

Dear [REDACTED]

**DRAFT WESTERN REGIONAL COASTAL PLAN  
PUBLIC CONSULTATION**

I refer to your letter dated 16 February 2015 seeking feedback on the draft Western Regional Coastal Plan 2015-2020.

A copy of the coastal plan was circulated throughout VicRoads, and the following comments have been provided, including comments from the Department of Economic Development, Jobs Transport and Resources:

- *Page 2, Section 1.2* – VicRoads to be included as a foreshore manager alongside local council
- *Page 3, Hierarchy of Principles* - This is good for protecting biodiversity values but this is very restrictive for development. A more balanced approach should give consideration to development in areas of low biodiversity values or where those values are well represented elsewhere in the region.
- *Page 4, Section 1.6* – Coastal issues include fire and temperature alongside flooding and erosion.
- *Page 4, Section 1.6* – A key component managing visitation and access should include working with VicRoads to address access issues along the Great Ocean Road and inland routes leading to the Great Ocean Road from the Princes Hwy. This somehow needs to be acknowledged as part of the framework.
- *Page 6, Section 2.2* – The Port of Portland also receives significant imports of alumina and fertilizer.
- *Page 7, Figure 3* – There are no Aboriginal Cultural Sites shown on the map. The map should also include non-indigenous heritage sites.
- *Page 7, Figure 3* – The map should show inland routes connecting to the Great Ocean Road.
- *Page 7, Figure 3* – The map should show Portland as a growth area, in line with the Great South Coast Regional Transport Strategy.
- *Page 8, Section 2.2.2* – Amenity is also affected by climate change and loss of diversity.
- *Page 8, Figure 4* – There is no mention of road safety.
- *Page 8, Section 2.2.2* - The road network also plays an important role with respect to amenity values. Roads provide access to coastal tourist attractions and contribute to the experience of those values by the driving experience to access those values. In some instances the drive itself is the experience in its own right such as the Great Ocean Road.
- *Page 9, Section 2.3* - The road network facilitates regional economies. It transports goods from production

sites to processing plants, to and from ports and transports people across the region and beyond for work, study, recreation, commercial and for a variety of other reasons.

- *Page 10, Figure 5* – There is no mention of the road under Economic. The majority of Western Region's social and economic values are supported by the road network. There should be some mention of this and inclusion of VicRoads as one of the "coastal planners and managers".
- *Page 11, Section 3.1* – Coastal recession should be included.
- *Page 11, Section 3.2* - The risks of climate change are broader than just water impacts, it should include fire and temperature, and species diversity.
- *Page 11, Section 3.2* - The Great Ocean Road at Port Campbell is an example of this type of management. The road has been redirected away from the cliff edge to remove the risk of failure due to coastal erosive processes and failure of our forebears to anticipate this risk when selecting the route in proximity to the cliff face.
- *Page 12, Table 1* - The population projections for 2021 are not consistent with the Great South Coast Regional Growth Plan.
- *Page 12, Section 3.4* – It is noted from Figure 6 that there is approximately twice as many day trippers to the Great Ocean Road as there is overnight visitors. This could be related to the GOR's relatively close proximity to Melbourne, however it could also be related to a lack of appropriate accommodation at key destinations and alternative visitor experiences. Provision of high quality accommodation at key destinations has potential to increase economic opportunities while reducing access pressures. New visitor experiences such as the proposed Chocolaterie development in Belbrae may encourage more overnight stays.
- *Page 13, Section 4.1* – Roads to be included alongside walking tracks and car parks, including inland routes from the Great Ocean Road.
- *Page 14, Case Study* - It would be worth noting the potential for further cultural tourism experiences along the coast in Wadawurrung Country (Aireys Inlet to Queenscliff). This would help deliver on various State Government strategies aimed at increasing Aboriginal participation in the broader economy as well as increasing community awareness of connection to country.
- *Page 15, Figure 7* - Map should include inland routes as mentioned previously.
- *Page 17, Section 4.5* – VicRoads to be included as Partner Agents for Actions 3a, 3b and 3c.
- *Page 20, Section 5.3* - VicRoads to be included as Partner Agent for Actions 4.
- *Page 31, Appendix 3* – Consider if the draft VicRoads Great Ocean Road Management Strategy should be included.

These comments should be assessed for inclusion in the final version of the report.

If you have any further queries, please contact

