

The background of the cover is a high-angle aerial photograph of a coastal town. The town is built on a hillside overlooking a sandy beach and the ocean. There are numerous houses of various sizes, some with gardens. A paved road runs along the beach, and there are several parks with green lawns and trees. The ocean is visible in the distance, with some rocky outcrops. The sky is clear and blue.

SURF COAST SHIRE COUNCIL

# Advocacy Priorities 2026

## Acknowledgment of Country

**Surf Coast Shire Council Acknowledges the Wadawurrung People, and Gulidjan and Gadubanud Peoples of the Eastern Maar, their Elders and leaders past, present and emerging as the Traditional Owners of the skies, land, waters and sea country across our municipality. We also extend our respect to all First Nations people who are part of the community.**

This advocacy prospectus showcases the opportunities available in Surf Coast Shire. The structure and content of this prospectus is informed by the Surf Coast Shire Council Plan 2025-2029 which was adopted in September 2025.

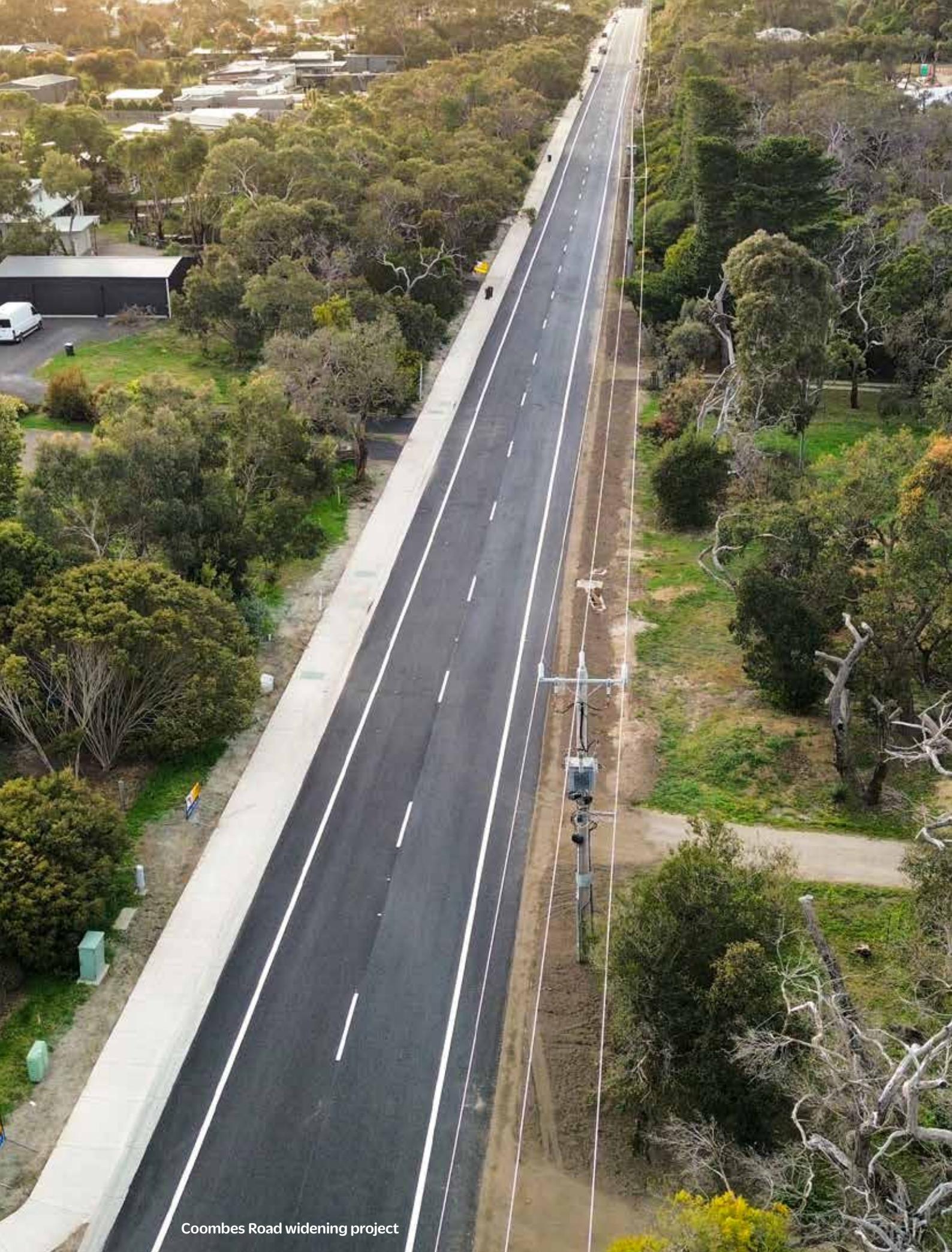
Advocacy priorities are presented under four of the Strategic Directions identified in the council plan.

- **Assets and Infrastructure**
- **Climate and Environmental Leadership**
- **Community Wellbeing**
- **Sustainable Communities**

**The Council Plan 2025-2029 is informed by the 10-year Community Vision, which was prepared by a community panel in 2021.**

*“From the hinterland to the coast, from the First Peoples to the children of the future, we are an active and diverse community that lives creatively to value, protect and enhance the natural environment and our unique neighbourhoods. We will leave Surf Coast Shire better than we found it.”*





Coombes Road widening project

# Assets and Infrastructure

## What this strategic direction seeks to achieve:

The important role assets play in our community will be given specific recognition. Investment in assets will be equitable and evidence based. Road condition and function will be a focus whilst Council also broadens options for non car-based travel. Maintenance levels will be calculated to achieve the best balance of cost and amenity over time.

### Overview

Advocacy related to this strategic direction recognises the importance of well maintained fit-for-purpose assets and infrastructure. There is a particular focus on road projects and road maintenance given the heavy reliance on car and truck travel in regional communities.

Surf Coast Shire Council is responsible for a road network of more than 1,000 kilometres. More than half the roads in the network are unsealed.

Growth within the shire, and in neighbouring municipalities, has put significant pressure on the road network. An estimated 1.66 million people will live within an hour of Surf Coast Shire in ten years. Roads designed for far fewer vehicles are now having to support not just higher volumes but cars and trucks that weigh considerably more than vehicles prevalent when roads were constructed.

Amongst the roads managed by the State Government, is the Great Ocean Road, which is both the primary access route for coastal communities and an international tourism destination. The road must also support emergency management operations.

Funding is needed for upgrades and maintenance of roads to ensure they remain safe and functional. This includes roads managed by both council and government.

Roads, roundabouts and related infrastructure are key enablers for residential development and funding support would allow for more timely delivery of housing.

The achievement of housing targets will rely on the timely provision of the public infrastructure that makes a functional and sustainable community. Council's Social Infrastructure Pipeline identifies the public facilities needed to support growth. Government partnerships will be necessary if Surf Coast Shire is to fulfil its growth potential and remain a sustainable and well functioning series of communities.

### Improved maintenance of state managed roads

State roads are by definition primary transport routes, and in Surf Coast Shire, are critical enablers of regional economic output. The Great Ocean Road serves as an international tourism destination whilst also serving as the primary link for coastal communities along its length. The Princes Highway links hinterland communities to Geelong and Melbourne and serves as the key transport route for primary producers. Maintenance of state roads is of critical concern to local communities and funding programs should be boosted to catch up with maintenance and renewal backlogs, improving road performance and safety.

## The support we seek:

### Increased investment in maintenance of key regional and rural roads



Historic Wurdale Hall

## Investment in community facilities

Council's Social Infrastructure Plan identifies which facilities are needed in which locations based on need. Community is at the centre of this work and our pipeline of projects will be refined based on a future round of community engagement.

Council works with community members to help them develop and deliver their own projects. Funding for community led projects multiplies the health and wellbeing outcomes many times over.

### The support we seek:

**Investment in community facilities in areas of identified need.**

## Funding for enabling infrastructure to support delivery of housing

Surf Coast Shire can achieve government housing targets with a remaining growth front in north-west Torquay and a significant opportunity in Winchelsea. Funding support will be necessary however to ensure the necessary enabling infrastructure can be funded to unlock these opportunities. Drainage, roads and pathways are fundamental but for new developments to become functioning communities, timely provision of new sports and community facilities is also essential.

### The support we seek:

**Funding programs for enabling infrastructure based that for fast growing peri-urban communities.**

## Funding program for drainage infrastructure

Growth, combined with more frequent weather events, is overwhelming existing stormwater drainage systems. Such systems were typically developed to accommodate less intensive development and less extreme weather. Retrofitting systems is beyond the means of councils like Surf Coast Shire which have small rate bases, no other revenue streams and a heavy reliance on grant funding for infrastructure.

### The support we seek:

A dedicated fund for drainage infrastructure to support the retrofitting of systems.

## Briody Drive roundabout

A new roundabout at the intersection of Messmate Road and Briody Drive will provide safe access to several new housing developments in the west of Torquay. 360 new residential lots are planned for the precinct along with 290 retirement and residential units and 80 aged care beds. The roundabout is a critical piece of enabling infrastructure that will support delivery of a significant number of dwellings

### The support we seek:

Construction cost is estimated at \$1 million. Council has \$200,000 to contribute.





# Climate and Environmental Leadership

## What this strategic direction seeks to achieve:

Council will ensure its own operations are adapted to climate and weather events and build and renew assets with future needs in mind. It will play a leadership role within the community and continue to advocate for more upfront investment in resilient assets and mitigation actions. Areas of environmental significance will be valued and a high priority placed on preservation and conservation.

## Overview:

Surf Coast Shire is particularly susceptible to the impacts of climate and weather events being one of the highest risk bushfire zones in Australia. Flood, drought, and coastal erosion and inundation are additional risks.

Climate mitigation remains a critical priority but adaptation, with a focus on more resilient communities and infrastructure, is equally important.

Funding programs that ensure infrastructure meets the demands of extreme heat, rainfall, and fire, will be increasingly important for communities in high-risk zones such as Surf Coast Shire. Despite evidence showing preventative spending can save many times the cost of rebuilding after an extreme weather event, the current model for recovery funding requires assets to be returned to their original condition rather than being built back better to ensure future resilience.

For new infrastructure, whole of life costs should be factored in at the planning and design stage. Elements that reduce emissions and energy consumption should be supplemented with design features that mitigate against higher temperatures, extreme rain and storm events and bushfire.

A new approach to stormwater management has the potential to improve the health of environmentally significant wetlands and ensure future water security.

The Anglesea landfill is near capacity, and whilst concerted efforts to reduce the volume of waste going to landfill, have extended its life, the forecast end date is approaching. Funding support will ensure landfills that don't have the economy of scale to be profitable can be properly managed following closure.

## The support we seek:

**Disaster relief funding that enables infrastructure to be built back better to ensure its equipped to withstand similar future weather and climate events.**

### **Disaster recovery funding to allow for infrastructure to be 'built back better'**

Climate adaptation, with a focus on more resilient communities and infrastructure, is a critical concern given the region's high susceptibility to the impacts of climate and weather events. Infrastructure will need to withstand extreme heat, rainfall and the threat of bush and grass fires. Grant funding for asset renewal is rarely made available much less for intervention to equip assets to better withstand extreme weather events. Disaster relief funding should allow for assets to be returned to a more climate resilient state which would result in a net saving in social and financial costs over the longer term.

#### **The support we seek:**

**Disaster relief funding that enables infrastructure to be built back better to ensure its equipped to withstand similar future weather and climate events.**

### **Funding support for landfill rehabilitation**

Landfill rehabilitation costs are typically many millions of dollars and have escalated at higher rate than waste fees and the rate cap. The challenge is exacerbated for rural Councils where the cost of landfill rehabilitation takes up a much greater percentage of their overall budget. The Victorian Government imposes a Municipal and Industrial landfill levy on landfill operators, a portion of which is used to fund government agencies such as EPA and Recycling Victoria. There is a surplus however, which could support Councils with smaller rate bases to continue education and resource recovery programs as well as to meet landfill rehabilitation costs. This would enable Councils to support delivery of government objectives to reduce the impacts of waste and contamination.

#### **The support we seek:**

**A proportion of the landfill levy be used to support Councils with lower rate bases to reduce waste volumes going to landfill in the first instance and to fund landfill rehabilitation costs when the time comes to close the facility.**



## Recycling and waste management based on circular economy principles

Council is advocating for a collaborative approach to address waste management and the transition to circular economy principles. The waste hierarchy – Avoid, Reduce, Reuse, Recycle and Dispose should be the guiding principle in managing waste.

### The support we seek:

**Mandated producer responsibility and product stewardship that bring Australia in line with global best practice. This includes stewardship of problematic materials including soft plastics, PFAS and textiles. Consistent standards for recyclables accepted in kerbside collection to improve recovery volumes and compliance.**

**Funding for education and strategic waste planning and infrastructure is also required. This includes funding for landfill rehabilitation.**

## Review of guidelines for service rates and charges

A review of the Minister's Good Practice Guidelines for Service Rates and Charges is warranted to ensure the guidelines are best able to support government objectives for recycling and waste management. The limited scope for the current guidelines mean key objectives such as community education and engagement and street litter bins and management cannot be funded through a municipal waste charge.

### The support we seek:

**The Minister's Good Practice Guidelines for Service Rates and Charges be reviewed and adjusted to ensure they better support government recycling and waste strategic objectives.**

## Funding for Sustainable Water Network

Barwon Water has a series of projects planned to ensure regional water security and provide better environmental outcomes. Both Barwon Water and Council have received funding for a partnership project to divert stormwater from the Karaaf wetlands. Funding for future stages of Barwon Water's hinterland project would enable diverted stormwater to be combined with recycled water to supply new and existing agricultural enterprises in the Thompson Valley north of Torquay.

### The support we seek:

**Funding to develop future stages of the Barwon Water Sustainable Water Network to ensure healthy rural landscapes and build a sustainable economy.**

## Drought assistance for farmers

Winter rainfall in south-western Victoria was within the lowest five percent of historical totals since 1990 forcing farmers to purchase water and fodder to keep stock alive. There is a significant economic flow-on effect being experienced by local businesses throughout region. Long range weather forecasts are uncertain and even if the drought were to end shortly the financial recovery will take years as farmers have used up existing cash reserves, or been forced to reduced stock levels.

### The support we seek:

**Disaster relief funding and concessional loans for primary producers.**



Winchelsea Mural Community project

# Community Wellbeing

## What this strategic direction seeks to achieve:

Council seeks to increase community participation and empowerment and will favour projects being led by community where possible. Council will foster healthy active living and community connections for all age groups that improve wellbeing and are equitable and inclusive. The needs of younger and future generations will be prioritised given Council's role in planning for the future.

### Overview:

As the level of government closest to community, Council has valuable insights into local needs and aspirations. Equally, Council services and facilities regularly deliver on state and federal government objectives.

Effective partnerships enable all levels of government to provide support that is targeted, cost effective and aligned to local need.

Surf Coast Shire Council is seeking to ensure community services and infrastructure keep pace with a population growth rate tracking well above the state average.

This is in the context of the rate cap, construction cost escalations and contractor shortages.

Funding for projects, either delivered by Council or by community, will deliver outcomes that are targeted in areas of greatest need and represent the best for money.

Council is seeking to collaborate on opportunities that put people and place together in ways that benefit both. Government policies, facilities and funding programs are critical drivers for the attainment of this goal.



## Advocate for improved access to mental health support in local communities

Access for mental health support has emerged as a significant issue in Surf Coast Shire. Whilst all age groups are impacted it is a particular concern for people of school age and young adults. Long wait lists and the high cost of services are barriers. In addition to youth-focused services support to address alcohol and family violence are needed.

### The support we seek:

**Increased access to affordable local services that address wait times and are targeted to areas of greatest need. Integrated delivery models could be part of the solution.**

## Change of date for Australia Day

The celebration of Australia Day on 26 January is increasingly problematic. For First Nations people 26 January is not a date for celebration being the anniversary of the arrival of the First Fleet and therefore intrinsically linked to the beginning of colonisation. Shifting Australia Day to a different date would enable communities to participate in a national celebration that aligns with the goal of Reconciliation. Council is keen for the Australian Government to have a national conversation that seeks a positive change by celebrating a long Australia Day weekend at the end of January instead.

### The support we seek:

**The Australian Government engages community on a positive change centred on celebrating Australia Day on a long weekend at the end of January each year rather than specifically on 26 January each year.**

## Funding for multi-year program to increase street tree coverage

Council's multi-year Branching Out program aims to increase the number of trees in townships throughout Surf Coast Shire. Street trees are proven to reduce air pollution, noise and heat in urban settings. They also support health and wellbeing, improve liveability and provide habitat for wildlife. The project has commenced in Winchelsea and aligns with the community led Winchelsea Arboretum Trail.

### The support we seek:

**Council has funding for the first two years of planting and is seeking ongoing support to achieve the full extent of the program.**

## Review of the ESVF levy and funding for Life Saving Victoria

The Emergency Services and Volunteers Fund should be reviewed in favour of a more equitable system of funding important emergency services functions. The ESVF levy model places a disproportionate burden on local primary producers, given the levy amount is calculated according to land value. The median cost to Surf Coast Shire farmers is almost double the state average.

Life Saving Victoria provides an essential service to Victorian communities and a sustainable funding model is required that doesn't further impact on local governments and therefore council rate payers.

### The support we seek:

**An alternative model for funding essential emergency services, including lifesaving, that more equitably distributes the cost burden.**

## **Government policies, programs and places consider equity and accessibility.**

Funding support is required to assist Council in making public buildings and spaces accessible for all. Likewise, support is sought to ensure services and information are responsive to people at all life stages and those living with a disability. Additionally, government services and facilities should be designed and delivered to ensure they are accessible and inclusive, so that everyone, no matter their abilities, can take part in the community, get the services they need, and be included.

### **The support we seek:**

**Funding and policy support that results in practical effective solutions to improve accessibility and encourage full participation.**



Barwon River Play Space



Moggs creek picnic area

# Sustainable Communities

The qualities that make a place liveable, sustainable and functional will be understood and enhanced. Community members will be central to this work and in the specific growth areas of the shire, Place Plans will guide design and development to build communities that are vibrant, welcoming, sustainable and less car dependent. Tourism will be an important element but not at the expense of local amenity or environmental values.

## Overview

Residents are passionately attached to the character and amenity of individual townships in Surf Coast Shire. The way a town functions is also vitally important. Vibrant town centres are desired and open space is highly valued, as are options for housing that support different life stages.

There are well-documented benefits from reduced dependence on car travel and whilst progress is being made more needs to be done, given the limited availability of public transport services and gaps in active transport links.

Surf Coast Shire's economy has a heavy reliance on tourism. The Great Ocean Road is Australia's second most visited destination attracting six million tourists annually. Low-yield day trips generate little, if any, local benefit. An alternative model that encourages overnight and longer stays would be better for local economies and improve the visitor experience.

There are well-documented benefits to reducing reliance on private car use. In Surf Coast Shire public transport options are limited. Given the lack of affordable housing in the shire, bus services that support workers who commute into Surf Coast Shire are required. Additional bus services would also support young and older residents.

Additional rail services to Winchelsea would be an important catalyst in this key future growth location. In particular, a rail shuttle service between Colac and Geelong stopping in Winchelsea is required.

Council has been working to improve safety for cyclists, but partner funding is needed, especially to create unbroken routes to key destinations within towns.

## Advocacy priorities under this theme

# Active and Public Transport

### Funding for active transport including completion of gaps on key routes

Mobility is a fundamental requirement for a sustainable and well-functioning region. Funding and policy support to encourage alternatives to car travel are required to provide a more sustainable and higher functioning transport network in the region. Funding programs for active transport should focus on the establishment of practical end to end routes including integration with rail and bus services. Maintenance of roads should also include repair and sweeping of shoulders to support safe cycling use. In Anglesea the absence of a dedicated active transport option for crossing the Anglesea River is an ongoing barrier to non-car based travel.

#### The support we seek:

**Funding and policy support that builds functioning active transport routes including the completion of identified gaps on key routes.**

### Torquay to Geelong cycling link

Surf Coast Shire Council is working with the City of Greater Geelong on a safe cycling corridor between Torquay and Geelong. Key to the project would be a separated shared user path along Horseshoe Bend Road from South Beach Road in Torquay to Warralilly Boulevard in Armstrong Creek. The project will create a safe route for commuting and recreational cycling and address a recognised cycling safety blackspot.

#### The support we seek:

**The construction costs for a complete off-road link between Torquay and Geelong is \$13 million. The cost of the Surf Coast Shire section is \$4.3 million, which would deliver a fully off-road option South Beach Road and Lower Duned Road. A \$2.8 million option is available that would incorporate existing on-road cycle lanes south of Blackgate Road. Council has \$500,000 for safe road crossings enroute.**

### Public transport

More than 75% of Surf Coast Shire residents commute to work by car. There is a lack of viable public transport alternatives especially between key settlements and employment areas. A related challenge is the lack of affordable housing in coastal townships requiring workers to commute long distances. Direct coach routes that connect townships are necessary and the timetable should be structured to support worker and school commuting as well as needs of older residents and visitors. A rapid transit link between Geelong and Torquay would support key growth areas and provide a practical public transport option for visitors to Surf Coast Shire.

#### The support we seek:

**Early morning and late in the day coach services that connect coastal townships such as Anglesea, Ariels Inlet and Lorne to both Geelong and Colac. A rail shuttle service between Colac and Geelong stopping in Winchelsea to provide a flexible and frequent service to this key growth precinct.**

**Additional rail services to Winchelsea from Colac and Geelong, beyond the current five daily services, to encourage a greater percentage of non-car travel to and from this key growth precinct.**



# Affordable and key worker housing

## Anglesea Community and Health Hub

This project will deliver an integrated hub in McMillan Street Anglesea incorporating multi-use community spaces, housing, health and medical facilities. The project will co-locate services and facilities as well as provide much needed key worker housing in a central Anglesea location. Council has sought grant funding through the Australian Government's regional Precincts and Partnerships Program and the outcome is pending.

### The support we seek:

**Next stage: Schematic and detailed design estimated at \$750,000. Council has \$360,000 to contribute.**

## Aireys Inlet social and affordable housing

Council is working on a social and affordable housing development at the site of existing social housing units at 2 Fraser Drive. Not-for-profit housing provider, Housing Choices Australia has been appointed to co-design the project alongside a community advisory group. The project will address the significant shortage of affordable housing in this location and support existing social housing residents.

### The support we seek:

**Funding for stormwater infrastructure and carparking – estimated cost \$200,000.**

## Lorne rental housing incentive pilot project

Council is advocating for a land tax exemption for owners in Lorne who rent their properties to key workers for a minimum of 24 months. The proposal is for Lorne to serve as a pilot project to encourage more long-term rental properties given Lorne's critical shortage of worker housing. Council is also seeking funding for design of affordable housing for key workers on suitable public land. The project would seek to build housing that is in keeping with the scale and character of surrounding residences.

### The support we seek:

**Victorian Government to trial a land tax exemption that encourages a specific number of Lorne properties to be made available for long-term rental for a minimum of 24 months.**

**\$250,000 for design of affordable housing for key workers. Council has \$50,000 to contribute.**



# Thriving Communities

## Winchelsea Place Plan

Winchelsea is a key growth area for Surf Coast Shire with the potential to accommodate between 4,500 and 7,500 new dwellings by 2051. Council has collaborated with community on a Winchelsea Place Plan that identifies community aspirations and opportunities.

### The support we seek (initial advocacy priorities):

#### Highway amenity improvements

The Princes Highway is the primary vehicle route for Western Victoria and traverses the township centre of Winchelsea. There is an opportunity to implement safety and amenity improvements in the town centre to better support pedestrian movement and amenity. Roadside infrastructure and tree planting have been identified as potential treatments through the Winchelsea Place Plan engagement process.

#### Housing at train station

There is vacant VicTrack owned land immediately adjacent to Winchelsea train station. There is an exciting opportunity to use this land for housing and to realise the benefits of residential development offering diverse housing forms, adjacent to a transport hub in town with identified growth potential.

## Torquay CBD and Baines Crescent Precinct Planning

The Torquay Town Centre remains the primary retail precinct in Surf Coast Shire but upgrades are required to ensure it is a vibrant commercial and social precinct into the future. A precinct plan that considers public domain improvements and incorporates housing would add vibrancy and create investment appeal. Residential apartments above commercial premises would address housing supply and provide more sustainable housing options.

The Baines Crescent Surf City precinct is an area of significant opportunity for job creation and social benefit. A precinct plan would identify the future role of the precinct and explore options for accommodation, housing, retail and hospitality. The site is a mix of public and privately owned land and includes the Torquay library, Australian National Surf Museum and cultural facilities.

### The support we seek:

**The combined cost of the precinct plans for Torquay CBD and Baines Crescent is an estimated \$700,000 and Council has \$225,000 to contribute.**

## Upgraded Torquay library

The Torquay Library was built in the 1980s, and whilst a refurbishment in 2013 did include a minor expansion, the current total floor area of 380m<sup>2</sup> is less than a quarter of the size required to meet a basic standard as defined in national benchmarks for libraries. The library lacks spaces for reading, work and study and for staging meetings and events and supporting creative activities. At the same time back-of-house facilities for staff are inadequate.

## Indexed funding for libraries

Public libraries have much expanded role now, serving as community hubs and resource centres for multi-generations, yet government funding for delivery of library services has fallen behind inflation.

### The support we seek:

**Funding for the design and construction of a new facility that meets modern standards and accommodates the broader role played by contemporary libraries. Total cost is dependent on scope and design. Council has \$8 million to contribute.**

**An ongoing commitment to funding libraries indexed to inflation.**

## Deans Marsh Community Hall

The Deans Marsh Community Hall is a much loved facility in an ageing building. The aim of this priority is to ensure the hall meets community needs and complies with current building standards. A multi-use space and a daycare centre will be provided. The hall could also serve as an Emergency Relief Centre following bushfires and other emergency recovery operations.

### The support we seek:

**Cost will be dependent on final scope and design. Council has \$2.5 million to contribute to the project.**

## Surf Coast Suns playing infrastructure

Improved playing infrastructure is required to ensure the rapidly growing Surf Coast Suns Football and Netball club is compliant with the requirements of the Bellarine Football Netball League, which they will join in 2026. Entry to the league provides greater opportunities for players but does require specific upgrades to netball and football playing infrastructure.

For netball competition, female friendly change rooms are required.

Football requirements include nets behind the goals at Polwarth Oval.

### The support we seek:

**Total estimated cost of netball infrastructure is \$350,000. Football infrastructure is estimated to cost \$150,000**

## Neighbourhood Houses

Council is supportive of Neighbourhood Houses Victoria's 'Keep our Doors Open' campaign, which is seeking to increase recurrent funding provided through the Victorian Government's Neighbourhood House Coordination Program. Neighbourhood Houses enable people of all ages to access support, build skills and find connection but Houses are struggling to maintain services due to the compounding effect of funding that hasn't kept pace with service costs.

### The support we seek:

**Increase recurrent funding through the Neighbourhood House Coordination Program to ensure it reflects current service costs and enables Neighbourhood Houses to remain financially sustainable.**





## Tourism

### Anglesea Mountain Bike Trails

This project would deliver a 107 km network of new and upgraded trails with connections to other significant trail destinations in the region. Comprising 36 trails, the project will strengthen Anglesea's standing as a centre for mountain bike riders of all ages and abilities. Investment in the project will support the regional visitor economy boosting local jobs and businesses. There is an opportunity to stage delivery of the trails so work can commence with less than the full funding.

#### The support we seek:

**The first stage is to undertake cultural heritage and vegetation assessments. Total construction cost is an estimated \$2.8 million**

### A new home for the Australian National Surfing Museum

Torquay's Australian National Surfing Museum has a rare and extensive collection of Australian surfing memorabilia, but space limitations mean it is not achieving its full potential as an international standard visitor attraction. Redevelopment would enable the museum to function as an anchor destination strategically located at the start of the Great Ocean Road. This would better support the regional visitor economy, and by slowing down visitation to the Great Ocean Road, reduce the negative impacts of low-yield day trips. The Australian National Surfing Museum could also function as a companion to the Geelong Art Gallery creating cultural tourism offerings strategically located in proximity to the new Geelong Convention Centre.

#### The support we seek:

**Funding for design and construction of a dedicated facility that would serve as an anchor destination in Torquay. Total estimated cost is between \$2.9 million and \$3.2 million. Council has \$1.2 million to contribute.**



Australian National Surfing Museum theatre

## Sustainable tourism along the Great Ocean Road

Improved management of coach and mini-bus tours on the Great Ocean Road would elevate the visitor experience, improve safety, reduce amenity impacts and protect the environment. A licence system that provides a means to stagger visiting times and limit bus numbers would reduce congestion of the type currently being experienced in the Aireys Inlet lighthouse precinct. Revenue from the licences could be reinvested into tourist facilities such as toilets and parking spaces to improve the experience and reduce local amenity impacts.

### The support we seek:

**A licence system for tour operators that facilitates the staging of visits for a better visitor experience and improved local amenity, and enables revenue to be reinvested into local tourist facilities.**

## Funding support for key partners such as GORCAPA

The Great Ocean Road Coast and Parks Authority (GORCAPA) is the land manager for the coast and parks along the length of the Great Ocean Road. GORCAPA's remit is broad and includes environmental and cultural protection alongside economic development. A sustainable funding model is essential for the entity to achieve its vision and support communities whose economic sustainability is reliant on the visitor economy.

### The support we seek:

**A sustainable funding model to enable GORCAPA to achieve its full potential.**

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