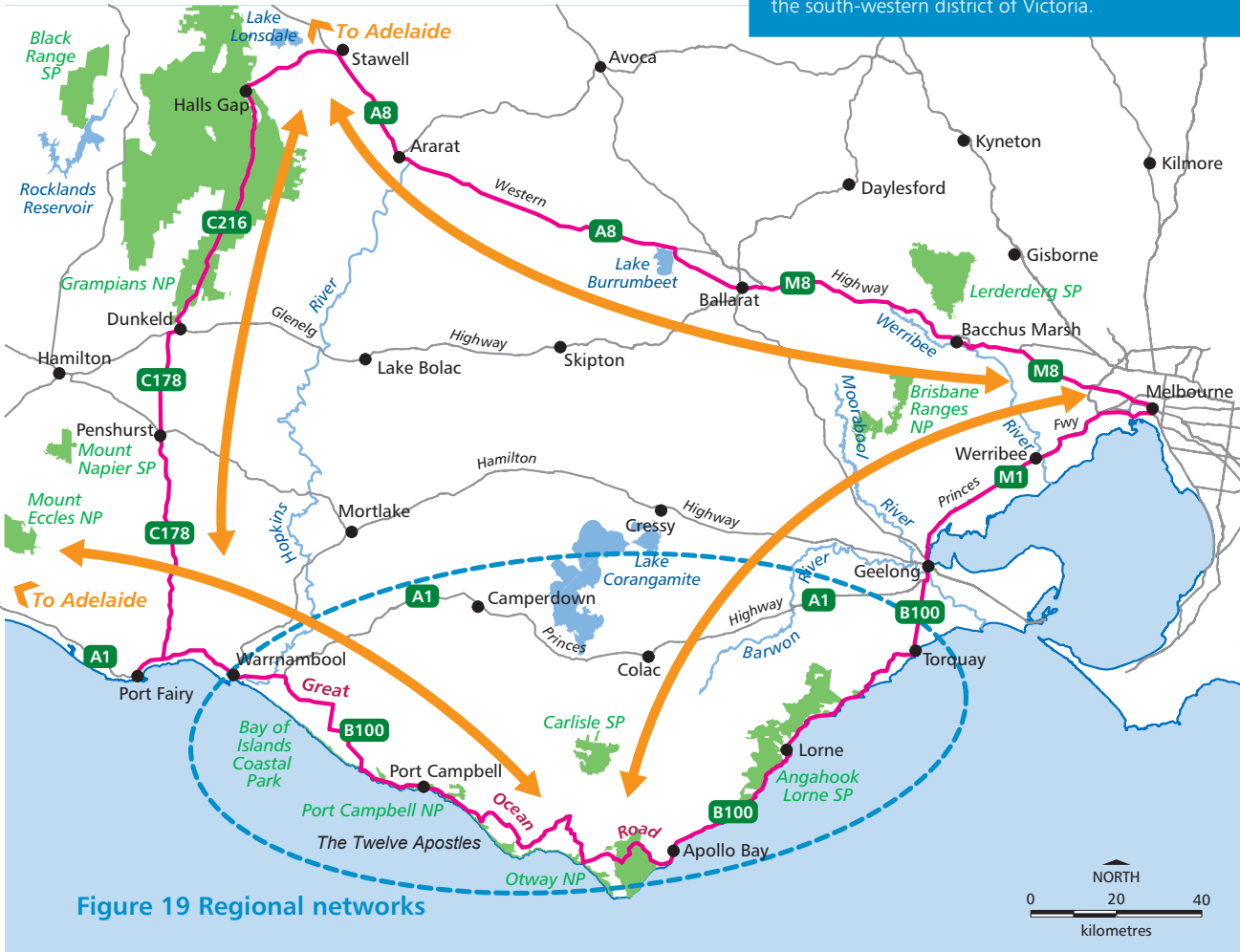


Figure 19 Regional networks

- Great Southern Touring Route
- Roads
- National and state Parks
- Lakes and rivers
- GOR region
- ➔ Linkages

Managing seasonal peaks

Coastal settlements such as Lorne will continue to be popular visitor destinations, providing a stage for important recreational and cultural events. Managing seasonal peaks and major events is a significant challenge for these settlements. The strategy's initiatives for spreading tourism and improving access across the region will help, while town structure plans will also provide a longer term framework for managing issues such as parking and access in towns.

The management of major events in the region will be improved with better planning and coordination. Lorne and Geelong will host the World Life Saving Championships in February–March 2006. The Championships are likely to attract around 6000 visitors. This event will provide significant benefits for the regional economy.

In addition to sponsoring the World Life Saving Championships, the State Government along with event partners, will develop a major events plan to facilitate the successful management of the event. It will address important issues such as traffic management, public transport, car parking, pedestrian safety, visitor accommodation, public amenities and emergency services. Key agencies and councils will ensure a coordinated 'whole of government' approach to planning for the event.

This approach to management of major events will be utilised as a model to improve planning and management of other events, such as the Pier-to-Pub swim, thereby contributing to better management of seasonal peaks in the region.





4.3 Encourage longer stays and greater satisfaction for visitors

Because the region is close to Melbourne, it attracts many day visitors. This demand focuses on coastal communities at the eastern end of the region, and it peaks during summer, after Christmas, Easter and on long weekends. The result is congestion between Torquay and Apollo Bay, with low economic yield because relatively few visitors stay overnight. Day trips by tourist coaches to the Twelve Apostles contribute to this trend. The region would benefit if visitors remained for more than one day.

Overnight stays require suitable accommodation. There is general concern about a lack of quality accommodation and tourism-related services and infrastructure across the region, and about the cost of providing and maintaining such services.

Caravans are presently the main commercial accommodation supply; availability of this level of accommodation must be protected. Studies highlight a need for more quality visitor accommodation in areas ranging from Geelong and the Otways to Peterborough and Warrnambool.

International visitors are a growing market, particularly in the west. As they bring higher economic yield, tourism authorities are keen to encourage them to stay longer. All visitors will benefit from continued development of strategic marketing and information provision that displays the diversity of the region, thus encouraging longer stays. The provision of accommodation at suitable locations near visitor attractions such as national parks will help encourage longer stays within the region.

Initiatives

- 4.3.1** Encourage and facilitate more high-quality accommodation, and nature-based accommodation, in key towns and suitable locations near visitor attractions such as national parks.
- 4.3.2** Protect the existing supply of camping grounds and caravan parks, ensuring maximum public availability.
- 4.3.3** Support current marketing strategies and development plans, including *Victoria's Tourism Industry Strategic Plan 2002–06* and review the *Great Ocean Road Regional Tourism Development Plan 2000*, to promote the whole region and encourage year-round visitation across key segments such as nature-based tourism, food and wine, heritage, touring, adventure, boutique or backpackers' accommodation, business tourism and events.

4.4 Direct significant tourism facilities to key towns and strategic locations

The Great Ocean Road Region is a major tourism destination outside Melbourne.

It hosts special events such as the Lorne Pier-to-Pub swim and The Rock Above the Falls Festival, and the Apollo Bay Music Festival, which cannot be successful without visitor infrastructure. This is also needed at natural attractions that are open for tourism and located on public land. Improvements to supporting infrastructure – toilets, picnic facilities, car parks and the like, is an ongoing requirement. This is generally not up to standard in the region in terms of provision, planning and/or management. Where sites for such infrastructure are identified outside key towns, care must be taken not to adversely affect the landscape or the environment.

A quality interpretive centre for the region is urgently needed. This is a statewide tourism infrastructure priority. A suitable site is being sought near Port Campbell and the Twelve Apostles.

The towns of Torquay, Apollo Bay – the regional focus for boating and recreation – and Warrnambool will best accommodate growth and reduce the effect on the environment of development in the region. Colac Otway Shire Council is undertaking research into the future use of Apollo Bay as a boating and recreational facility, which could provide the basis for a more detailed feasibility study.



Initiatives

- 4.4.1 Assist council to undertake a feasibility study into the use of the harbour at Apollo Bay as a major tourism precinct, boating and recreational facility in the long term.
- 4.4.2 Assist councils to identify strategic locations for major tourism attractions and associated visitor facilities.
- 4.4.3 Support Parks Victoria to develop a world-class visitor interpretive centre for the region in the Port Campbell/Twelve Apostles area.





4.5 Support land use and transport needs of key regional industries

Traditionally the region has relied on its agricultural base, particularly dairying and timber. Both are forecast to double in the next 20 years, with plantations forming the basis for future timber industry growth. This strategy seeks to ensure that the land use and transport needs of these key regional industries will be supported.

Haulage of primary produce has important consequences for road infrastructure. Through the Southwest Victorian Dairy Industry Project, four local government bodies are working together to set specific directions for milk haulage. It will also provide a regional framework for addressing maintenance and upgrading of roads and bridges affected by the haulage of milk and other heavy commodities such as timber, especially where this takes place on roads used by tourists and along the Great Ocean Road.

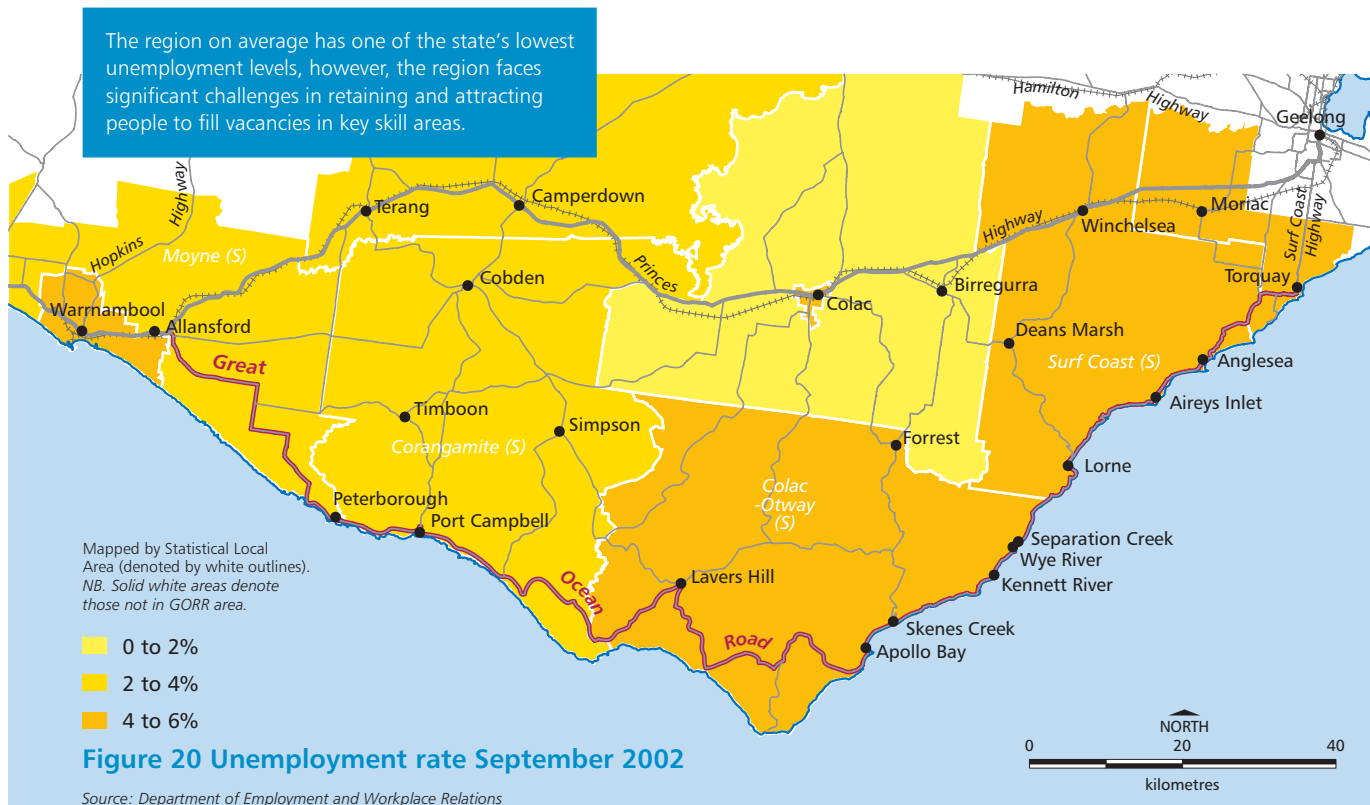
In the longer term, pressure will be felt on agricultural land as population increases in the towns. The strategy recognises the importance of protecting prime agricultural land (see Policy 2.3).

The provision of adequate land for industry is an emerging issue in Torquay and Warrnambool. The Surf Coast Shire has undertaken the Torquay North West Outline Development Plan to support the future development of industrial land for Torquay. Warrnambool and Moyne Councils are currently addressing opportunities for industrial land supply, such as through the Warrnambool Land Use Strategy.

Initiatives

- 4.5.1 Support council initiatives to provide adequate land for residential and industrial development.
- 4.5.2 Support recommendations relating to land use and transport from the South-West Victoria Dairy Industry project.





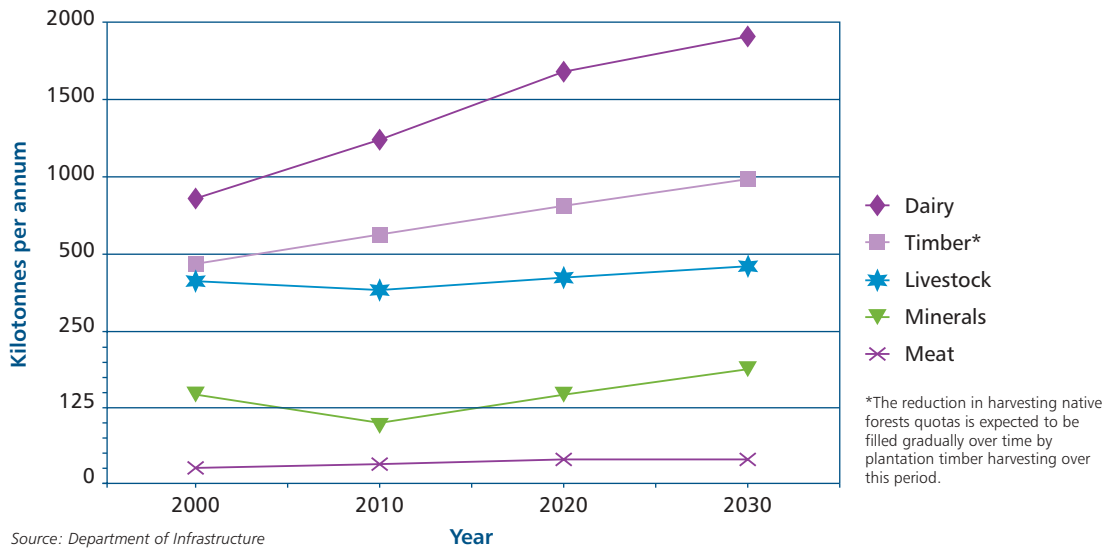
Adapting to climate change

The Victorian Greenhouse Strategy commits the government to an active role in national and global efforts to address climate change due to the greenhouse effect. This is a worldwide environmental challenge. Government goals under the strategy include limiting greenhouse gas emissions, working with climate change impacts, and positioning Victoria to prosper in a future carbon-constrained economy.

Over three years, the strategy will put \$100 million into recommended actions that include the reduction of greenhouse gas emissions from activities such as energy production and use, transport, waste management and agriculture. The government has also supported work by CSIRO Atmospheric Research to develop regional climate change projections for Victoria. While the impacts are not clear yet, there may be higher temperatures, rising sea levels, more storm surges and reduced rainfall in coming decades. Impacts along the western coast of the state may be less. The Victorian Coastal Council is working on assessment and adaptation strategies.

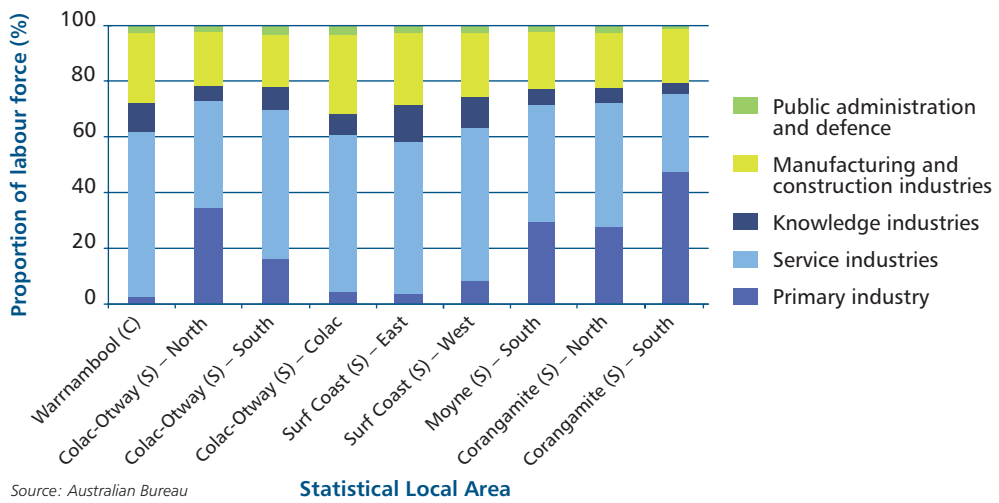


Figure 21 Commodity production



Source: Department of Infrastructure

Figure 22 Proportion of people employed by industry in 2001



Source: Australian Bureau of Statistics

4.6 Use natural resources with care

Water is one of the region's most important resources. It is vital to improve understanding and appreciation of water resources, their conservation and sustainable use.

The regional water authorities, which include South West Water, Southern Rural Water and Barwon Water, are developing plans for the provision of water infrastructure and management. Plans are under way for the sewerage of towns such as Peterborough and Skene's Creek, which will contribute to the region's environmental health.

Water consumption and management during peak summer visitation periods is a particular issue for the region. The government's Ministerial Statement on implementing Water for the Future provides a framework for more sustainable water management. Peak consumption and pricing issues will be addressed within this framework.

Forms of clean energy, such as wind and gas, are assuming statewide environmental, social and economic importance. The region has considerable potential in these areas. Assessing significant landscapes (see Policy 1.2) will help manage the impacts of this form of development.

As set out in Growing Victoria Together, the government is committed to demonstrating progress in increasing use of renewable energy. To this end a target has been set to increase the share of Victoria's electricity expected from renewable energy sources from 4 per cent to 10 per cent by the year 2010.

Gas exploration is also vitally important to the region. The Otway Basin contains significant gas fields that can increase supply options for Victoria and that have the potential capacity to supply a proportion of south-east Australia's demand for gas in the next decade. Approval has been given for the Minerva gas field south of Port Campbell, and is being sought for development of the Geographe and Thylacine fields.

Native forests, which are integral to the region's beauty and popularity, will benefit from recent conservation moves such as the establishment of the Otway National Park.



Initiatives

- 4.6.1** Support the development of wind energy, gas extraction and geothermal energy sources in suitable locations.
- 4.6.2** Improve knowledge and understanding of wind energy.
- 4.6.4** Encourage water conservation measures for industry.



Ministerial Statement on implementing Water for the Future

As part of the government's agenda for sustainable water management, the Minister for Water has released a Ministerial Statement on implementing Water for the Future, a 10-year plan for achieving a progressive and environmentally sustainable water sector. It will address six key areas:

- smarter water use in cities and towns
- smarter water use on farms
- protecting the environment
- pricing for sustainability
- delivering results through a progressive water industry
- national leader in water management.

A Green Paper has been released for the future of the water industry, focusing on a holistic approach to water management that includes the complete catchment. The Victorian Water Trust has been established to provide a secure source of funding for much-needed investment in Victoria's water resources. The trust will be used to support programs that will contribute to the delivery of more sustainable water management.



Putting the strategy into practice

Understanding how it fits into the planning system

The strategy contains policies and initiatives that will affect how decisions are made about future land use and development in the region, and that will allow more certainty in decision-making. To ensure these are given adequate consideration through the decision-making process, relevant elements of the policies will be considered for incorporation into the State Planning Policy Framework.

All local councils and other planning authorities in the region must have regard to these policies and must work to implement them. They will also have to consider the need for consequential changes to their own planning schemes to give specific effect to the strategy within their local area. They will be asked to consider the strategy in planning decision-making, and must have regard to it in preparing planning scheme amendments.

Finalising and implementing the strategy

The Great Ocean Road Region Strategy aims to provide a means of coordination and integration and to facilitate common understanding between all stakeholders, so that its objectives for a vibrant, prosperous and sustainable region are achieved. Its successful implementation depends on the coordination and commitment of government departments and agencies, local councils, industry, utility bodies and the community. A framework and process will be developed for implementing, monitoring and reporting to the community and government on how well the strategy is being implemented.





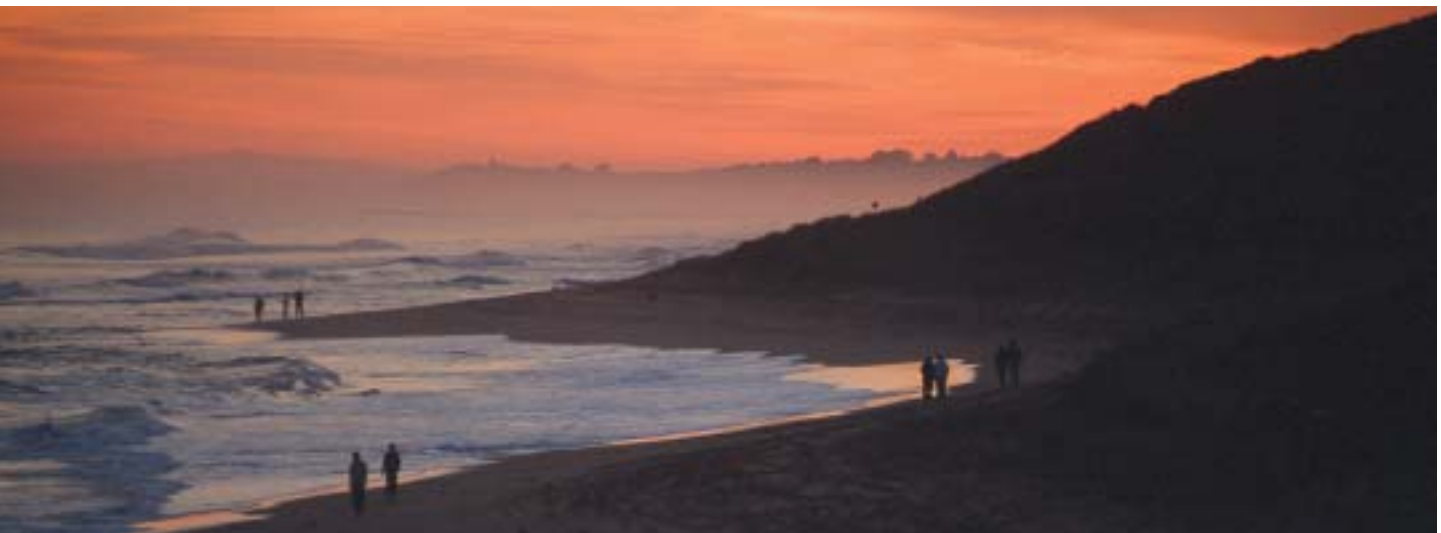
Implementation and coordination

The directions and initiatives within the strategy will guide the government's budget choices and actions taken by government departments and local government, as well as investment decisions by private enterprises. Many of the initiatives identified are part of existing programs, others are new, and many will lead to follow-on work. As the draft strategy is a statement of government policy intent only, some initiatives will be subject to assessment and prioritisation through normal budget processes in future periods.

The final strategy will include a detailed implementation plan with recommendations for action, how these will be achieved, who will be responsible for them (lead agents, partners and stakeholders) and a time frame for implementation.

Measures will be put in place to oversee this process, review progress, and report regularly to relevant ministers. The steering committee has agreed that this should:

- build on existing structures (rather than creating new administrative systems)
- provide for a formal agreement that commits all agencies and councils
- include a regular forum involving participation at senior level.



Monitoring, review, reporting and evaluation

Implementation is a long-term process, to which the government is strongly committed. Regular monitoring and review is necessary to evaluate performance so that, if required, appropriate action can be taken. It may be necessary to change strategic direction within the plan in reaction to unforeseen events, or to shifts in the local, regional or state environment. Feedback as initiatives are implemented is also important and will be taken into consideration.

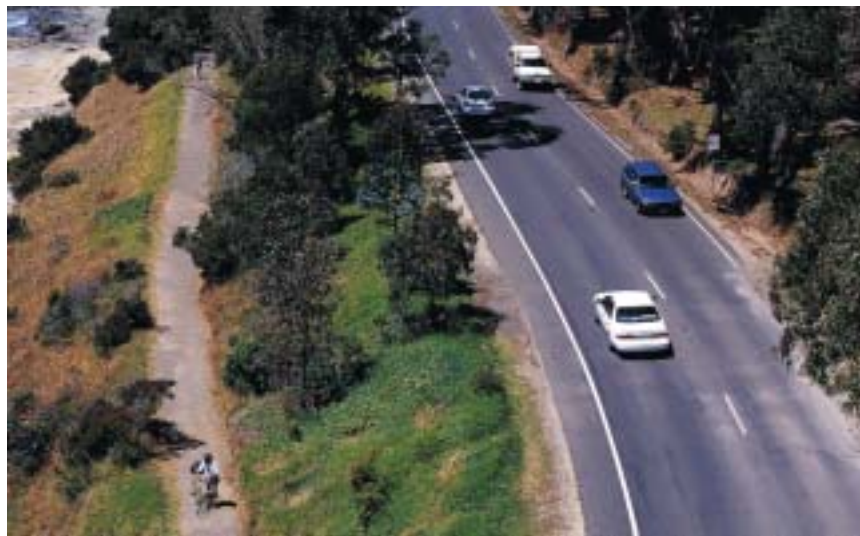
Progress measures or indicators will be needed to give regular reports on implementation and to show where further action is needed. Indicator work is now under way, such as the South West Sustainability Blueprint being undertaken by councils and stakeholders. State-of-the-environment reporting, such as the Surf Coast Shire's State of the Environment Report, and Catchment Management Strategies, could also be useful. We suggest that such work could be used as a basis for reporting on the progress of implementation of the strategy, rather than duplicating work already being undertaken.

The decision-making framework

The government and the private sector will bear primary responsibility for major investment and infrastructure. Local government will be responsible for local infrastructure investment and the implementation of land-use and planning decisions within each municipality.

Managing change in the region to achieve sustainability and ensure environmental, social and economic gains will require a clearly understood and widely supported process for decisions.

Making sound strategic decisions and investments that reflect the principles and sustainability criteria in the strategy will lead to better results for the region. Important environmental values will be preserved and improved, the unique character of coastal towns will be retained, and new opportunities will open up to take the region forward as a dynamic and internationally recognised visitor destination.



Commenting on the draft strategy

The draft strategy is now released for public comment. Forums and workshops with key stakeholders and communities will be held around the region, and Melbourne, to discuss it. Submissions are welcome.

This process and further discussions with key stakeholders will help define the final form and content of the strategy.

The government wants to hear your views.

You can provide feedback and comments through the Department of Sustainability and Environment's website or by contacting the South West Region office:

Free call	136 186
Facsimile	(6 13) 5225 2514
Internet	www.dse.vic.gov.au/greatoceanroad
Email	greatocean.road@dse.vic.gov.au
Mail	Great Ocean Road Region Strategy Department of Sustainability and Environment South West Region 180 Fyans Street South Geelong VIC 3220

Comments should be provided by 30 January 2004

The Department of Sustainability and Environment is committed to protecting information provided in accordance with the principles of the *Information Privacy Act 2000*. Information contained in your submission to the *Great Ocean Road Region Strategy* or any other response to this matter may be stored and used by the department for the purpose of informing the work of developing the strategy and communicating the outcomes. Correspondence received may be disclosed to relevant government agencies or other stakeholders such as planning committees for the above-mentioned purposes, or if required by law. If you wish any part or all of your submission to be considered confidential please state this clearly in your correspondence. You can gain access to your submission by contacting the Manager, Privacy, Department of Sustainability and Environment at PO Box 500, East Melbourne 3002.

Appendix

Appendix 1. Supporting studies

Great Ocean Road Region Integrated Access Study, Stage 2 Report: Strategy Development November 2002, Arup.

Great Ocean Road Region Strategy, Facilitation and Consultation Analysis Report, February 2002, Robin Saunders Environmental Solutions Pty Ltd.

The Great Ocean Road Region Strategy, A Sustainability Model, May 2002, Enviro-Futures.

Great Ocean Road Region Landscape Assessment Study, October 2003.





Appendix 2. Sustainability principles and strategy options

Achieving a successful and sustainable future for the Great Ocean Road Region will require the application of the fundamental principles that underpin sustainability. The final Great Ocean Road Region Strategy will further develop this concept and set out a set of actions to pursue these principles.

The principles are:

Intra- and inter-generational equity

Inter-generational equity aims to ensure that each generation passes on its inherited social, economic and natural capital to the next. Intra-generation equity aims to create greater equality in exercising choice, for example, by improving access for all to health and community services.

Sustainable use of natural resources

This principle aims to conserve non-renewable resources and use renewable resources according to their rate of replenishment. The principle covers the flow of materials into a particular area or region, and their use and discharge into the receiving environments (land, water and air). It aims to limit the amount of land put to essentially inflexible and irreversible uses, and has implications for the location of development to take account of the capacity of land to support development, the design and functioning of development and opportunities for resource conservation and habitat creation.

Maintenance of biological diversity

Biodiversity is the variety of all life forms: plants, animals and micro-organisms, the genes they contain and the ecosystems of which they form a part. Life support systems are the essential ecological processes that sustain all life on earth, cleansing air and water, regulating climate, recycling essential elements and restoring depleted soils. Their functioning depends on the extent to which they are disturbed, modified and polluted.

Enhance economic and social wellbeing

This principle aims to enhance the quality of life and economic prosperity without compromising the other principles. The notion of community wellbeing is paramount. This principle seeks to promote new technologies that have reduced resource use and off-site impacts. Improved understanding of valuation, pricing and incentive mechanisms ensures that environmental and social factors are included in valuations and costings, and facilitates transparent decision-making.

Strengthen community involvement and participation

This principle aims to achieve important societal goals by encouraging community involvement in decision-making. It recognises that influence of individuals and households is central to achieving change in the way communities function. It requires structures to support community participation and outcomes that measure and demonstrate the success of such participation and involvement.

The precautionary principle

This principle embraces the idea of taking action now, despite a level of uncertainty, to minimise future risks. This principle may lead to a decision not to take action or proceed with a proposal because of a high level of uncertainty about beneficial outcomes over the longer term. This principle poses difficulties for decision-makers who may be criticised for adopting a 'no risk' approach, although there is substantial, though incomplete, evidence of future risk.



'Great Ocean Road Region wins international award for environmental sustainability.'

(a vision for the region's future from the Warrnambool community forum)



What options were considered?

In planning for the next 20 years of development in the region, four options were developed and assessed against the sustainability principles developed for the strategy and the messages received from community consultation.

The options were designed to draw out the key choices facing government and the community, and to explore those choices. They vary significantly in terms of their implications for important issues such as water infrastructure, preservation of biodiversity and impact on towns.

They share underlying assumptions about the future economic development of the region, and the planning and infrastructure required to support industry into the future. For instance, the dairying and timber industries are forecast to double in commodity production over the next 20 years through productivity improvements. Value adding will continue to underpin the regional economy and sustain inland towns and communities. The strategy needs to take into account related issues, such as the need to protect the productivity of agricultural land, and consider the water and transport infrastructure requirements of these industries and the towns that service them.

The strategy needs to be flexible, to support the long-term planning and infrastructure requirements of emerging regional industries such as gas, and the impacts of important decisions such as the establishment of marine national parks. It must be capable of absorbing the shifts that need to occur as the region responds competitively to rapid changes in its global markets. It must allow for looking ahead, monitoring, evaluation and intervention, all of which will be critical to the ongoing prosperity of the region.

The summary below reflects how each of the four options meets the strategic directions and vision for the region.

Option 1. Retain current directions and existing controls

This 'business as usual' option retains the existing trends and controls on development. Councils would manage growth on a municipality-by-municipality basis, rather than taking a strategic regional approach. Existing zoned residential land would be utilised but growth would not be directed to specific areas. As a result, tourism would continue to grow, with a focus on the coastal areas. Further pressure would be placed on the natural assets of the coastal region.

Under this option, landscape significance and potential conflicts with new development would continue to be a major issue for the community. The Great Ocean Road's current tourism and access function would be maintained. Roadwork initiatives to improve access to attractions along the Great Ocean Road would be developed as required. Hinterland routes would provide viable alternative access to the coastal areas but would remain underutilised.

As noted earlier, doing nothing is out of the question, as many of the issues that concern the community now are likely to become more pronounced in the future. This option is contrary to all the messages received during the consultation process, and thus would be unlikely to receive community support. Its lack of coordinated, short-term and long-term planning with a regional focus would mean an unsustainable future for the region. In supporting the status quo, it continues existing trends that have been identified as unsatisfactory and that would be difficult to stop. Lack of sufficient control over residential and visitor growth along the coast, without a clear focus on those towns more able to accommodate growth, would result in ribbon development along the coast as well as substantial environmental damage and loss of the landscape and township character that attracts residents and visitors. Challenges with water supply, pollution and vegetation loss would continue. Tourism development would retain its coastal focus without spreading benefits to other parts of the region. Even if improvements were made to the Great Ocean Road, inevitably it would be choked with traffic, particularly at the eastern end during peak periods.



Option 2. Growth in selected coastal areas

This option identifies the **coast**, rather than inland, as the future focus for residential and tourism growth in the region, recognising people's preference for the coast. Rather than allowing growth to disperse into all towns along the coast, it would be managed by focusing on Torquay, Apollo Bay and Warrnambool, with limits on growth and density in other towns. With additional investment in infrastructure, these centres could identify enough residentially zoned land to accommodate forecast growth over the next 20 years. Tight limits on development and on design and siting of housing outside towns would enable strong protection of coastal township character and landscape character between towns.

Torquay, Apollo Bay and Warrnambool would be the locations for development that supports tourism and encourages more overnight stays and shorter trips to visitor attractions within the region, such as a wider range of accommodation, cafés and restaurants. Higher capacity tourism attractions would be encouraged west of Apollo Bay.

Access to the designated coastal growth towns would be directed to inland routes, with greater promotion and improvement of these routes where necessary. The Great Ocean Road, however, would still be used for access and tourism purposes, with more emphasis on traffic management within growth towns.

This option puts more pressure on coastal areas. The resultant additional demand would threaten the natural resource base and its environmental features. The option does not consider the rest of the region, and fails to recognise the importance of the hinterland and the challenging opportunities it offers as a visitor destination in its own right and for the value of its primary industries. The option does not improve the quality of visitor experiences, nor does it address the need to promote sustainable management practices in rural industries. It is unlikely to be sustainable in the long term.



Option 3. Boost inland development

This option targets the **inland** for township and tourist development. Expansion of coastal towns would be restricted, and residential and visitor growth encouraged in towns such as **Deans Marsh, Forrest** and **Timboon**, which relate closely to the coast and to towns that provide services for the region. Larger inland towns such as **Colac** would provide alternative residential and accommodation options as well as services for the hinterland. Much carefully considered strategic infrastructure investment would be needed in these inland towns, and improvements to the transport networks that support them.

This option would involve strong emphasis on managing traffic and on using the inland routes – which would need relatively minor upgrades – as far as possible. It would reduce the role of the Great Ocean Road as a major access and tourism route to the region.

It recognises the continued attraction of the region's coastal features and landscapes, but seeks to help the inland areas to capitalise on tourism and thus to steer tourism pressures away from the vulnerable coastline and the Great Ocean Road. The development of icon tourism projects or 'honey pots' around **Lavers Hill, Beech Forest** and **Forrest** would need to be supported by appropriate visitor infrastructure. Significant inland landscapes would be identified and protected.

This option is a radical change of direction. It does not recognise the significance of the local economy, particularly throughout the region, nor does it respond to the differing roles and aspirations of all the towns and communities in the region. It would also require significant investment in water and sewerage infrastructure. The hinterland towns service the primary industries of the region and are very much a part of rural and regional Victoria. The coastal towns do not have this industry service role and they are different in nature. They contain small resident populations with large seasonal populations and increasing numbers of retirees. Towns in the eastern part of the region are becoming commuter suburbs for Melbourne and Geelong, while towns further west act as weekend/holiday settings for more and more Victorians. This option does not acknowledge that visitors and new residents seem to prefer the coastal areas. It is unlikely to be sustainable in the long term.

Option 4. Balanced coastal and inland growth

This option directs development and significant future growth to those **coastal** and **inland** towns that can best absorb it. It does not set finite limits to growth, but aims to manage it in the best possible way. It boosts the capacity of the hinterland to provide for tourism development, particularly nature-based tourism, and gives strong protection to the character of coastal towns and landscapes. It encourages the use of hinterland roads for access between the Princes Highway and coastal towns, and will develop traffic management measures and public transport options to reduce travel demand along the Great Ocean Road.

This is the preferred option and the approach outlined in the strategy. It recognises that long-term planning is essential for investment in infrastructure and a consistent and coordinated approach to the planning and management of new growth. It best meets the sustainability principles and the strategic directions identified for the sustainable future of the region, and it best addresses the concerns raised by the community.

This option acknowledges the attraction of the coastal region. It accepts that significant redirection of population and infrastructure priorities from the coast to the hinterland is not realistic, but that the development of hinterland tourism, starting with the Otways area, is desirable. It also builds on the established role of some hinterland towns.

It will maintain the character of small towns through carefully managing future urban growth. Similarly, careful management of existing infrastructure and planning for new infrastructure will address capacity constraints associated with seasonal visitor increases, including water infrastructure and access along the Great Ocean Road.

It recognises that opportunities to increase the capacity of the Great Ocean Road are limited by cost and the likelihood of significant environmental and landscape detriment, and that an integrated regional access solution is required. Alternative access points to the coast will, therefore, be emphasised and tourists encouraged to use inland routes so that the road's outstanding character can be maintained. Any changes to the Great Ocean Road itself will be based on environmental and safety constraints rather than increased capacity.

This option accepts the importance of primary production in the region, and in particular the considerable scope that exists to expand investment in these commodities and create further wealth. It acknowledges the need to support primary industry through protection of the productivity of agricultural land, and the provision of transport and water infrastructure for these industries and the towns that service them.



Appendix 3. Other key strategies, plans and policies

Title	Description
Angahook – Otway Investigation	<p>The investigation is being carried out by the Victorian Environmental Assessment Council (VEAC) at the request of the Minister for Environment. The Council is required to carry out an investigation of public land use in the Otway area from Anglesea to Princetown (along the coast to low water mark) and north approximately to the Princes Highway.</p> <p>The Council is specifically required to make recommendations to determine the boundaries of:</p> <p>(a) a single national park in the Otway Ranges including public land extending from Anglesea to Cape Otway, specifying whether or not the Great Ocean Road should be included in the park;</p> <p>(b) any other public land currently managed as state forest which would be suitable for addition to existing state parks or nature conservation reserves, or for inclusion in new nature conservation reserves once native forest logging ceases in the Otways.</p> <p>The Council is due to publish a Discussion Paper in September 2003 and then a Draft Proposals Paper in April 2004. A final report is due to be given to the Minister in September 2004. The latest information on the investigation is available at www.veac.vic.gov.au or by phoning (toll free) 1800 134 803.</p>
Coastal Action Plans (CAPs)	<p>CAPs identify strategic directions and objectives for use and development in a specific region. They provide for detailed planning of the region or part of the region to facilitate recreational use and tourism, and to provide for protection and enhancement of significant features of the region's coast, including the marine environment (available online at: www.vcc.vic.gov.au).</p> <p>The Central West Victoria Regional Coastal Action Plan (CWVCAP) sets out a planning and management framework to protect and enhance the quality and diversity of the natural and cultural values of the Central West Victoria's coastal and marine environments, as well as providing opportunities for sustainable use and development. The CWVCAP includes a list of regional objectives, expected outcomes and actions to achieve these outcomes over the next five years.</p> <p>The Central West Victoria Estuaries Coastal Action Plan establishes a planning and management framework that will improve the protection and management of estuary values in the Central West region of Victoria. The outcome expressed for these estuaries is that they are protected and restored, and used sustainably in a cooperative and consistent management approach. The Estuaries CAP provides regional policy, a series of recommended actions including planning scheme amendments, and management guidelines that will assist the development and implementation of management plans and on-ground outcomes for the next five years.</p>

Title	Description
Coastal Action Plans (CAPs) <i>continued</i>	<p>The South West Victoria Regional Coastal Action Plan (SWVRCAP) provides the framework to link the various national, state, regional and local planning policies and strategies which deal with a range of coastal planning and management issues. It complements the Victorian Coastal Strategy as well as the already completed Coastal Action Plans for Warrnambool, Moyne and Glenelg Shires. The SWVRCAP identifies the need to recognise the significant regional environmental, social and economic values associated with the coastal and marine environments of south-west Victoria. It identifies strategic issues and key outcomes for the successful protection and enhancement of the coastal areas of the catchment while providing opportunities for sustainable use and development along the coast.</p> <p>The South West Estuaries Coastal Action Plan (2001) highlights the need to introduce coordinated management for estuaries within the region and improved management of stormwater to reduce degrading impacts. It brings together a regional planning framework and structure, together with a suite of management strategy options that can generally be: 1. applied to restore and protect the environmental health of the estuaries of the south-west coast of Victoria, and 2. used as best practice guidelines in the development of individual estuary management plans.</p>
Energy for Victoria Statement	<p>Describes the government's strategy for meeting the requirements of a changing energy sector over the next 20 to 50 years. The key objectives are to ensure an efficient and secure energy system; ensure those supplies are delivered reliably and safely; ensure consumers can access energy at affordable prices; and ensure our energy supplies and the way we use them are environmentally sustainable (available online at www.dse.vic.gov.au/energystatement).</p>
Great Ocean Road Regional Tourism Development Plan 1996 (revised 2000)	<p>Aims to facilitate the growth of tourism through identified strategies/actions. The Plan highlights the need to give high priority and resourcing to protection of the visitor experience, landscape and environmental values of the Great Ocean Road from increasing visitation and non-sustainable developments.</p>
Growing Victoria Together	<p>A policy framework that sets out the Victorian Government's vision for the future and provides a signpost for Victoria for the next decade. It focuses on providing decent and responsible government and getting the basics right – good schools, quality health care, more jobs, safe streets; and leading the way to a better Victoria with education and lifelong learning as the key. It also balances economic, social and environmental responsibilities.</p>
Melbourne 2030	<p><i>Melbourne 2030</i> is the government's plan for the growth and development of the metropolitan area and the surrounding regions. Rural and regional councils outside of the Melbourne metropolitan area will need to take particular note of <i>Melbourne 2030</i>'s Direction 3 'Networks with the regional cities'. Principles to consider include the consolidation of activity around public transport nodes, the protection of established urban character and restriction on rural living development (available online at www.dse.vic.gov.au).</p>

Title	Description
Ministerial Statement on implementing Water for the Future	As part of the government’s agenda for sustainable water management, the Minister for Water has released a Ministerial Statement on implementing Water for the Future, a 10-year plan for achieving a progressive and environmentally sustainable water sector (available online at www.ourwater.vic.gov.au).
National Action Plan for Salinity and Water Quality	Joint Commonwealth/State Government plan which identifies high priority, immediate actions to address salinity, particularly dryland salinity, and deteriorating water quality in key catchments and regions across Australia. Regional Catchment Strategies will provide the regional level framework for implementing the NAP and investment of funds.
Nature-based Tourism Plan 2000–03	Prepared by Tourism Victoria in conjunction with Parks Victoria and DNRE to guide an approach and outline key opportunities in relation to nature-related tourism in Victoria. With a primary focus on the Port Campbell National Park, the Otway Rainforest and overall scenic touring, the plan examines the feasibility of strategic walks and tracks linking the region’s natural assets as well as nature-based accommodation on private land adjacent to national park or state forest.
Our Forests, Our Future – Balancing Communities, Jobs and the Environment (2002)	The government’s Policy Statement on Forests to ensure the long-term sustainability of Victoria’s forests, the timber industry and their communities. A key element of the policy is reduction of the volume of hardwood sawlogs under licence to sustainable levels for each Forest Management Area within the state.
Park Management Plans (PMPs)	The <i>National Parks Act 1975</i> requires that a plan of management be prepared for all national parks and state parks. Park Management Plans establish the future directions for managing and protecting the special values of Victoria’s parks while providing better facilities. Examples in the Great Ocean Road Region include the Otway National Park Management Plan and the Carlisle State Park Management Plan (available online at www.parkweb.vic.gov.au).
Policy and Planning Guidelines for the Development of Wind Energy Facilities in Victoria	Outlines the government’s policy in relation to wind energy development and describes the way energy facility developments fit into the planning scheme. The document sets out a state planning decision-making framework that aims to balance environmental, economic and social issues.
Princes Highway West A1 Corridor Strategy Waurin Ponds to South Australian Border	VicRoads corridor strategy which provides a blueprint for the management and development of the Princes Highway West over the next 15 years. Key initiatives between Waurin Ponds and Colac include progressive duplication to Colac, with construction commencing at Waurin Ponds.
Regional Catchment Strategies (RCS)	The <i>Catchment and Land Protection Act (1994)</i> provides for the development of RCSs to ensure the integrated and coordinated management and protection of catchments.

Title	Description
Regional Catchment Strategies <i>continued</i>	ARCS is the primary planning framework for land, water and biodiversity in a region and is an overarching strategic document under which are nested various action plans, such as the River Health Strategy and Salinity Plan. RCSs seek to create close links with local government and influence the planning schemes under their control. They also provide a foundation for investment decisions to improve natural resource outcomes within the region. Relevant RCSs for the region are the Corangamite RCS (Draft) and the Glenelg-Hopkins RCS (available online at www.glenelg-hopkins.vic.gov.au).
Regional Forest Agreements	An agreement between the State and the Commonwealth Governments which establishes the framework for the future use and management of Victoria's forests over the next 20 years.
SW Victoria Dairy Industry Cluster Project (2001)	Examines the issues and challenges facing the dairy industry in the municipalities of Moyne, Corangamite and Warrnambool. It outlines a series of actions in response to issues to help boost the economic competitiveness and better position the industry over the next 10 years.
Tourism Industry. Strategic Plan 2002–06	Outlines the key directions for the next five years for Victoria's tourism industry, highlighting the need for new high-grade accommodation in the Great Ocean Road region. The strategy also identifies a major interpretation centre in the GOR region as one of the state's highest tourism infrastructure priorities.
Victoria's Biodiversity Strategy 1997	Provides the legal, economic and social framework to conserve biodiversity. It describes and charts the biodiversity assets and challenges that characterise the landscapes, and outlines the actions to be taken to achieve integrated biodiversity conservation.
Victorian Coastal Strategy 2002	Establishes the framework for the long-term sustainable management of coastal and marine areas in Victoria. The strategy provides guidance on where development is appropriate, through the identification of settlement and recreation nodes, and the principles which should be observed when developing that land (available online at www.vcc.vic.gov.au).
Victorian Greenhouse Strategy	Provides a comprehensive framework for addressing Victoria's greenhouse reduction commitments, and includes actions across a wide range of sectors including energy production and use, transport, industry, waste, forestry and sinks, and agriculture.
Victorian Rail Trail Strategy 2002–05	Establishes key directions for rail trail development, management, marketing and research, and identifies priority action projects for implementation from 2002 to 2005.
Water Resources Development Plan March 2003 (Barwon Water)	A plan to provide a secure, sustainable water supply for Barwon Water's service region over the next 20 years and beyond, focusing on four strategic areas – water conservation, alternative water resources, system enhancement and new water sources.

Glossary

Term	Definition
Biodiversity	The variety of all life – the different plants, animals and micro-organisms, the genes they contain, and the ecosystems they form – usually considered at levels of genetic, species and ecosystem diversity.
Catchment	An area of land where run-off from rainfall goes into one river system.
Catchment Management Authority	The regional bodies responsible for strategic planning and coordination of Victoria’s land and water resources.
Ecological footprint	A way of measuring human impact on natural systems.
Heritage	Aesthetic, historic, scientific or social value for past, present or future generations.
Hinterland	The broader area inland from the Great Ocean Road northward to the Princes Highway, and bounded by Torquay in the east and Warrnambool in the west.
Landscape	The ecological, social and economic factors which relate a particular community’s lived experience to their immediate environment (natural or built).
Municipal Strategic Statements	Statements that are part of the Local Planning Policy Framework and contain the strategic planning land use and development objectives of the relevant planning authority, the strategies for achieving these objectives, and the relationship to controls over the use and development of land in the planning scheme.
Primary industry	Any industry involved in growing, producing or extracting natural resources, such as dairying, forestry and mining.
Renewable energy	Electricity generated from clean, renewable energy sources such as solar wind, biomass and hydro power.
ResCode	A package of provisions for residential development that was introduced in Victoria in August 2001, and incorporated into planning schemes and the Building Regulations.
Salinity	The total amount of water-soluble salts present in the soil or in a stream.
Septic tank	An installation within individual properties that treats household waste water.
Social and cultural infrastructure	Infrastructure that contributes to or supports social and cultural purposes, such as community meeting places.
Stormwater	Rainwater that runs off streets and gutters, enters drains and waterways and is eventually discharged to the sea – in Victoria, stormwater is untreated but may be filtered by traps or wetlands.

Term	Definition
Strategic infrastructure	Large-scale infrastructure that has a major and long-term impact on activities in a region.
Structure plans	Planning tools that set out an integrated vision for the desired future development of a place, establishing a planning and management framework to guide development and land use change in order to achieve stated environmental, social and economic objectives.
Sustainable development	Development that meets present-day needs without compromising the ability of future generations to meet their own needs.
Tourism	<p>Tourism is an activity comprising three elements:</p> <ul style="list-style-type: none"> • the consumer or visitor who is undertaking the activity or transaction; • the product, which is the activity or transaction itself, usually the obtaining of goods or services; and • the service, which is the body supplying either the goods/services or the environment in which the event takes place.
Tourism industry	The tourism industry can only be defined in terms of consumer activity rather than in terms of supplier activity, which is contrary to the normal criterion used in defining an industry. The underlying principle is that the acquisition of the goods/services for final consumption must be a consequence of the activity of the visitor.
Ecological footprint	A way of measuring human impact on natural systems.
Urban design framework	Design tools that give physical interpretations of local visions and strategies, with the aim of managing change and setting new directions for integrated development of the urban environment.

Acronyms

Term	Definition
ABS	Australian Bureau of Statistics
CAP	Coastal Action Plan
DIIRD	Department of Innovation, Industry and Regional Development
DOI	Department of Infrastructure
DPI	Department of Primary Industries
DSE	Department of Sustainability and Environment
GOR	Great Ocean Road
GORRS	Great Ocean Road Region Strategy
EPA Victoria	Environment Protection Authority
NAP	National Action Plan for Salinity and Water Quality
NEIP	Neighbourhood Environment Improvement Plan
PLANET System	PLAnning NETwork program established by the Department of Infrastructure and the Municipal Association of Victoria
SLA	Statistical Local Area Level
VEAC	Victorian Environment Assessment Council

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