

From: [REDACTED]
Sent: Sunday, 8 December 2019 12:52 PM
To: Great ocean road Action plan (DELWP) <Greatoceanroad.Actionplan@delwp.vic.gov.au>
Subject: Submission

Please find below the Group's submission. Your Engage site is not user friendly, cuts people out of commenting, and disengages many people.

**Port Campbell Community Group Inc. A0051688U
Comment on Great Ocean Road Authority**

The questionnaire assumes the Authority will proceed. The 35% that voted against the Authority indicates that a large number of people do not agree with having an Authority, and as the powers of the Authority were unknown when the vote was undertaken – people could not know what they were voting for.

Model for community involvement

- Government consultation must be fair and equitable to all Victorians. None of the proposed models of consultation do this.
- The Group suggests another model for community consultation: any Authority must set up a meeting in coastal towns to allow any interested individuals or groups to attend.
- The Authority must not attend just one local group's meeting, as it marginalises and alienates others who do not fit into that group.

Funding Options

- Public land must remain in public hands and there should not be fees to enter national parks.
- None of the proposed suggestions are suitable except that tourism operators in or over national parks should pay and have licences.
- Another funding option is to have a small fee for tourists on airport arrival and distribution of funds by the government. This would involve minimum staff increases, no parking meters or fees, no infringement officers. Much simpler.

Some good points made by community at the last consultation must be considered:

- It is obvious the Authority is not set up to put the environment first, rather it is pro tourism.
- Any Authority should only have authority over the road and traffic management.
- Any Authority should not have any authority over the national park/s.
- Parks Vic should be better funded and better organised and deal with only environmental matters.
- Tourism is unsustainable on the 12 Apostles coast because of media promotion. Need to take the pressure and promotion off the GOR and 12 Apostles coast and promote other places such as the Glenelg and Grampians regions that want more visitors.

- The proposed board of 8 'skilled people' (in the slide show) seems to largely consist of economist and tourism persons. If any Authority proceeds, it must consist of largely environmental experts.
- But if the GOR Authority was just for the road – that would need a different personal on the board.
- 140 new employees to be paid for and a \$20 million gap for infrastructure. It seems any money collected would not go toward environmental conservation – more likely wages and infrastructure. Better the money went to a conservation based Parks Vic and national parks.

Environmental conservation must come first. But it is obvious that this Authority does not have that priority.

The Great Ocean Road and Environs Protection Bill 2019 that legislates the GOR Authority is also problematic for these reasons:

- The GOR cannot ever be, nor should it be considered, “one living and integrated entity”. There are many biodiversity and EVC module’s along the length of the GOR which must be treated individually by local conservation authorities. There are diverse communities and diversity within communities which must be considered and consulted equally and fairly.
- The 1st words refer to economic prosperity indicates the Bill and the Authority are not for environment protection...
- Pt 3 – strategic framework – again economic development is first dot point. There have already been many strategic frameworks – none of them upheld to protect the coast... & frameworks have no legislative clout, nor hold up in VCAT, but this is possibly what the government wants.
- It fails to consider the GOR is a war memorial and sacred land for all Australians and must be protected.
- Notwithstanding the Orwellian reference in the Bill’s title to Protection of the Great Ocean Road, this Bill threatens to do the opposite.
- It is a mistake to think that the Great Ocean Road needs more development. There are any number of places tourists can go to if they want to see buildings. Visitors come to the Great Ocean Road to see its natural attractions and wildlife. They come here because we have something different, not because we are the same as everywhere else.

The GOR Authority process appears to be tokenistic consultation set up to facilitate development along the Great Ocean Road, and may well see local residents being over-ridden by an unelected, unaccountable Authority. There are too many problems and it must not proceed in its proposed form.


 Secretary for
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