Consultation
  Methodology 124
  Communication Strategy 125

Stake Holders Consultation 126 – 127

Community Consultation Survey 128
  Response 129
  Current Use 130
  Most Popular destinations & facilities 131
  Transport to Site / Most popular Carpark / Facility Ratings /
    Carpark & Toilet facility rating 132
  Values & Issues 133
  Improvements 134 – 135
A comprehensive consultation strategy was developed as part of Stage One of the project, that includes:

- Stakeholder Consultation / Interviews
- Community Consultation Surveys
- Community Information and Presentation Forums
- Steering Committee Consultation

The intent of this consultation is to provide important information as a basis for the design phase of the project.
A communication strategy was developed during Stage One of the project to guide dissemination of information to Stakeholders and the broader Community.

A newsletter was developed to be circulated through a variety of methods:

- Surf Coast Shire Website
- Local Newspapers
- Public Display/Flyers
- Post
- Email

Newsletters are to be issued at the following stages of the process:

- Project Launch and Community Consultation Survey Issue
- Vision Statement and Opportunities/Constraints Plan
- Draft Masterplan issue for comment
- Final Masterplan – adoption
- Project Completion and Implementation Strategy
Extensive meetings and interviews with Stakeholders were undertaken over a period of 1 month. The Draft Masterplan will be issued to Stakeholders for feedback.

**Community Groups**
- Angair
- Anglesea Neighborhood Improvement Program (NEIP)
- Lions Club
- Probus Clubs
- Anglesea Senior Citizens
- Anglesea Community Impact Advisory Committee (CIAC)
- Anglesea Historical Society
- Anglesea Bowling Club *
- Anglesea Recreation Association
- Anglesea Primary School
- Anglesea Kindergarten *
- Anglesea Playgroup
- Anglesea Scouts
- Anglesea Girl Guides *

**Surf Coast Shire**
- Recreation Officer
- Environment Officer
- Community & Leisure Services
- Major Events Officer
- Infrastructure Department
- Tourism Officer
- Youth Services
- Arts Officer
- Strategic Planners
- Councillors

**Authorities & Land Managers**
- Corrangamite Catchment Management Authority
- Great Ocean Road Coast Committee
- Wathaurong Co-operative
- Coast Action/Coast Care
- Department of Sustainability & Environment
- Parks Victoria
- Barwon Water
- Vic Roads
- Anglesea Police
- Anglesea CFA
- Anglesea Ambulance
- Anglesea Surf Life Saving Club
- Alcoa
Tourism & Traders
Geelong Otway Tourism
Surf Coast Tourism Board
Anglesea Tourism & Traders Association
Tourist Bus Operators (10 companies were interviewed)
Anglesea Visitor Booth Volunteers
Anglesea Market Stall Holders
Anglesea Family Caravan Park
Ecologic
Go Ride A Wave
West Coast Surf School
Southern Exposure
Anglesea Paddle Boats
Surf Coast Spa Resort
Anglesea Motor Inn
Shelles by the River
Angahook Café & Stores
Melaleuca Gallery *
Stabb Butchers
Shell Service Station
Network Video
Riverside Fish & Chips
Camp Wilkin Baptist Camp
Araluen Lutheran Camp
Burnside Camp

Research Contacts
Dr Helen Arundel, Deakin University – River Mouth Opening Protocol
Gerry Byrne - Riverbank Stabilisation Study
Adam Pope, Deakin University - PhD on the Dynamics of Anglesea Estuary & Implications for Seagrass Communities
Water Watch - Barwon Water

Fishing Groups
Fishcare
Fishcare – special needs/all abilities
Parks Vic – Fisheries Officer

Bicycle Groups
Anglesea Bike Shop
Surf Coast Bicycle User Group Inc. *

note
* indicates that the stakeholder has been contacted and has not responded to date, or has not been able to be contacted to date
Community Consultation

A Community Consultation Survey was issued by post to over 2,600 property owners on the Surf Coast Shire rates database.

A community information session was held at Anglesea Market to present the Vision Statement, Design Principles and Opportunities/Constraints Plans.

Public display of the Draft Masterplan to gain community feedback.
Response
32.4% response rate
840 surveys returned out of a total of 2,595 surveys issued

Gender profile of respondents is balanced
50% male
50% female

Age profile of respondents shows greater proportion of older ages
50% aged over 56 years old
19% 13-45, and
only 4% 13-32 years old

Residency status of respondents indicates very high rate of non-permanent residents
48% permanent residents
52% non-permanent residents

Visitation of the site by respondents
55% visit at least once per fortnight
77% visit at least once a month
28% of all respondents visit the site more often that once a week

Note: 3 out of 840 respondents, 0.03%, indicated they had not visited the site because there was nothing there for them, or don’t know what is offered there

Vehicles per household
one 40%
two or more 60%

Bicycles per household
one 27%
two or more 73%

Forms of transport used to visit Anglesea Riverbank
walking 78%
car 55%
bicycle 16%
skateboard 1%
bus 0%
Community Consultation Survey

Current Use

<table>
<thead>
<tr>
<th>Activity</th>
<th>% of Total Surveys</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>82%</td>
</tr>
<tr>
<td>Anglesea Market</td>
<td>71%</td>
</tr>
<tr>
<td>Beach access</td>
<td>52%</td>
</tr>
<tr>
<td>Enjoy the views</td>
<td>45%</td>
</tr>
<tr>
<td>Dog walking</td>
<td>39%</td>
</tr>
<tr>
<td>Café / Restaurant</td>
<td>39%</td>
</tr>
<tr>
<td>Shopping</td>
<td>36%</td>
</tr>
<tr>
<td>Toilet stops</td>
<td>21%</td>
</tr>
<tr>
<td>Cycling</td>
<td>17%</td>
</tr>
<tr>
<td>Playground</td>
<td>17%</td>
</tr>
<tr>
<td>Picnic/BBQ/fish’n’chips</td>
<td>16%</td>
</tr>
<tr>
<td>Gallery</td>
<td>16%</td>
</tr>
<tr>
<td>Informal socialising</td>
<td>15%</td>
</tr>
<tr>
<td>Fishing</td>
<td>15%</td>
</tr>
<tr>
<td>Boating</td>
<td>6%</td>
</tr>
<tr>
<td>Skating</td>
<td>4%</td>
</tr>
</tbody>
</table>

Other activities (2%)

- Bird watching
- Visit Fairylands
- Canoeing/paddle boats
- Swimming/playing in the water
- Spend time with children/grandchildren
- Weeding, clean up, environmental management
- Plant spotting
- Photography

Responses to each option as a % of Total Surveys

- Football
- Driving past
- Kite flying
- Running
- Reading
- Nippers programme/Surf Club
- Bike riding for young children
- Rollerblading
### MOST POPULAR DESTINATION & FACILITY

<table>
<thead>
<tr>
<th>Destination</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Riverside path – west bank</td>
<td>82%</td>
</tr>
<tr>
<td>Beach/Foreshore</td>
<td>67%</td>
</tr>
<tr>
<td>Cafes, shops, gallery</td>
<td>61%</td>
</tr>
<tr>
<td>Riverside track – east bank</td>
<td>48%</td>
</tr>
<tr>
<td>Service Station</td>
<td>46%</td>
</tr>
<tr>
<td>Jetty</td>
<td>36%</td>
</tr>
<tr>
<td>Lions Park Playground</td>
<td>21%</td>
</tr>
<tr>
<td>Fairylands</td>
<td>15%</td>
</tr>
<tr>
<td>Boat sheds</td>
<td>12%</td>
</tr>
<tr>
<td>Picnic facilities</td>
<td>11%</td>
</tr>
<tr>
<td>BBQ's</td>
<td>8%</td>
</tr>
<tr>
<td>Skate ramp</td>
<td>7%</td>
</tr>
<tr>
<td>Others:</td>
<td></td>
</tr>
<tr>
<td>Anglesea Markets</td>
<td></td>
</tr>
<tr>
<td>Regatta</td>
<td></td>
</tr>
<tr>
<td>West bank grass areas</td>
<td></td>
</tr>
<tr>
<td>Boat/canoe hire</td>
<td></td>
</tr>
<tr>
<td>River mouth</td>
<td></td>
</tr>
<tr>
<td>Rubbish bins</td>
<td></td>
</tr>
</tbody>
</table>

**Toilet block use** (figures a percentage of total respondents)

- Bridge toilet block: 15%
- Middle toilet block: 18%
- Four Kings toilet block: 15%

![Bar chart showing popular destinations and facilities](chart.png)
VALUES

- Peacefulness, serenity, beauty
- Views and scenery
- Walking tracks and paths
- Open, spacious nature of the site
- Beach access
- Natural features
- Undeveloped
- The markets
- The changing character of the river
- Coastal town feel
- Link between town and beach
- Adjacent houses nestled in trees
- Exploring and experiencing the open space, bush and river

ISSUES

- Rubbish and lack of bins
- Lack of vegetation and shade trees on the west bank
- Lack of furniture and shelter
- Condition of toilets and maintenance during peak season use
- Difficulty crossing Great Ocean Road, poor access to beach, shops and cafes
- Poor pedestrian access to east bank, across river and between shops
- Poor access onto bridge
- Paths on east bank, poorly drained and maintained
- Dog poo
- Insufficient parking during peak periods
- Poorly maintained infrastructure, particularly stormwater pipes
- West bank too ‘suburban’, predominantly grass and concrete
- Markets – congestion and litter
- Poor orientation, lack of directional information
- Splits the town
The question posed was “A vision of the future: Imagine that it is 2015, Anglesea Riverbank has won a prestigious award for Best Community Space. What improvements do you imagine would have been implemented to achieve this award”.

- Celebration of the natural qualities of the site and character of Anglesea - creation of a thriving environmental experience
- Retain the village/community character of the area
- Preserve natural habitats and reserve areas and eradicate weeds
- Improve / maintain river health, including improved stormwater management
- Establish more vegetation on the west bank, including shade trees, indigenous vegetation and planting along the GOR
- Maintain and enhance Moonahs on the west bank
- Retain views to the river mouth and quality of open space on west bank
- Provide non-intrusive infrastructure and facilities
- Limit commercial activity on the river banks
- Limit built form on the river banks, prohibit any further development

- Improved paths and walking tracks, particularly on the east bank, using appropriate paving materials
- Provide boardwalks and all season access where required
- Provide board walks and designated fishing/swimming platforms similar to those north of the bridge
- Improved pedestrian connections between shopping centre, beach, east bank and caravan park
- Provide safer crossing over the Great Ocean Road and at Noble Street
- Provide a pedestrian path under the GOR bridge
- Pedestrian footbridge connecting the east and west banks
• Upgrade playground, provide quality play spaces
• Create gathering spaces
• Improve skate ramp, provide for more diverse skill levels
• Upgrade toilet facilities
• Upgrade picnic and bbq facilities, provide sheltered picnic areas
• Ensure access to power and water
• Provide more seating and shaded seating
• Improve orientation, directional signage
• Improve tourist facilities and information on the river bank
• Provide interpretative signage/art on the natural and cultural values of the site, including aboriginal heritage
• Create a performance space
• Encourage more activities and festivals
• Integrate artworks into the landscape including installations and possible integration with lighting
• Appropriate, unobtrusive lighting
• Use quality materials and finishes for facilities and structures that reflect the natural character of the site
• Provide better bike tracks/lanes and provide bike racks

• Increase opportunities for family activities
• Provide more options for youth activities
• Support the theme of ‘where the bush meets the sea’
• Address issues of river flooding and river mouth opening
• Address erosion at the river mouth
• Improve Four Kings area, current condition is thought to detract from the overall riverbank environment
• Address litter issues on land and in the river
• Ensure appropriate dog control rules and enforcement of dog poo pick-up
• Address traffic conditions at intersection of GOR and Noble Street and round-about at shopping centre
• Ensure screening to car parks & the caravan parks to protect views
• Provide windbreaks on west bank
Other comments not as heavily supported:

- Flying fox or chair lift over the river and bush reserve
- Swimming pool (indoor, outdoor, heated)
- Mini golf
- Eco Centre
- Café (at Lions Park/on the west bank/in the boatsheds)
- Vary markets, increase farmers produce and craft
- Address issue of restricted pedestrian beach access and caravan park boundaries at river mouth
- Needs no improvements, is great as it is
- Outdoor movie facility
Key Associations with the Great Ocean Road 138
Specific Attributes Associated with the Great Ocean Road 139
Destinations Associated with the Great Ocean Road 140
Current Messages & Promotional positioning 141
What We already know About Anglesea Tourism 142
Tourism Coach Overview 143
Day Coach tour dynamics 144
Observations 145
Which places in Victoria excluding Melbourne do you associate with Great Ocean Road?

- Highest regional awareness 35.0% (Rank 1)
- Highest association with natural attractions 38.0% (Rank 1)
- Highest association as a family destination 17.5% (Rank 1)

Source: RAPS, Roy Morgan Research, 2001 & 2003
Specific attributes associated with the Great Ocean Road

Thinking about Great Ocean Road, which of the following attributes do you associate it with?

- Most frequent associations - Scenic Coastal Driving, 12 Apostles
- Significant increase in surfing (including Bells Beach classic), maritime history and heritage, bushwalking

Base: Aware of region description
Source: RAPS, Roy Morgan Research, 2001 & 2003
And which places do you associate with the region known as “Great Ocean Road”?

- Among respondents who were aware of The Great Ocean Road brand name, 64% could name a destination within the region.
- Leading destinations mentioned were Lorne (30%), Apollo Bay (21%), Warrnambool (17%) and Torquay (14%), 12 Apostles (13%).

Base: Aware of product region name  
Source: RAPS, Roy Morgan Research, 2003
tourism consultation : ANGLESEA RIVERBANK MASTERPLAN

CURRENT MESSAGES AND PROMOTIONAL POSITIONING

• Surf Coast Shire
  “The place of wellbeing”

• Your Visions – What’s good for Anglesea
  “The bush and the people who have conservation of the bush and foreshore at heart.”

• Anglesea Tourism and Traders Association
  “Where the balance is right”… and
  Great Ocean Road – “Where the bush meets the sea.”

• Anglesea promotion message in Great Ocean Road Jigsaw brochure
  “In harmony with nature”
  Anglesea says “no to plastic bags”
  (first Victorian community to take up the challenge)

What Anglesea community values = enhances tourism nature based experiences
What We Know About Anglesea Tourism

- Situated in the most visited region in the State (after Melbourne) – domestic and international
- Seasonal visitation - population swells in summer, declines significantly in winter
- Seasonality and low rate of permanent residency impacts on ability of local businesses to draw regular spend throughout the year
- “Familiar destination” with high repeat (holiday homeowners and campers)
- Known for rest and relaxation, including river, beach and bush recreational and leisure opportunities
- Destination that attracts families
- Supports one of the largest concentrations of school camps in Victoria
- Range of adventure tour companies offering a depth of local adventure product and integral to Anglesea experience
- Perceived as a “pit stop” or “pass through”, magnified by volume of traffic
  - Mode of transport to Great Ocean Road is represented by 95% car, 3% coach, 2% other
  - Coach day tours provide a “taste” of the range of natural experiences along Great Ocean Road
  - “Taste” of the GOR, gives the opportunity for international/domestic visitors to return … (this trip or future trips) … hire car or longer stay holiday (rental)
- 2004 Visitor information inquiry p.a: 120,000 - Lorne, 93,000 - Torquay, 11,000 - Anglesea
- Appears to be “unsure” about its identity – mixed responses
- Anglesea’s natural beauty is easily recognised, however its real strengths are “hidden” “less visible”, have to scratch the surface to appreciate
- Anglesea River is a key feature that links natural assets with nature based experiences – river, sea, bush
Main demand driver for GOR day tours is the Great Ocean Road touring experience culminating at the 12 Apostles.

Day tour is package to provide a “taste” of the range of natural experiences, and includes other destinations/areas/sites that have become internationally known (eg Bells Beach).

Coach transport ranges from 4WD personalised tours carrying 2-4 people, niche 10-22 seats, 40+seats, offering inclusive/exclusive tour options (eg food and beverage).

Larger coaches are less flexible in their itineraries, more personalise coaches have more opportunities to stop, however, the demand to reach the 12 A’s in a reasonable timeframe in a day is always the key determinate.

Coach markets range from young backpackers, families to mature age travellers.

Comprises approximately 70% international, 30% domestic (interstate).

Coach companies suggest by providing a “taste” of the GOR, gives the opportunity for international and domestic visitors to return ...(this trip or future trips) ... hire car ... or for a longer stay holiday (holiday home rental).
11-12 hour day – tight timeframe/exacerbated in winter – passenger feedback desirous to shorten the day

Anglesea is situated within the morning tea timeslot from Melbourne – stopping for 20-30 minutes only – many utilise Torquay, with a stop at Bells Beach

Anglesea is utilised/could be utilised by a range of coach companies: (as a morning tea stop and/or to take advantage of the stop to expose Anglesea to a range of markets for potential future visits)

- Ease of access, for larger coaches - stop on the side they are travelling
- Coach parking friendly
- Driver break (driver regulations)
- Toilet break (noting most large coaches also have a toilet on board) - number available, cleanliness and maintenance
- Photo opportunities of scenic views
- Opportunity to “step into”/continue the experience of the natural environment (take a short stroll)
- Opportunity to learn about the area/site they are visiting (interpretive signage or visitor information)
- Have some protection if weather is inclement
- Buy discretionary items (located nearby, given time constraints)

Tour options – opportunities to partner with local businesses (minimum requirement 365 days)

Coach companies have yet to determine what impact Geelong Bypass will have on travel times and the future design on their GOR tour product
Need to create a reason to encourage stopping

- Showcase Anglesea by featuring its natural assets - Anglesea River
- To provide a memorable nature based experience that complements/adds value to the overall Great Ocean Road product

Many infrastructure elements identified are common to community and visitor needs

- Philosophy - “happy community:happy visitor”

Consider a multi-dimension/multi purpose approach to aspects of the Anglesea Riverbank Precinct

- Ensure Anglesea has the best opportunity to take advantage of its location, to showcase its product strengths and to continue to cater to a range of existing and future users
- Multi-purpose approach allows for a range of ways to more fully utilise and be creative with the space
- Opportunity to hub aligned activities with support amenities, not compromising the open space, and providing designated spaces for rest/relaxation or nature based exploration
- Support existing businesses in the short to medium term, with options to leverage off activity generated in and around Anglesea River Precinct
The 3 key goals that can be drawn from the Design Principles are:

- **IDENTITY**
- **CONNECTIVITY**
- **ENVIRONMENTAL MANAGEMENT**

The Concept Design proposal focuses on paring back the ‘clutter’ to expose the full impact of the river landscape, framing spaces and views, and detailing smaller areas within the wider expanse.

The intention is to enhance the iconic qualities of the Anglesea River and Estuary and create a distinctive public space and memorable coastal destination.

The key to the success of the design lies in developing and providing quality detailing and effective maintenance and management.

Spatially the Concept Design Proposal addresses edge conditions and framing.

- On the west bank defining boundaries between open space and road reserves, framing views, enhancing open spaces and focusing movement within the water edge promenade.

- On the east bank enhancing the tranquil bushland experience by framing tracks and small clearings with dense vegetation that connect to the open expanse of the peaceful riverside walk.
**Design Notes**

1. Construct pedestrian crossings on either side of the bridge to upgrade pedestrian access and to enhance the visual appeal of the bridge.

2. Explore opportunities to provide a pedestrian refuge to improve connectivity between the north and south river banks. Further engineering investigations will be required to confirm the detailed design for wetting the pathways within the existing bridge structure. The proposal will be subject to funding availability.

3. Frame views across the bridge to the existing commercial buildings with additional high canopy tree planting adjacent to the footpaths and at the Latrobe Street roundabout.

4. Paving across the bridge to the existing commercial buildings with additional high canopy tree planting adjacent to the footpaths and at the Latrobe Street roundabout. This will provide definition of the riverbank parkland, enhance the quality of the open space and frame views to the river and adjacent commercial and residential buildings.

5. High canopy street tree planting along the Great Ocean Road will provide definition of the riverbank parkland, enhance the quality of the open space and frame views to the river and adjacent commercial and residential buildings.

6. Provide additional road edge definition with low bollards to address issues of informal vehicle access to the waterfront areas. Definition of the road edge is also aimed to improve safety for cyclists and pedestrians using the waterfront area. Trees and bollards to be located a minimum of 10m from the road edge and designed to have minimum impact on views to the river and ocean.
Masterplan Amendments 155

Stage 5 Consultation Process 156

Stakeholder Briefing Attendance List 157

Feed back received & amendments 158
  East Bank Revegetation / East Bank Emergency Access 159
  East Bank Tracks 160
  East Bank Tracks / River Health 161
  West Bank Northern Corner / West Bank Sculptural Markers 162
A second phase of consultation was undertaken during Stage Five of the project to gain feedback on the Draft Masterplan proposal. This included:

**Additional Consultation**
Additional consultation with key stakeholders in the development of the Draft Masterplan to resolve specific areas of the proposal:
- Vicroads & Surfcoast Infrastructure Department
- DSE & Coastal Planning
- Emergency Services
- Great Ocean Road Coast Committee & Anglesea Caravan Park
- Central Hub Shops – land owners

**Steering Committee**
- Steering Committee feedback and guidance

**Council Briefing**
- Council Briefing prior to the release of the Draft Masterplan

**Public Info Day**
- Public Information Day held at the Anglesea Riverbank Market to raise awareness of the Masterplan proposal and the Community Consultation feedback process.

**Stakeholder Consultation**
- Stakeholder consultation was launched with the Stakeholder Briefing Evening to brief stakeholders on the Draft Masterplan proposal and to provide specific information as required to prepare written submissions.

**Community Consultation**
- Public display of the Draft Masterplan to gain community feedback.

**Submission Period**
- Submissions from Stakeholders and Community members were invited during a four (4) week feedback period.
Out of the total 41 Stakeholders, 10 of the stakeholders/stakeholder groups were represented and along with the attendance of 3 community members

**Stakeholders**

- Anglesea & District Historic Society – Bruce Bodman
- Anglesea Primary School – Pamela Sandlant (Principal)
- Anglesea Primary School - Belinda Barber
- Anglesea Lions Club – Jim Reed
- Anglesea Paddle Boats – Adrian Booth
- Anglesea Tourism & Traders – Gordon Stabb
- Anglesea NEIP / Barwon Water – Rowan MacKenzie
- Surfcoast Shire Councillor – Jim Tutt
- Surfcoast Shire (Recreation) – Ian Waugh
- Surfcoast Shire (Major Events Officer) – Lynne Hume
- Surfcoast Shire (Environment Department) – Steve Cameron

**Community Members**

- Resident – Heather. Tutt
- Resident – Maria Straub
- Resident – Elaine d’Esterre
FEEDBACK RECEIVED & AMENDMENTS

9 submissions in total

Stakeholders

• Anglesea Paddle Boats
• Anglesea Coast Action
• Angair
• CFA
• Adam Pope – Deakin University, PhD Dynamics of the Anglesea Estuary

Community

• 4 submissions
FEEDBACK RECEIVED

Revegetation / rehabilitation of degraded areas not currently noted on the masterplan.

- Consider raising profile of weed management programme in design principles.

FEEDBACK RECEIVED

- CFA recommendation to retain existing north south gravel track in existing alignment. Ensure 4m x 4m clearance.

AMENDMENTS

EAST BANK REVEGETATION

New Key element #27 added which states “Weed management and revegetation required for highly degraded areas of bushland.”

Design principle 2.11 which states “Implement a weed control programme to improve the quality of the bushland, estuarine and coastal areas” was renumbered as 2.5.

AMENDMENTS

EAST BANK EMERGENCY ACCESS

Realigned walking path along emergency vehicle track.

New Key element #28 Retain North / South 4m X 4m clearance emergency vehicle access. Along this clearance provide a meandering gravel track defined by low ground covers.
FEEDBACK RECEIVED

Track realignment issue:
• Existing track is not so straight as to warrant realignment - needs upgrade and sections of boardwalk.

Track realignment issue:
• Realignment considered unnecessary.

Consider track alignment issues:
• Create meandering track within existing easement.
• Realignment would need to consider existing Moonahs
• May need to consider boardwalk in wet areas.

FEEDBACK RECEIVED

• Consideration of board walk and vegetation to both sides of track for entire length of track between the bridge and blind creek.

AMENDMENTS

EAST BANK TRACKS

Tracks realigned and some removed to avoid track duplication, unnecessary vegetation removal and maintain logical path network.

Added to Key element #30 “Track alignment to be assessed on site prior to construction to avoid impact on significant vegetation and to utilise existing track clearing and access through weed removal.

AMENDMENTS

EAST BANK TRACKS

Added to Key element #29 Track alignment re-assessed onsite prior to implementation to avoid impact on significant vegetation. Extent of rockwall/boardwalk to be based on outcomes of CCMA report.

Changed gravel track to a boardwalk according to key element #29 “Regrade east bank tracks to address drainage issues and implement boardwalks in areas prone to flooding.”
FEEDBACK RECEIVED

- Consideration of the necessity of 'roundabouts' and associated tracks.
- Consideration of necessity of roundabout.
- Consideration of track alignment and construction management.

AMENDMENTS

EAST BANK TRACKS

New Key element #28 Demonstration / trial revegetation area defined by track and boardwalk.

The Salt marsh roundabout was found unnecessary and therefore removed.

RIVER HEALTH

FEEDBACK RECEIVED

- Consideration of design and construction management of river edge structures.
- Consideration of management of 'in-water' activities to minimise trampling on seagrass and mudflat areas.

AMENDMENTS

New Design Principle 2.11 Licensing for commercial activities to manage river access to minimise impact on seagrass and mudflat environments.
Ensure trailer access is provided to boat launch area, and that car park turning circle is adequate for a big trailer.

**FEEDBACK RECEIVED**

Boat launch requirements—concerns regarding adequacy of proposed timber deck edge for this purpose

**AMENDMENTS**

*WEST BANK SCULPTURAL MARKERS*

- Consider sculptural markers and ensure appropriate design.

**AMENDMENTS**

*WEST BANK NORTHERN CORNER*

Added to Key element #3 “Relocate BBQs and picnic facilities to the river side of the Moonah canopy to provide a better waterfront aspect. Explore sustainable launching solutions and provide boardwalk and gravel area adjacent to river to support adventure tour operators, school groups and commercial water-based activities. Carpark design to ensure adequate boat / trailer access.”

**AMENDMENTS**

Alterations to Key Element #4 Create a visual link to the McMillan Street Community Precinct by implementing a series of sculptural ‘connection markers’ reflecting the distinctive character of Anglesea.