

Anglesea Coastal Action Plan Review

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Prepared for the Western Coastal Board by Pragmatic Environmental Solutions



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Executive Summary

The purpose of Coastal Action Plans is to provide strategic direction and identify priorities for management of local and regional coastal areas in alignment with the Victorian Coastal Strategy 2002. The Anglesea Coastal Action Plan was prepared by the Western Coastal Board pursuant to the *Coastal Management Act* 1995 and endorsed in August 1999 by the Minister for Conservation and the Environment.

This document constitutes the major review of the Anglesea Coastal Action Plan, in terms of its usefulness to coastal managers in implementing the Victorian Coastal Strategy at the local level, and the wider community's perception of its success. This review also makes recommendations regarding the future of the Anglesea Coastal Action Plan and provides a basis on which to review other local Coastal Action Plans prepared for areas along the West Coast of Victoria.

The investigation found that the Anglesea Coastal Action Plan was not used by coastal managers. The method used instead to implement the VCS, although identifying coastal priorities moderately well, did not perform adequately in terms of efficiency, effectiveness and timeliness of implementation (it resulted in 64% of Plan priorities being sufficiently addressed).

The wider community generally supported the concept of a successor Anglesea Coastal Action Plan but advised that it would also see merit in an investigation into alternative options through the review process.

It was determined that a subsequent local Coastal Action Plan was not necessary because a revised Central West Regional Coastal Action Plan (review set to occur in 2007/2008) would suffice to adequately promote implementation of the Victorian Coastal Strategy at the local level. Revision of the Central West Regional Coastal Action Plan document and process would be necessary to facilitate the successful address of unique Anglesea coastal issues.

Until the Regional Coastal Action Plan's revision in 2007/2008, an Implementation Plan may be required to drive implementation of key outstanding coastal priorities. Minimal resources would be required to develop the Implementation Plan.

Introduction

The Victorian Coastal Strategy¹ (VCS) was developed in accordance with the *Coastal Management Act* 1995, and establishes the overall framework for planning and management of the Victorian coast. Coastal Action Plans (CAPs) are developed by the relevant Coastal Boards to assist implementation of the VCS on a regional, local or issues-based level. The CAPs relevant to the Anglesea coastal zone are as follows:

- Central West Victoria Regional CAP;²
- Draft Central West Estuaries CAP;³and
- Anglesea CAP.⁴

The CAPs provide for strategic coastal planning for the region or local area under the larger framework of the VCS and therefore take a long-term strategic view, clarifying directions for future use and identifying key actions required to achieve preferred outcomes. CAPs also provide managers with a priority rating for each action to help prioritise works.

The *Coastal Management Act* provides that a CAP should be the subject of a major qualitative and quantitative review five years after its commencement, and that an interim review should take place approximately mid-way through this five-year term. The outcomes of a major review will assist the Western Coastal Board (WCB) to determine whether the CAP needs to be amended or rewritten for the next five years, and if so, what the priority directions and actions might be for the future. The outcomes will also provide the WCB with the ability to improve future CAPs.

The Anglesea CAP (hereafter referred to as “the Plan”) was endorsed in August 1999 by the Minister for Conservation and the Environment and was the subject of an interim review by the WCB in October 2002 (along with Warrnambool, Lorne and Moyne CAPs)⁵. This report provides a major review and its purpose is to determine its success in guiding the implementation of the VCS in the Anglesea coastal zone during its lifespan.

The Plan has been assessed using two types of measures: firstly, a qualitative assessment that focuses on its usefulness to coastal managers and the wider community’s perception of its effectiveness; secondly, a quantitative assessment of the degree to which the actions in the Plan have been implemented.

It should be noted that while Regional CAPs are intended to provide direction for the preparation of local CAPs, preparation of the Anglesea CAP preceded that of the Central West (CW) Regional CAP. Therefore, there are some actions within the CW Regional CAP that are relevant to the Anglesea coastal zone but do not exist within the Anglesea CAP document. The focus of this review is the Anglesea CAP and its actions.

¹ *Victorian Coastal Strategy 2002* State Government and Victorian Coastal Council

² *Central West Victoria Regional Coastal Action Plan 2003* State Government and Western Coastal Board

³ *Draft Central West Estuaries Coastal Action Plan 2005* State Government and Western Coastal Board

⁴ *Anglesea Coastal Action Plan 2005* Chris Dance Land Design and Urban Enterprise Pty Ltd for Western Coastal Board

⁵ *Coastal Action Plan Audit, October 2002* Western Coastal Board

Background

Anglesea is located approximately 110 kilometres south west of Melbourne. Its coastal zone stretches from Red Rock to Urquhart Bluff and includes the Anglesea River and town centre, Coogoorah Park, the Great Ocean Road, the foreshore reserve, the Anglesea Lookout Reserve and the Eumeralla Scout Camp. The coastline is made up of internationally significant features, which attract a number of domestic, interstate and international tourists. Anglesea also offers lifestyle and recreation opportunities to residents.

The VCS identifies Anglesea as one of the major activity nodes on the West Coast. The Great Ocean Road Region Strategy (GORRS), prepared by the Department of Sustainability (DSE) in 2004, notes that Anglesea's capacity issues will need to be considered as visitor and residential numbers increase, potentially impacting on the significant cultural and natural values of the area. With possible Government endorsement of the proposal by the Victorian Environmental Assessment Council (VEAC) to create a single national park in the Otway Ranges region, the area will experience a further increase in visitor numbers. The significance of the precinct and current and anticipated use of its coastal zone means its future needs to be carefully planned.

Anglesea's coast has been adversely affected by a lack of planning and coordinated management in the past. The major role of the Plan was to set strategic direction for future management and development to ensure a balanced approach to protection and use of the area's natural assets.

The preparation of the Plan included the identification of key principles and issues relevant to the Anglesea coastal zone, which are listed in the Plan. This process involved extensive consultation with members of the Anglesea community, interest groups and government departments.

During the Plan's lifespan, the Anglesea Foreshore Committee (AFC) was responsible for implementing the vast majority of the Plan's actions. In mid-2004, the Great Ocean Road Coast Committee (GORCC) was appointed by the Government to manage that coastal strip of land in the Surf Coast Shire controlled by the Department of Sustainability and Environment (DSE), which includes Anglesea. Both agencies have been involved in coordinating the Plan's implementation.

Other agencies with lead responsibility for implementation of Plan's actions are the Surf Coast Shire (SCS), Wathaurong Aboriginal Co-op Ltd, DSE, VicRoads (VR), Aboriginal Affairs Victoria (AAV), the Anglesea Motor Yacht Club (AMYC), the Anglesea Surf Lifesaving Club (ASLSC) the Eumeralla Scout Camp and the Country Fire Authority (CFA).

Assessment

This review incorporates a qualitative and a quantitative assessment of the success of the Plan. All agencies with responsibility for implementation, including the SCS, provided input for the review. The Committee of Management is listed in the Plan as having primary responsibility to coordinate the implementation of the Plan and therefore a representative of the former AFC provided the majority of input that forms the basis of this review. Community input was also invited and feedback was incorporated into the qualitative assessment.

Perception of the Plan and Process

The Draft Guidelines for the Preparation, Review and Revision of Coastal Action Plans⁶ (hereafter referred to as “the Draft Guidelines”) state that the function of a CAP is to provide strategic direction and identify priorities for coastal use and development. The representative of the former AFC reported that it has not used the Plan for this purpose, but has used the following instruments instead:

- the VCS document,
- local Management Plans,
- community feedback, and
- coastal managers’ awareness of key issues.

Projects which have been identified by the lead agencies as high priorities through this method correlate moderately well with recommendations in the Plan. Consequently, the majority of the Plan’s actions (79%) have been inadvertently implemented to at least some degree. 64% of the actions were completed or are being addressed adequately on an ongoing basis. It should be noted that agencies other than the former AFC and the GORCC exhibited a very low level of awareness of the Plan and its intended function.

Issues with the Plan

The representative of the former AFC identified several main issues with the Plan, as outlined below.

1. The Plan is perceived as not useful.

The purpose for which the Plan was intended is fulfilled using other instruments, which the representative of the former AFC considered effective in implementing the VCS. It is therefore considered likely that if a subsequent Plan were developed it would not be utilised because other instruments would continue to successfully perform its intended function. In addition, the Plan is now considered redundant and no longer caters for the current and future issues that pertain to the Anglesea coastal zone.

⁶ *Draft Guidelines for the Preparation, Implementation, Review and Revision of Coastal Action Plans, October 2004* Victorian Coastal Council (currently under review).

2. The Plan is too prescriptive.

The majority of the Plan's actions are prescriptive (67 of the total 96). CAPs are strategic by definition and should have a primarily strategic focus. While the Plan allows justification of coastal works to the community, the representative of the former AFC reported that the high level of prescription of the actions does not provide enough leeway for implementation of coastal projects which are not listed in the document.

3. There are too many actions.

The Plan includes 96 actions, the highest number compared to that of all other local Plans prepared by the WCB to date. The representative of the former AFC reported that the relatively simple Anglesea coastal zone issues do not warrant such a high number of actions. Nearly a third of the actions in the Plan are classified as 'ongoing', and most of these were reported to be actions which managers had already identified as priorities and undertook as core business. The high number of actions was reported to be daunting to coastal managers, while the inclusion of so many 'core business' actions diminished the perceived usefulness of the Plan.

4. Focus of actions

It was reported that the Plan and its actions needed to focus more on visitors, residents and related services (including public risk issues), and focus less on environmental issues. A map of the area, with activity zones and examples of what sorts of activities would be permissible in each zone would have been useful in the Plan.

3. Confusion regarding identification of lead agency.

For 19 actions (20%) within the Plan, more than one agency is listed as responsible for implementation. The lead is not identified in any of these cases. This was reported by the representative of the former AFC to be troublesome, as it required identification of the appropriate lead agent in each case, and/or the former AFC to step in as lead agency when another agency may have been more appropriate. There was a higher implementation rate for actions that had only one agency listed as lead.

Where more than one agency is listed as responsible for implementation of individual actions, it would have been helpful if the Plan had distinguished between lead and partner agencies, and noted somewhere in the document that the lead agency is accountable for engaging and forming partnerships with other agencies to facilitate implementation.

4. Timeline for implementation is not clear.

Required timeline for implementation of individual actions and the Plan in general is not made clear. Priority ratings are assigned for each action, but these are not related to a specific timeframe (as they are for the Moyne CAP, for example). An outline of timeframe for implementation would have promoted timely delivery.

Issue with the process

While the former AFC and the GORCC were actively involved in the Plan's implementation, representatives of most of the other lead agencies contacted were unaware of its existence. These agencies are listed as leads (either in partnership or as sole leads) for 20% of the Plan's

actions. A better understanding and awareness of the Plan may have encouraged timely delivery.

Additionally, the former AFC reported that implementation of the Plan's actions had the potential to lead to complaints from the community and other agencies, and that the Plan was not well-known enough to use to justify the implementation of actions to the community.

Progress in implementing the actions of the Plan

This report defines progress in implementation as:

- the degree to which the actions have been (inadvertently) undertaken, and
- the proportion of actions addressed adequately, according to priority rating.

Appendix A comprises a table listing the Plan's actions with indicators of progress (status), reasons for actions not being implemented (limiting factors), and priority ratings assigned to each action. The table also describes progress to date and the future intentions for implementation as reported by lead agencies.

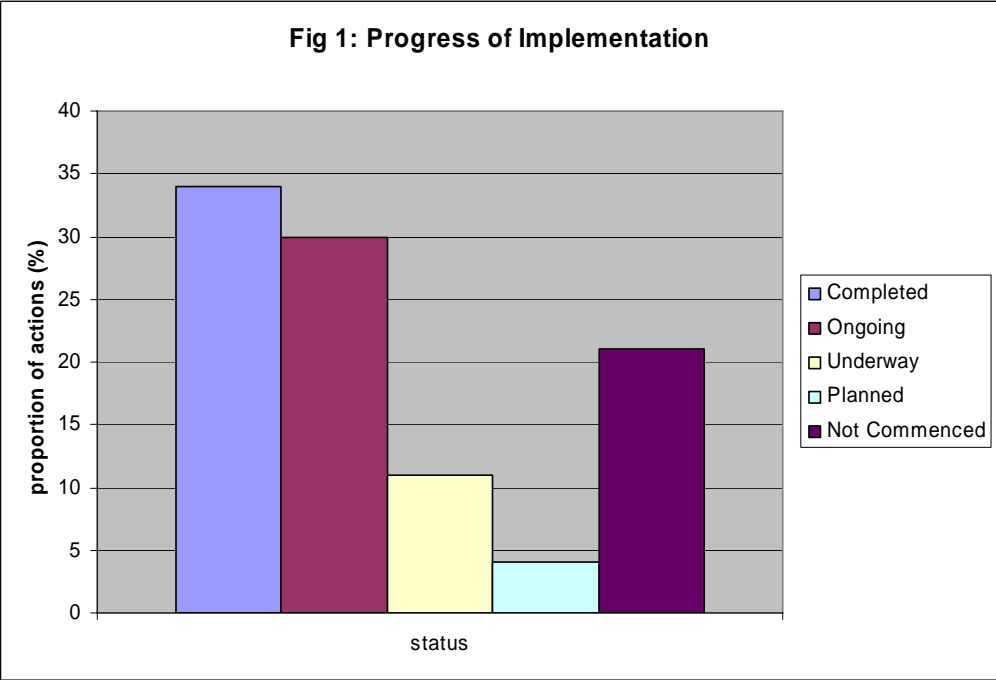
The Plan includes 96 actions, ranging from low to very high priority. Of these, the majority (79%) have been implemented to at least some degree.

Five indicators have been used to signify action status in this report. They are outlined in Table 1 below, along with the number and proportion of actions that belong to each status category.

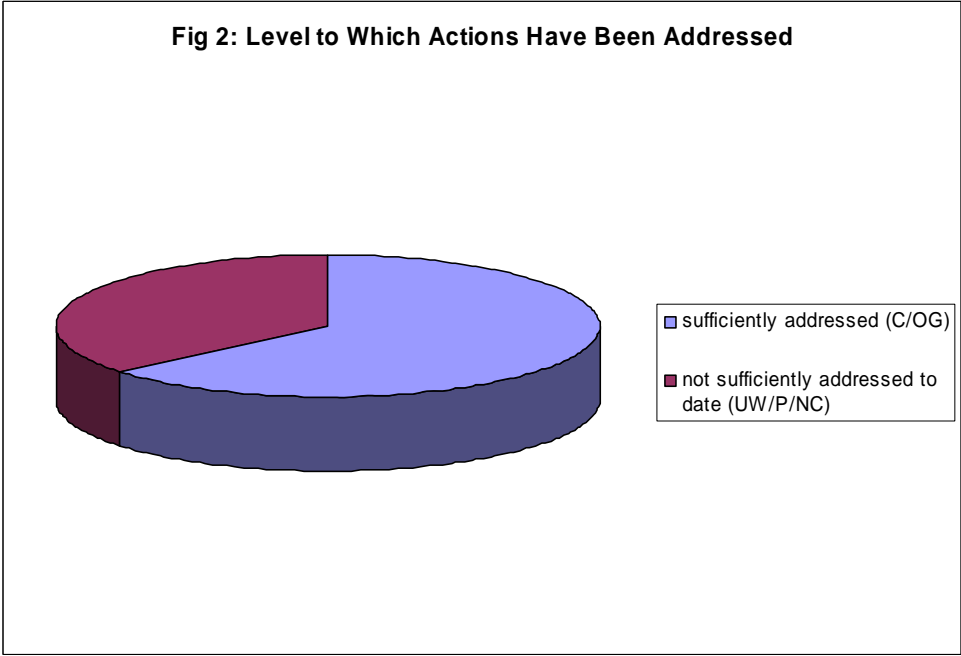
Table 1: Indicators of Progress in Action Implementation

status	description	# actions	proportion of 96 actions
C (completed)	The action has been completed.	32	34%
OG (ongoing)	The action is ongoing in nature and is implemented indefinitely into the future. (Eg: #21 – <i>Continue to maintain cliff fences and signage to restrict public access to cliff edges north of Anglesea Family Caravan Park.</i>)	29	30%
UW (underway)	On-ground works have commenced.	11	11%
P (planned)	The action is in the planning stage. This can include discussions with stakeholders; investigations or research; preparation of planning documents; etc.	4	4%
NC (not commenced)	The implementation of the action as it is written in the Plan has not commenced.	20	21%

Note the high number of actions that have not been commenced; and the high number classified as 'ongoing' actions. Figure 1 below illustrates progress of implementation:



Actions that are considered sufficiently addressed are those that are either completed or are being addressed on an ongoing basis, and these comprise 61 (64%) of the 96 actions. Actions which are not sufficiently addressed are those that require further attention and these include actions that are underway, planned or not commenced. These comprise 35 (36%) of the 96 actions. See Figure 2:



It should be noted that two of the ongoing actions (20 and 94) consist of elements that should not be undertaken as implementation would pose safety risks. For example, action 20 is:

Continue to monitor and revegetate cliff edges along eastern boundary of Anglesea Family Caravan Park to improve public safety and minimise erosion. It was reported that while monitoring was being undertaken, revegetation of the cliff edge was too dangerous and would not be considered. Actions 20 and 94 are ongoing, and as the safe elements of these actions are being implemented, they are considered to be sufficiently addressed.

While it can be stated that 79% of the Plan's actions have been implemented to at least some degree, the representation of data in Figure 2 may be more informative, as it reflects the degree of effort that is yet to be expended. It can be seen that more than a third of actions (assuming they are valid) are yet to be sufficiently addressed.

Implementation and priority rating

Of the 96 actions in the Plan,

- 41 have been assigned a high (H) priority rating,
- 40 are medium (M) priority, and
- 13 are considered to be of low (L) priority.

The priority ratings assigned to Anglesea CAP actions do not correlate to specific timeframes for implementation. However, the intention of providing ratings was to promote the implementation of actions that are of a higher priority before those that are a lower priority. Figure 3 below illustrates the proportion of actions that have and have not been addressed sufficiently, according to priority rating.

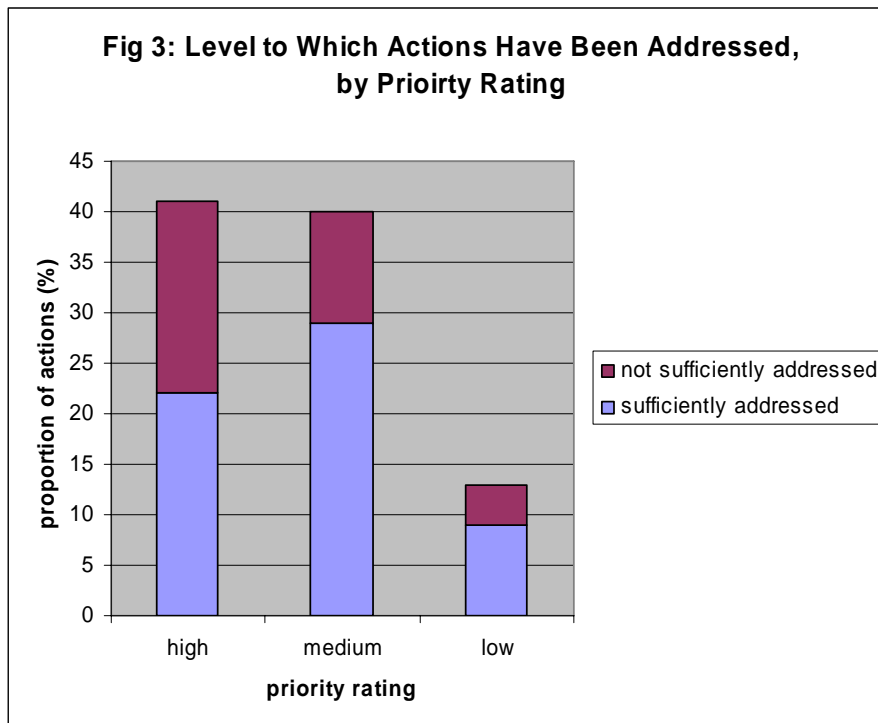


Fig 3 shows that implementation rate is highest for low-priority actions and lowest for high priority actions. This demonstrates that coastal projects have not been implemented according to priority rating (considering that the Plan was not used, this is not surprising). Instead, it was

reported that implementation has largely been dependent upon the availability of funding and ability of each project to be incorporated into projects in the same geographical area. It is important to note that a considerable number of H and M actions (19 and 11 respectively) are yet to be sufficiently addressed.

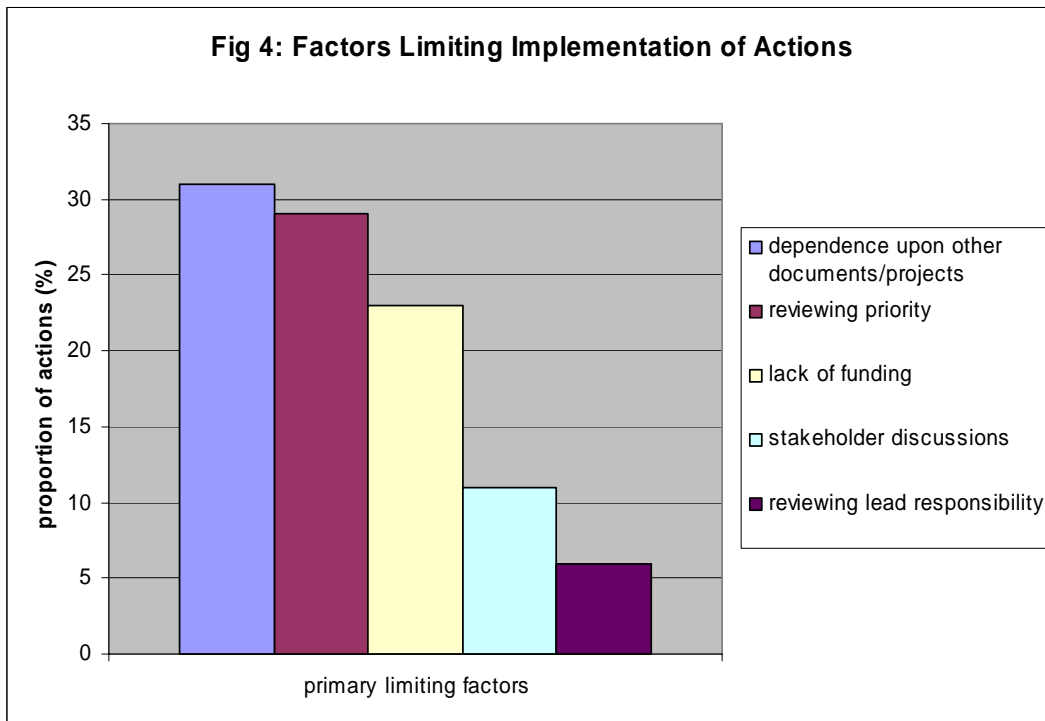
Primary factors limiting implementation of actions

A total of 35 actions in the Plan have not been addressed sufficiently to date. Five primary limiting factors are outlined in Table 2 below, with descriptions, and with the proportion of the 35 actions that fall into this category.

Table 2: Factors Limiting Implementation of Actions

limiting factor	description	proportion of 35 actions
DD (dependent upon other documents / projects)	Implementation of action dependent upon timeline or findings of other reports or implementation of other projects.	31%
RP (reviewing priority)	Lead agency reviewing importance of action.	29%
LF (lack of funding)	Amount of funding required to sufficiently address action not available.	23%
SD (stakeholder discussions)	Stakeholder discussions being held to endorse/review/provide input.	11%
RR (responsibility under review)	Responsibility for lead role in implementation is being reconsidered.	6%

Figure 4 below provides a clear illustration of primary factors limiting implementation:



The most common reason provided for lack of progress was 'dependence upon other documents / projects'. The SCS's Anglesea Riverbank Masterplan and Anglesea Paths and

Linkages Plan will reportedly address the issues raised by these 11 actions. The SCS reported that commencement of implementation of these Plans is set for 2005/06.

'Reviewing priority' was the reason cited for lack of implementation of 10 actions. This correlates well with the Interim Review, which found that this was the most common reason provided. Of these 10 actions, none are considered likely to be implemented in the future by the relevant lead agencies. Four high priority and four medium priority actions are included in this group.

Lack of funding limited progress of 8 actions; stakeholder discussions have limited progress of 4 actions, and review of lead responsibility has delayed progress of 2 actions.

The future of the Anglesea CAP

The following factors, as identified in the evaluation model developed by the WCB, are important to consider when determining the future of the Anglesea CAP:

- Intended local CAP function, and whether other instruments have performed (or can perform) that function.
- Whether a different instrument besides a subsequent local CAP would be favourable to implement the VCS in the Anglesea coastal zone in the future.

Function: Local CAP Vs Other Means of Determining Priorities

The use of other instruments besides the Plan to determine priorities has resulted in 79% of actions listed in the Plan being inadvertently implemented to some degree. This approach has also identified priorities that align moderately well with Plan priorities.

However, the approach has left 35 of the Plan's actions insufficiently addressed to date. This proportion is comprised of 17 of the 29 strategic-focus actions and 18 of the 67 prescriptive-focus actions. Therefore, the use of instruments other than the Plan has been more effective in identifying and addressing prescriptive actions than in identifying and addressing strategic actions.

Effectiveness

The Draft Guidelines state that a CAP is needed if other mechanisms cannot address the issues more effectively. Using "sufficiently addressed actions" as an indicator of VCS implementation, the use of other instruments has yielded a 64% success rate to date. Assuming that the majority of the remaining 36% actions are still valid, this indicates a fairly low level of effectiveness. This figure may rise in the future, but it is not certain that it will. Additionally, Figure 3 illustrates that there is still a significant number of M and particularly H actions that are yet to be sufficiently addressed. Therefore, it cannot definitively be said that other instruments would have been *more effective* than the Plan in implementing the VCS.

Timeliness

The Draft Guidelines include timeliness as an important factor in implementing the VCS. A significant proportion (36%) of actions have not been sufficiently addressed six years after the Plan's endorsement (this proportion does not include any ongoing actions – they are all being sufficiently addressed).

Efficiency

Using other instruments to implement the VCS is a multi-step approach requiring significant effort on the part of lead agencies. By simply using the Plan, the effort expended to implement the VCS could have been significantly reduced. Additionally, because the Plan has not been used, it is inevitable that coastal management agencies have allocated time and funding to coastal projects that may not necessarily have been coastal priorities as identified by the VCS. This would have decreased efficiency in VCS implementation.

Is a CAP an appropriate instrument to implement the VCS along the Anglesea Coastal Zone?

Because the use of instruments other than the Plan has been more effective in addressing prescriptive rather than strategic actions, it is clear that there is a need to more effectively drive the identification and implementation of strategic priorities.

Ten lead agencies have been identified in the Plan, and a range of tenures is involved with land comprising the Anglesea coastal zone. The VCS and GORRS have acknowledged that this coastal zone will experience increasing capacity pressures and threats to environmental and cultural values as residential and visitor populations rise over time. Management Plans, with their lifespan of ten years, do not afford the flexibility to cater for changes adequately.

A Coastal Action Plan, with its five year outlook and strategic approach, is needed to adequately address the issues of the Anglesea coastal zone into the future.

What sort of CAP is required?

A subsequent local CAP

The representative of the former AFC reported that a subsequent local CAP would not be useful, and that other local planning documents would provide adequate direction for future management. A subsequent local CAP tailored to the Anglesea coastal zone may be successful if its uptake by relevant coastal managers were significantly increased. Increasing the uptake, however, would require a substantial amount of resources, as the document and the process would need to be significantly amended.

A Revised Regional CAP

The existing CW Regional CAP would not be an effective substitute for a subsequent local CAP, because it does not adequately focus on Anglesea issues. However, it is due for major review and revision in 2007/2008 and could be revised to include adequate emphasis on Anglesea.

Complex strategic issues relating to Anglesea would be addressed through the use of this revised document, as well as some priority prescriptive issues. The majority of the prescriptive actions could be adequately identified and addressed through documents such as the Anglesea Riverbank Masterplan, the Anglesea Paths and Linkages Plan and other prescriptive documents (for a list of these documents, see Appendix D).

The use of a revised CW Regional CAP would promote efficiency by eliminating the need for coastal managers to adapt the statewide principles of the VCS document to the local level. With

its five year outlook, a revised CW Regional CAP would allow flexibility in managing the high rate of change along this part of the coast.

Appendix B illustrates the proposed process to address strategic and prescriptive coastal priorities using a revised CW Regional CAP instead of a subsequent local CAP. Improvements to the process and the CW Regional CAP document would be required, as outlined below.

Improvements to the Process

Only 29 actions in the local CAP have a strategic focus. If the majority of prescriptive actions are transferred to prescriptive documents such as the Anglesea Riverbank Masterplan, the revised CW Regional CAP will only need to outline a relatively small number of actions which may be more acceptable to lead agencies. Therefore, a formal Communication Plan may not be necessary to promote the revised CW Regional CAP. Informal communication to promote the revised document and its importance in implementing the VCS may suffice. Likewise, an Implementation Team may not be required to drive progress. The GORCC could be assisted to raise the profile of the revised document and better engage the other lead agencies to encourage action implementation. All stakeholders with a role in implementing the revised CW Regional CAP would be involved in its review and revision.

Improvements to the Document

Suggestions for changes to the CW Regional CAP to better cater for the Anglesea coastal zone are as follows:

- Section added, "Key Coastal Zones in the Central West Region", and Anglesea coastal zone added to this new section.
- The section would include a brief outline of the reasons why Anglesea is considered an area of significance, and a list of strategic actions (and some priority prescriptive actions) to address the issues unique to that part of the Central West coast.
- Clear timeframes and priority ratings for each action to promote timeliness of implementation.

Suggestions made by lead agencies regarding the Plan would be worthwhile considering for the Anglesea section of the revised CW Regional CAP, as follows:

- More focus on visitors, residents and related services, including public risk.
- Inclusion of a map of the Central West coastal area detailing activity zones and examples of what sorts of projects / activities would be permissible in each zone.
- Where more than one agency is responsible for implementation of an action, the lead agency is to be identified and partner agencies listed. It is to be stated somewhere in the document that the lead agency is accountable for engaging and liaising with partner agencies to drive action implementation.

Implementation Plan

An Anglesea CAP Implementation Plan could be prepared to address priority Anglesea coastal issues until the review and revision of the CW Regional CAP in 2007/ 2008. Its preparation would involve a quick desk-top exercise requiring minimal resources, and would include valid actions from the 1999 Plan which are currently underway, planned, not yet commenced and ongoing. This document would be used in conjunction with a Central West Regional CAP

Implementation Plan currently being prepared by the WCB, which will highlight outstanding regional priorities.

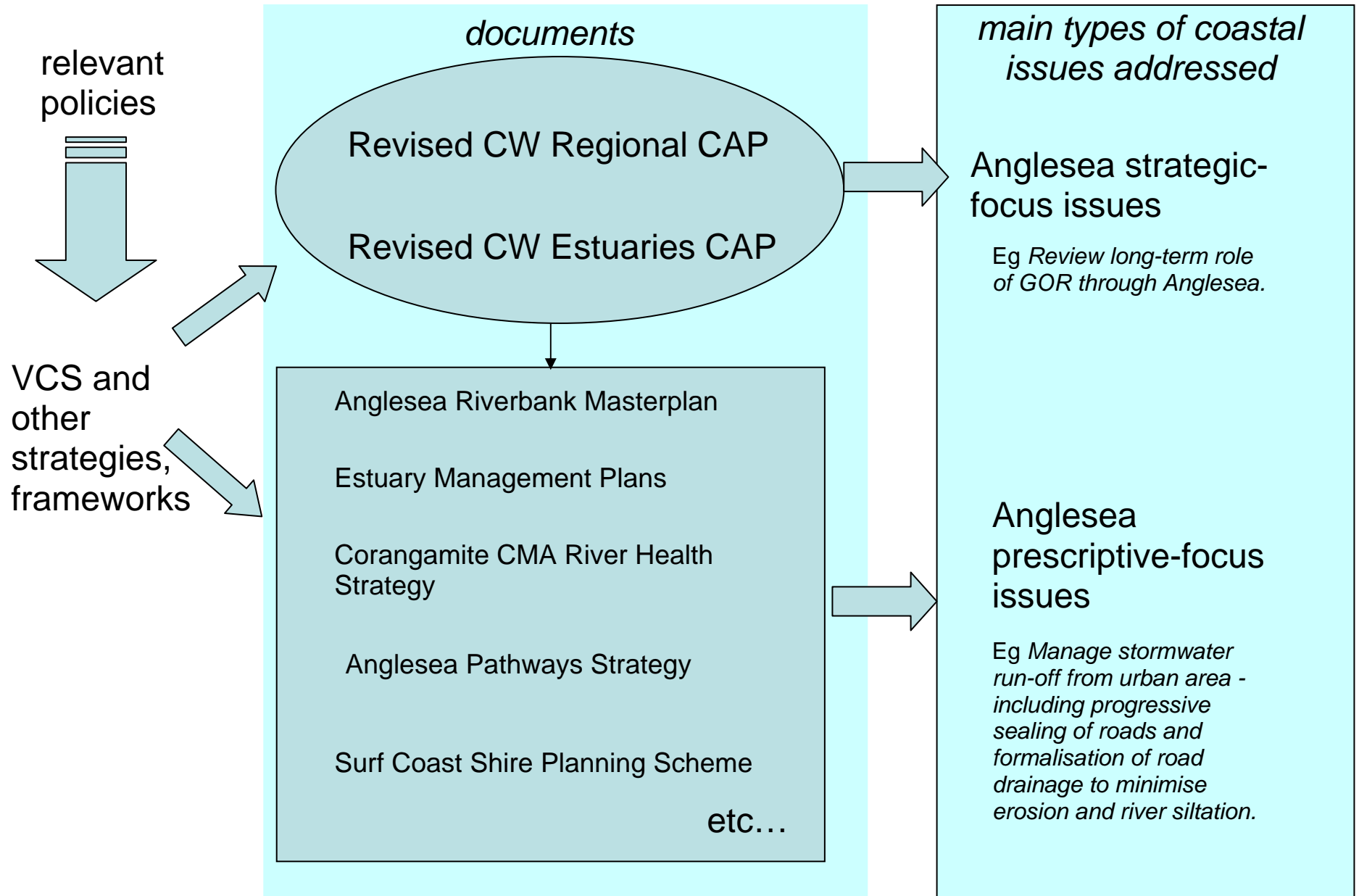
Conclusion

While a subsequent Anglesea CAP may adequately facilitate VCS implementation, the amendments needed for its success would require significant resource input. A suitable alternative has been identified, and so the preparation and use of a subsequent Anglesea CAP is not recommended.

The use of a revised CW Regional CAP would promote the effective, efficient and timely implementation of the VCS along the complex Anglesea coastal zone into the future. An Anglesea CAP Implementation Plan would be required to highlight priorities for coastal managers until the Regional CAP's review and revision in 2007/2008. It is unlikely that the development of a formal Communication Plan and the establishment of an Implementation Team would be required. However, it is recommended that the role of the revised CW Regional CAP is promoted and that lead agencies sign a Memorandum of Understanding outlining their responsibilities for implementation of the actions in the revised document.

Coastal initiatives with a prescriptive focus should be transferred to the SCS's Anglesea Riverbank Masterplan 2005 and Anglesea Paths and Linkages Plan 2005 and other documents with a local and prescriptive focus (Appendix D provides a list of such documents).

Appendix B: Proposed Instruments to Address Anglesea Coastal Issues



Appendix C

Other documents relevant to Anglesea that could provide prescriptive direction to coastal managers:

- Anglesea Riverbank Masterplan 2005, SCS (includes address of environmental and recreational issues).
- Anglesea Estuary Management Plan, SCS. Currently being prepared.
- Surf Coast Planning Scheme 2001, SCS (addresses planning issues and has a local Anglesea provision).
- Pathways Strategy 2005, SCS (prescriptive elements address pedestrian and bicycle recreation and access issues).
- Proposed Surf Coast Open Space Plan, SCS (will address recreational open space issues).
- GOR Regional Tourism Development Plan 2004-2007, TV (includes an implementation plan).
- Corangamite CMA River Health Strategy 2005 CCMA (some sections contain prescriptive elements that will impact on coast)
- Corangamite Regional Catchment Strategy and Implementation Guide 2003-2008 CCMA. This provides fairly broad direction but the CCMA intends to update it in 2008/09 and provide more prescriptive directions.
- State Environment Protection Policy (Waters of Victoria) Guidelines 1998, EPA (some sections contain prescriptive elements that may impact on coast).
- Boating Safety and Facilities Program, MSV (annual publication).
- Siting and Design Guidelines for Structures on the Victorian Coast 1998, VCC.

Key:

SCS – Surf Coast Shire Council

CCMA – Corangamite Catchment Management Authority

EPA – Environment Protection Authority

MSV – Marine Safety Victoria

TV – Tourism Victoria

VCC – Victorian Coastal Council

Appendix D

Summary of community feedback regarding the Anglesea CAP:

1. *Dorothy Hutton, President ANGAIR* - Supports a successor Anglesea CAP.
2. *Neil Tucker, ANGAIR*– a successor Anglesea CAP may not be required and the possibility of one CAP for the area covered by the Great Ocean Road Coast Committee should be considered.

ANGAIR is the Anglesea, Aireys Inlet Society for the Protection of Flora and Fauna.